

**This is part of the handouts for Regular Board of Directors Meeting
June 17, 2026**



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

**Tuesday, June 9, 2026, 5:00 p.m.
Glenwood Administrative Building | Board Room
3500 E. 17th Ave, Eugene, OR 97403**

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

Vacant	Chelsae Miller
Kelly Clarke	Joshua Myatt
Gino Grimaldi	Cosette Rees
Joshua Kashinsky (Chair)	David Reesor
Pete Knox	Kari Turner (Vice Chair)
Scott Lemons	Bill Johnston
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:** Kelly Clarke, Gino Grimaldi, Bill Johnston, Joshua Kashinsky (Chair), Pete Knox, Scott Lemons, Bart Mealer, Chelsae Miller, Joshua Myatt, Cosette Rees, David Reesor, Kari Turner (Vice Chair)

2. **AGENDA REVIEW**

3. **PUBLIC COMMENT**

4. **AGENDA ITEMS**

TIME:

- | | |
|---|-----------|
| ➤ STIF Advisory Committee Officer Elections | 5:05-5:10 |
| ➤ STIF Discretionary and Intercommunity Funding, presented by Kathleen Flynn, Lane Transit District | 5:10-5:15 |
| ➤ STIF Discretionary or Intercommunity Fund applications, presented by City of Eugene, Lane Council of Governments, Lane Transit District, and University of Oregon Staff | 5:15-6:05 |
| ➤ 1. University of Oregon Intercity Electric Bus Charging Project | |
| ➤ 2. City of Eugene Two-Wheeled Transit Transition Funds | |
| ➤ 3. City of Eugene Wheelchair Accessible Taxi Pilot Program | |
| ➤ 4. Lane Council of Governments Eugene-Florence Connector | |
| ➤ 5. Lane Council of Governments LinkLane Category B Bus Purchase | |
| ➤ 6. Lane Council of Governments Florence-Yachats Connector | |
| ➤ 7. Lane Transit District Diamond Express Oakridge-Eugene Service | |
| ➤ 8. Lane Transit District Rural Shuttle | |
| ➤ 9. Lane Transit District Downtown Circulator Pilot Extension | |
| ➤ Advisory Committee Discussion and Funding Recommendation | 6:05-6:25 |
| ➤ Staff Updates and Future Meetings, presented by Kathleen Flynn, Lane Transit District | 6:25-6:30 |

5. **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:

- Tuesday, September 22, 2026
- Tuesday, October 13, 2026
- Wednesday, November 4, 2026
- Tuesday, November 17, 2026
- Tuesday, December 1, 2026
- Tuesday, December 8, 2026



Lane Transit District Agenda Item Summary (AIS)

Presented By: Kathleen Flynn, Grant Specialist

AIS Title: FY28 STIF Discretionary and
Intercommunity Funding and Proposals

Prepared By: Kathleen Flynn, Grant Specialist

Action: Discussion and Feedback

Agenda Item Summary: The Oregon Department of Transportation (ODOT) is currently soliciting proposals for three funding sources, including STIF Discretionary and STIF Intercommunity funding, as part of its combined Competitive Transit Grant process for FY28 (July 2027 – June 2028). This call for projects replaces ODOT's typical Mid-Cycle Discretionary Grant Program and the STIF Discretionary and Statewide Transit Network calls for projects.

The 2027-2028 Competitive Transit Grant will award capital and operations funding to public transportation providers on a competitive basis for projects that maintain or improve Oregon's public transportation system. Funding is expected from the Federal Transit Administration (FTA) and the Statewide Transportation Improvement Fund (STIF) and will be administered by ODOT's Public Transportation Division (PTD). ODOT will award funding from FTA's Section 5339(a) Grants for Buses and Bus Facilities Program, the STIF Discretionary fund and the STIF Intercommunity fund in two phases. Phase 1 of the 2027-2028 Competitive Transit Grant will award \$3.5 million in federal 5339 funding, and Phase 2 will award up to \$21.6 million in federal 5339 funds and state STIF Discretionary and Intercommunity funds.

The STIF Advisory Committee reviews Lane County proposals for STIF Discretionary and STIF Intercommunity funding. A total of 9% of all STIF funds are divided between the STIF Discretionary Fund (5%, estimated \$9 million available) and the STIF Intercommunity Fund (4%; estimated \$8.2 million available). STIF Intercommunity funds are used specifically to improve public transportation between two or more communities. ODOT awards these funds via a statewide competitive grant process, rather than by a formula-based allocation.

Because ODOT is combining multiple funding sources in this one solicitation, it is possible that some proposals for vehicle acquisitions or bus facilities could be considered for either federal 5339 funds or STIF Discretionary or Intercommunity funds. LTD plans to present all proposals that could potentially be considered for STIF Discretionary or Intercommunity funds to the STIF Advisory Committee.

ODOT has provided 12 Lane County proposals to LTD for review and funding recommendations:

- 1) City of Eugene Two-Wheeled Transit Transition Funds
- 2) City of Eugene Wheelchair Accessible Taxi Pilot Program
- 3) Lane Council of Governments Eugene-Florence Connector
- 4) Lane Council of Governments LinkLane Category B Bus Purchase



Lane Transit District Agenda Item Summary (AIS)

- 5) Lane Council of Governments Florence-Yachats Connector
- 6) Lane Transit District Diamond Express Oakridge-Eugene Service
- 7) Lane Transit District Rural Shuttle
- 8) Lane Transit District Downtown Circulator Pilot Extension
- 9) Lane Transit District Diamond Express Vehicle Replacement
- 10) Lane Transit District Downtown Circulator Vehicle Replacement
- 11) Lane Transit District Fixed Route Vehicle Replacement
- 12) University of Oregon Intercity Electric Bus Charging Project

The STIF Advisory Committee reviewed proposals #9, #10, and #11 at its May 12, 2026, meeting, and will review the remaining nine proposals at its June 9, 2026, meeting. After reviewing all 12 local proposals, the Advisory Committee will make funding recommendations to LTD's Board of Directors. LTD's Board will review the Advisory Committee's recommendations at its June 17, 2026, meeting and LTD staff will then forward LTD's recommendations to ODOT.

Attachments: LTD STIF Discretionary and STIF Intercommunity Application Packet; Full Proposals for the remaining 9 Lane County projects

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

Proposed Motions:

Alternative Motions:

Motion #1: I move to recommend to LTD's Board of Directors the Lane County STIF Discretionary and STIF Intercommunity proposal list, with comments on whether each project should be funded.

Motion #2: I move to recommend to LTD's Board of Directors the prioritized Lane County Discretionary and STIF Intercommunity proposal list, with comments on whether each project should be funded.

LTD STIF DISCRETIONARY & STIF INTERCOMMUNITY APPLICATION PACKET

DATE: June 9, 2026

TO: LTD STIF Advisory Committee

FROM: Kathleen Flynn, LTD Grant Specialist

SUBJECT: Lane County Competitive Transit Grant Applications for STIF Discretionary & STIF Intercommunity Funds

CONTENTS

STIF Discretionary & STIF Intercommunity Program Overview	2
Funding Overview	2
STIF Discretionary and Intercommunity Funds.....	2
Application Funding Overview	3
STIF Advisory Committee Role.....	3
Overview	3
STIF Discretionary/Intercommunity Project Selection Process	4
Project Selection Criteria	5
Project Prioritization	6
STIF Discretionary & Statewide Transit Network Project Summaries	7
Summary of Projects.....	7
PROJECT 1 Two-Wheeled Transit Transition Funds	8
PROJECT 2 Wheelchair Accessible Taxi Pilot Program	12
PROJECT 3 Eugene-Florence Connector.....	17
PROJECT 4 Link Lane Category B Bus Purchase.....	23
PROJECT 5 Florence-Yachats Connector	27
PROJECT 6 Diamond Express Oakridge to Eugene Service.....	32
PROJECT 7 LTD Rural Shuttle.....	39
PROJECT 8 Downtown Circulator - Pilot Extension	45
PROJECT 9 Diamond Express Vehicle Replacement.....	49
PROJECT 10 Downtown Circulator Vehicle Replacement	56
PROJECT 11 Fixed Route Vehicle Replacement.....	60
PROJECT 12 UO Intercity Electric Bus Charging Project	63

STIF DISCRETIONARY & STIF INTERCOMMUNITY PROGRAM OVERVIEW

FUNDING OVERVIEW

The current Oregon Department of Transportation (ODOT) Competitive Transit Grant (CTG) solicitation for FY28 seeks proposals for three funding sources: Federal 5339(a) Grants for Buses and Bus Facilities, STIF Discretionary Funds, and STIF Intercommunity Funds. Although these three funding sources are combined into one call for projects, the STIF Advisory Committee will only review applications that ODOT is considering for STIF Discretionary and Intercommunity funding.

Federal 5339(a) Funds	Statewide Transportation Improvement Fund (STIF)	
	STIF Discretionary Fund	STIF Intercommunity Fund
○ Grants for buses and bus facilities ○ \$7.9 million anticipated statewide across Phases 1 and 2 of CTG solicitation ○ STIF Advisory Committee review not required	○ 5% of STIF funds will be awarded to eligible sub-recipients based on a competitive grant process ○ \$9 million anticipated statewide ○ Reviewed by STIF Advisory Committee	○ 4% of STIF funds will be used to improve public transportation between two or more communities based on a competitive grant process ○ \$8.2 million anticipated statewide ○ Reviewed by STIF Advisory Committee

STIF DISCRETIONARY AND INTERCOMMUNITY FUNDS

The STIF Discretionary fund is a flexible funding source that aims to expand or improve public transportation services by supporting projects that create new service routes, adopt enhanced forms of technology and data collection, maintain transit fleets in a state of good repair, and advance the equity and sustainability of transportation in the state. STIF Discretionary funds are typically not a source of ongoing operations funding, but a temporary rule change approved by the Oregon Transportation Commission (OTC) allows STIF Discretionary funds to be used for ongoing or recently reduced operations in FY28.

The STIF Intercommunity Fund supports Oregon's statewide transit network, funding projects that enhance Oregon's statewide fixed route bus transit network by investing in key transit hubs, closing gaps between two or more communities, improving collaboration and coordination between agencies

that results in functional benefits, or other activities that improve the function of the overall transit network and serve the interests of more than one transit provider.

Eligible projects for FY28 applications include:

- Vehicle acquisitions
- Construction or rehabilitation of transit facilities
- Purchasing or acquiring transit facilities
- Ongoing operations or recently reduced operations (FY28 solicitation only)
- New pilot projects
- Preventive maintenance, mobility management, and purchased transportation services that maintain ongoing operations or recently reduced service (FY28 solicitation only)
- Capital or operations projects that maintain or expand service on corridors identified in the Priority Intercity Bus Network.

Match requirement:

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

APPLICATION FUNDING OVERVIEW

ODOT will determine which of the eligible funding opportunities best fits each application. With input from the Area Commissions on Transportation and STIF Advisory Committees, ODOT staff will review the project applications and determine which proposals to recommend to the Public Transportation Advisory Committee for further review and recommendation to the OTC, which will make final selections.

STIF ADVISORY COMMITTEE ROLE

OVERVIEW

The STIF Discretionary and STIF Intercommunity solicitation process provides Qualified Entities (QEs) the opportunity to review and comment on applications relevant to their areas of responsibility. QEs must consult with their STIF Advisory Committees prior to submitting application feedback to ODOT. STIF Advisory Committees then make funding recommendations to each QE's Board of Directors. QE Feedback on STIF Discretionary and STIF Intercommunity applications is due to ODOT in mid-July 2026.

ODOT has asked the LTD STIF Advisory Committee to review 10 Competitive Transit Grant Phase 2 applications that are eligible for STIF Discretionary/Intercommunity funds and are located either within or adjacent to Lane County:

- 1) City of Eugene Two-Wheeled Transit Transition Funds
- 2) City of Eugene Wheelchair Accessible Taxi Pilot Program
- 3) Lane Council of Governments Eugene-Florence Connector
- 4) Lane Council of Governments LinkLane Category B Bus Purchase
- 5) Lane Council of Governments Florence-Yachats Connector
- 6) Lane Transit District Diamond Express Oakridge-Eugene Service
- 7) Lane Transit District Rural Shuttle
- 8) Lane Transit District Downtown Circulator Pilot Extension
- 9) Lane Transit District Diamond Express Vehicle Replacement
- 10) Lane Transit District Downtown Circulator Vehicle Replacement
- 11) Lane Transit District Fixed Route Vehicle Replacement
- 12) University of Oregon Intercity Electric Bus Charging Project

The application summaries provided in this packet include basic project and budget information from each application. Complete applications and all relevant attachments provided by applicants can be found in Attachment A.

STIF DISCRETIONARY/INTERCOMMUNITY PROJECT SELECTION PROCESS

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

- 6) The OTC reviews and decides which projects will be awarded funds.
- 7) ODOT posts OTC funding awards on the ODOT Public Transportation Division (PTD) website and notifies applicants via email of the posting.

PROJECT SELECTION CRITERIA

ODOT has provided the following table that outlines key focus areas, selection criteria, and score weighting. A selection of proposal questions and responses for each focus area is provided later in this packet for each Lane County application.

Focus Areas	Selection Criteria	Score Weighting	
		Capital Projects	Operations Projects
Safety	Project enhances safety of vulnerable road users and transit riders	20%	10%
Access	Project planning and implementation incorporates meaningful involvement of resource-limited individuals or groups in decision-making. Project sustains or improves ridership and access to transportation for resource-limited communities.	20%	30%
Climate Benefits	Project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles	20%	20%
Readiness to Proceed	Applicant demonstrates that project will be successfully completed by end of grant agreement period	10%	10%
Infrastructure and Multi-modal Connectivity	Project improves condition of transit-related infrastructure that supports multimodal connectivity of the public transportation system.	10%	-
Community Benefits	Project addresses important community needs, and will deliver a significant benefit to the community, such as increased ridership and vehicle State of Good Repair.	20%	30%

PROJECT PRIORITIZATION

The STIF Advisory Committee has the option to prioritize proposals that it recommends for funding. Historically, the LTD STIF Advisory Committee has opted not to prioritize to ensure that all Lane County proposals are considered as high priorities among the many statewide applications. If there is interest in prioritizing proposals for FY28, however, Committee members should consider the selection criteria outlined in the table above. Other issues to consider could include, but are not limited to, the following questions:

- Does the project improve, maintain, or expand public transportation?
- Are other sources of funding available for the project?
- Who's being served by the project?
- What areas of the county are being served by the project?

STIF DISCRETIONARY & STATEWIDE TRANSIT NETWORK PROJECT SUMMARIES

SUMMARY OF PROJECTS

#	Project Title	Agency	Total Project Cost (Grant + Match)	Project Overview
1	Two-Wheeled Transit Transition	City of Eugene	\$315,000	Local bike share system. Operational costs.
2	Wheelchair Accessible Taxi Pilot	City of Eugene	\$150,000	Pilot program to provide wheelchair accessible taxi service. Administrative and operational costs.
3	Eugene-Florence Connector Route	Lane Council of Governments	\$740,000	7 days/week from Florence to Eugene. Route administration and operational costs.
4	LinkLane Category B Bus Purchase	Lane Council of Governments	\$385,000	Category B bus for the Eugene-Florence Connector.
5	Florence-Yachats Connector	Lane Council of Governments	\$385,000	7 days/week from Florence to Yachats. Route administration and operational costs.
6	Diamond Express	Lane Transit District	\$450,000	6 days/week between Oakridge and Eugene. Operational and preventive maintenance costs.
7	LTD Rural Shuttle	Lane Transit District	\$472,000	4 days/week serving three rural areas of Lane County. Operational, preventive maintenance, and mobility management costs.
8	Downtown Circulator - Pilot Extension	Lane Transit District	\$1,032,871	7 days/week service for Riverfront and Downtown Eugene. Operational costs.
9	Diamond Express Replacement Vehicle	Lane Transit District	\$900,000	New 40-foot bus for Diamond Express Oakridge-Eugene service.
10	Downtown Circulator Vehicle Replacement	Lane Transit District	\$900,000	New 40-foot bus for dedicated use on LTD's Downtown Loop.
11	Fixed Route Vehicle Replacement	Lane Transit District	\$900,000	New 40-foot bus for use on LTD's fixed route metropolitan area service.
12	UO Intercity Electric Bus Charging Project	University of Oregon	\$1,496,722	Vehicle charging infrastructure to electrify the ODOT Portland to Eugene bus corridor.
LANE COUNTY TOTAL PROJECT COSTS			\$8,126,593	<i>(Grant amount plus match)</i>
LANE COUNTY GRANT REQUEST ONLY			\$6,411,497	<i>(Excludes match)</i>

PROJECT 1 | TWO-WHEELED TRANSIT TRANSITION FUNDS

Project Information

ENTITY:

City of Eugene

PROJECT DESCRIPTION:

The City of Eugene seeks STIF Competitive Transit Grant funding to support operating costs for the regional bike share system as it transitions away from long-term private sponsorship by PeaceHealth. This funding will cover core operating costs, including system maintenance, rebalancing, customer service, and software platform needs. These investments will ensure uninterrupted service for riders while the City and other bike share program partners finalize a long-term public funding and governance model aligned with regional transportation goals.

This funding will bridge operating cost gaps as we sunset “PeaceHealth Rides” and work toward launching a new transit-integrated, and expanded bike share program in mid-2028. Continued bike share operations advance STIF objectives by providing low-cost, zero-emission mobility options for students, essential workers, and riders with limited transportation choices. The system strengthens first- and last-mile connections to LTD services, supports climate and equity goals, and maintains access to a vital transportation resource for neighborhoods with limited transit access.

The project stabilizes an important public mobility service during a critical transition and positions the system for long-term, community-centered success.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH): \$250,000.

MATCH SOURCE AND AMOUNT:

Local: \$63,000

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amount	Match Amount
Operations	\$315,000	\$252,000	\$63,000
Total:	\$315,000	\$252,000	\$63,000

ODOT Selection Criteria Focus Areas

COMMUNITY BENEFITS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

Describe the need this project addresses.

The bike share system provides an essential mobility option for students, essential workers, lower-income households, and residents living in areas with limited transportation choices. It also plays a key role in supporting first- and last-mile connections to transit, advancing regional climate goals, and reducing transportation barriers for underserved communities.

Describe the expected community benefits from this project.

This project will ensure uninterrupted access to an affordable, zero-emission transportation option that many community members rely on for daily travel. Continued bike share operations will support students, essential workers, lower-income households, and residents with limited mobility choices by maintaining a dependable service that reduces transportation barriers.

Stable operations will also strengthen first- and last-mile connections to transit, helping more riders combine bike share with LTD services for longer and more efficient trips. Sustaining the system during this transition period protects a key multimodal asset that supports regional climate goals, reduces congestion, and expands mobility options in underserved neighborhoods.

By bridging the current operating funding gap, the project will preserve a widely used public resource, maintain equitable access to transportation, and keep the system positioned for long-term improvements identified in the Bike Share 2.0 planning process.

If this proposal is not awarded funding, what are the expected impacts?

If the project is not awarded funding, the City will face challenges maintaining continuous bike share operations during the transition away from PeaceHealth's sponsorship. Without this funding, the system may need to reduce service levels, such as limiting fleet availability, station coverage, customer support, or rebalancing capacity. These reductions would affect riders who rely on the system for affordable, convenient mobility and first- and last-mile transit connections. In the absence of alternative funding, a temporary service reduction could become necessary, delaying progress toward establishing a stable, publicly supported operating model.

SAFETY (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

This project improves safety by funding the maintenance, inspection, and repair of bike share bicycles and docking stations, ensuring that equipment is reliable, well-lit, and in good working order for all users. Regular operations—including rebalancing, customer support, and station upkeep—help keep sidewalks, curb ramps, and transit areas clear, reducing conflicts for pedestrians and people using mobility devices. Safety education and in-app guidance support safer riding behavior. By providing a dependable option for first- and last-mile travel, the project also helps transit riders make safer, more predictable connections to LTD stops and stations.

CLIMATE MITIGATION (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

This project will reduce greenhouse gas emissions by maintaining a reliable, affordable bike share system that encourages people to choose biking instead of driving for short trips. By preserving a convenient active-transportation option, the project helps shift daily travel away from single-occupancy vehicle use, which is one of the largest local sources of transportation emissions. Bike share also strengthens first and last-mile connections to LTD transit, making it easier for people to combine biking and bus service rather than relying on a car. Continued system operations ensure that residents—especially those with limited transportation choices—can consistently access a zero-emission travel option, supporting both mode shift and regional climate goals.

ACCESS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

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

See peacehealthrides.com for the most up to date service area.

What engagement has your agency conducted or does it plan to conduct with resource-limited groups or their representatives in the development of this project?

The program has engaged, and will continue to engage, resource-limited community members through its work with PeaceHealth Rides, which has long emphasized equitable access and affordability in system design and outreach. Community input from lower-income residents, students, transit-dependent riders, and individuals who rely on low-cost mobility options has informed key elements of the system, including reduced-fare and income-qualified programs. Ongoing feedback gathered through user surveys, outreach events, and partnerships with local institutions continues to shape service improvements, helping ensure the project reflects the needs of riders who face the greatest transportation barriers.

How will resource-limited groups benefit from this project?

We work with several organizations that provide services to resource-limited groups, including: Plaza de Nuestra Comunidad, Homes for Good, Food for Lane County, Shift Community Cycles, and Eugene-Springfield Safe Routes to School.

How will resource-limited groups be burdened by this project?

N/A

INFRASTRUCTURE AND MULTI-MODAL CONNECTIVITY (CAPITAL PROJECTS 10%):

Explain how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation systems.

By maintaining and operating the bike share system, this project directly improves multi-modal connectivity and strengthens first- and last-mile access to LTD bus service. Reliable bike share operations make it easier for people to reach bus stops, transfer between modes, and complete trips without needing a car.

The project also enhances bicycle safety and accessibility through well-maintained bikes, functional docking stations, and predictable, organized parking areas. These improvements support a safer and more comfortable pedestrian and bicycle environment around key transit corridors.

In addition, the bike share system provides connections to regional transit services, including Amtrak, FlixBus, LinkLane, and Cascades Point, through hubs located at or near these stops, expanding multi-modal options for passengers.

Finally, the installation of new bike share hubs often includes standard inverted-U racks, which improve bike parking capacity for both bike share users and community members with personal bicycles.

READINESS TO PROCEED (OPERATIONS PROJECTS 10%; CAPITAL PROJECTS 10%):

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

This project is realistic because it builds on an existing, fully operating bike share system with established contracts, procedures, and performance metrics. The City has more than seven years of experience managing PeaceHealth Rides and already has the operational framework, staffing structure, and vendor relationships in place to carry out the proposed work. The requested funds support ongoing, known operating activities such as maintenance, rebalancing, software services, and customer support, all of which have predictable costs and well-defined scopes. The project can be implemented immediately upon award, and the City will continue using its established budgeting, procurement, and contract-management processes to ensure spending stays within the grant amount and timeline. Because the project focuses on sustaining current operations rather than launching new infrastructure or construction, it carries low implementation risk and can be completed reliably within the grant agreement period.

If this project will last beyond FY28, describe the plan for ongoing funding including match. If not applicable, respond N/A.

The project is designed to continue beyond the STIF funding period through a diversified and sustainable funding strategy. The City is working with Lane Transit District to increase ongoing operational support as bike share becomes more fully integrated into the regional mobility network. In addition, the City is looking at potential revised sponsorship model and is coordinating with partners, local employers, and community organizations—to formalize shared funding commitments. These elements, along with additional revenue concepts and long-term governance recommendations, are being developed in the Bike Share 2.0 plan currently underway. Together, these efforts will provide a stable foundation for continued operations after June 30, 2028.

Does the project depend on other funding sources including other discretionary grants whose outcomes are uncertain?

This project relies on several ongoing funding sources whose annual amounts can vary, including user fare revenues, ASUO student fee support for University of Oregon ridership, partner contributions, and competitive grants that supplement operations. These funding sources have been stable over the years, and the diversified funding model used to support the system provides confidence that operations can continue beyond this important transition-funding period.

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

If actual costs exceed the budgeted amount, the City will manage the difference through a combination of cost controls and supplemental funding sources. The bike share program operates within a flexible, diversified funding model that includes fare revenue, partner contributions, and competitive grant opportunities, which can be adjusted to help cover unforeseen expenses.

Describe how your project could be scaled down to receive a smaller amount of money than your desired request.

If awarded a smaller amount, the project can be scaled by prioritizing core bike share operations to ensure continuity of essential service. This could include reducing non-critical expenses such as marketing, outreach, or discretionary program enhancements; or adjusting station servicing and rebalancing frequency. These adjustments would allow the City to maintain a functional and reliable (though more limited) system, while operating within a reduced budget, ensuring that the most important elements—safe equipment, dependable service, and strong multimodal connectivity can remain in place.

PROJECT 2 | WHEELCHAIR ACCESSIBLE TAXI PILOT PROGRAM

Project Information

ENTITY:

City of Eugene

PROJECT DESCRIPTION:

The Wheelchair Accessible Taxi Pilot Program is a communitywide effort to establish equitable, 24/7 taxi service for people who use wheelchairs and whose needs cannot be accommodated by existing taxi companies, transportation network companies (such as Uber), or paratransit services. The program aims to fill a long-standing accessibility gap by ensuring that riders who rely on mobility devices have the same on-demand travel options as other community members.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH): \$120,000

MATCH SOURCE AND AMOUNT:

Local: \$30,000

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amount	Match Amount
Administration	\$9,375	\$7,500	\$1,875
New Pilot Operations	\$140,625	\$112,500	\$28,125
Total:	\$150,000	\$120,000	\$30,000

ODOT Selection Criteria Focus Areas

COMMUNITY BENEFITS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

Describe the need this project addresses.

In the Eugene metropolitan area, there are currently no paid passenger services—neither taxis nor transportation network companies (TNCs)—that can accommodate riders who remain in their wheelchairs, power chairs, or scooters during transport. Riders are only served if they can independently transfer into a standard vehicle and if their mobility device can collapse easily and be stored, which excludes many community members with higher-support mobility needs. As a smaller market, Eugene does not have the leverage to require national TNCs such as Uber or Lyft to deploy wheelchair-accessible vehicles (WAVs) without risking the loss of their broader service to the community. When Eugene City Council authorized TNC operations in 2018, they anticipated this gap and flagged the need for a future accessibility solution.

Lane Transit District’s paratransit service, while essential for many riders, cannot fill this gap. It does not operate in all parts of the community, it does not serve the Eugene Airport, and trips must be scheduled at least one day in advance. For many riders—particularly visitors or those needing unplanned same-day travel—this structure does not provide the flexibility they need. The community’s desire for wheelchair-accessible taxi service is well-established. One local operator attempted to offer WAV rides, but due to the higher costs associated with operating these vehicles, they charged significantly more. When informed by the City that all riders must be charged the same fare regardless of mobility status, the operator discontinued the service, removing the only accessible taxi option available. Through this pilot project, the City of Eugene can ensure that residents and visitors who use wheelchairs pay no more than any ambulatory taxi rider by offsetting the additional staffing, equipment, and operational costs required to provide WAV service.

Beyond the physical barriers to moving through the city, wheelchair users also face social barriers, including experiences of discrimination, social isolation, and sometimes feeling like second-class citizens. We heard during the community engagement sessions that some wheelchair users avoid calling paratransit not because of service quality, but because its branding makes them feel stigmatized. This pilot project supports Eugene’s Strategic Plan commitment to fostering a culture of belonging by expanding equitable access to transportation options, our community’s public spaces, and to opportunities for social connection.

Describe the expected community benefits from this project.

The Wheelchair Accessible Taxi Pilot Program is expected to deliver significant community benefits by expanding mobility options, improving health and social outcomes, and supporting the City of Eugene’s climate and policy goals. The project directly advances several City Council–adopted plans, including its current Strategic Plan, the 2035 Eugene Transportation System Plan, and Eugene’s Climate Action Plan 2.0. The pilot is also identified as a priority project in the draft update of the regional Unified Planning Work Program, demonstrating broad regional support for addressing this long-standing service gap. It would also fulfill the identified need for accessible airport travel option identified in the developing Lane Coordinated Transportation Plan.

Expand Mobility Options:

The pilot will increase transportation choices for community members who rely on wheelchairs, power

chairs, and scooters—groups currently not served by taxis and transportation network companies. By offering a 24/7, on-demand wheelchair-accessible taxi service, the project provides a reliable travel option for work, medical appointments, errands, airport access, and spontaneous trips that cannot be planned in advance as paratransit requires. This improves mobility independence and ensures equitable access to essential destinations.

Improve Health and Social Outcomes:

Reliable, flexible transportation is strongly connected to better physical, mental, and social well-being. This pilot will expand opportunities for wheelchair users to participate in community life and access shared public spaces such as parks, plazas, and civic events. It will also reduce social isolation by enabling more frequent visits with friends, family, and support networks. By providing an alternative to being stranded when mobility-device batteries run low, the service also increases personal safety and reduces the stress and risk associated with travel.

Support Climate Goals:

The project aligns with the Climate Action Plan 2.0 by offering an alternative to personal vehicle ownership—particularly important for wheelchair users who might otherwise feel compelled to own a high-emission wheelchair-accessible van. By expanding a public, shared mobility option that complements rolling, the pilot supports car-light and car-free lifestyles and contributes to reducing transportation-related greenhouse gas emissions. The program's contractor requirements can further support environmental goals by prioritizing fuel-efficient or lower-emission accessible vehicles.

If this proposal is not awarded funding, what are the expected impacts?

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

Without this funding, current conditions of visitors to Eugene being stranded at our airport for hours at a time and some of our residents not being able to call for a ride whenever they need one will continue.

SAFETY (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

Wheelchair users frequently encounter gaps that can leave them unexpectedly stranded and/or force them to become vulnerable road users as they try to get where they're going in any way they can, which increases risk. This program provides a needed transportation safety net: if a wheelchair user ever finds themselves stranded for any reason, at any hour, they can call a taxi to get wherever they need to go.

CLIMATE MITIGATION (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

By providing an on-demand option for wheelchair users to access a vehicle whenever they need one, this pilot program can reduce the necessity for individuals to own a personal wheelchair-accessible vehicle.

These vehicles are costly to purchase, require higher ongoing maintenance expenses, and typically consume more fuel than standard passenger vehicles. Offering a reliable, flexible transportation alternative helps lower financial and environmental burdens while expanding equitable, barrier-free mobility for people with disabilities.

Further, contracting a provider will give the City the opportunity to require environmentally-friendly business practices that support our Climate Action Plan 2.0 goals such as requiring our contractor maintain a fleet replacement plan that prioritizes lower-emission vehicles, efficient dispatching practices that reduce unnecessary mileage and idle time, anti-idling policies, and driver training on eco-driving techniques.

ACCESS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

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

This pilot program is intended to serve all areas within the City of Eugene's urban growth boundary as well as its local airport, which is outside of the UGB. In addition, Eugene and Springfield are in conversations about an MOU that would support the eventual expansion of this program into Springfield to provide rides throughout the entire metropolitan area.

What engagement has your agency conducted or does it plan to conduct with resource-limited groups or their representatives in the development of this project?

The City of Eugene has been in conversation with the community on this project for the past year and a half. In particular, we have engaged Lane Independent Living Alliance, met extensively and repeatedly with Mobility International, and also enlisted the feedback and input from our local adaptive recreation program. Through one-on-one conversations, we were able to envision a local service that would meet most people's needs. Our next step is to detail this programmatic vision in a public meeting where we can invite the disability community more broadly, ask for input that can refine the program, and have community members experience the type of vehicles we hope to contract for use. We are confident that the vision for this pilot program will be improved through that second round of community input.

How will resource-limited groups benefit from this project?

About 44% of low-income users cite rideshare services like Uber and Lyft as essential. While Uber and Lyft may provide vital mobility for those with limited income, they do not offer wheelchair-accessible rides locally. For low-income wheelchair users, this new program would be especially impactful. It guarantees access to on-demand, wheelchair-accessible taxi service—something they can't get from standard TNCs—at the same cost as other riders. By removing both financial and physical mobility barriers.

How will resource-limited groups be burdened by this project?

While this project primarily aims to reduce barriers for wheelchair users broadly, low-income wheelchair users specifically could be less aware of the service at launch without targeted outreach, and could unintentionally miss out on program benefits. Robust outreach through a variety of channels will be necessary.

While the fare charged will be the same as a regular taxi fare, that rate will always disproportionately impact lower income households, especially those who use the service regularly. It will be important to continue efforts to raise awareness about lower cost accessible option such as LTD's paratransit service.

INFRASTRUCTURE AND MULTI-MODAL CONNECTIVITY (CAPITAL PROJECTS 10%):

Explain how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation systems.

N/A

READINESS TO PROCEED (OPERATIONS PROJECTS 10%; CAPITAL PROJECTS 10%):

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

The City of Eugene has already completed substantial groundwork to understand service needs, operational considerations, and cost parameters. Transportation Planning staff have met with multiple service providers that operate wheelchair-accessible vehicles, as well as peer cities and community based organizations that offer similar or related programs, to learn from their models and incorporate best practices. This research directly informed the funding level requested to provide the number of expected rides.

Once a vendor is selected, the service will operate under a clearly defined scope of work and a fixed contract budget. The contractor will be required to meet performance expectations and remain within the allocated funding, ensuring predictable costs throughout the pilot. Other project components—such as administration, monitoring, and outreach—are also fully budgeted. Staff time for these tasks will be tracked through the City's PeopleSoft system, which allows for consistent monitoring, timely reporting, and adjustments as needed to keep the project on schedule and within budget.

If this project will last beyond FY28, describe the plan for ongoing funding including match. If not applicable, respond N/A.

If successful, the pilot service would ideally be extended beyond June 30, 2028. We are developing a funding package for our City Council to review that would provide ongoing funding for this pilot project or something similar should improvements be needed.

Does the project depend on other funding sources including other discretionary grants whose outcomes are uncertain?

No.

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

The pilot duration could be reduced if absolutely necessary.

Describe how your project could be scaled down to receive a smaller amount of money than your desired request.

The pilot duration could be reduced if absolutely necessary, though we feel it will be difficult to fully advertise the program and get enough people using the service to even be able to evaluate it in anything less than six months.

PROJECT 3 | EUGENE-FLORENCE CONNECTOR

Project Information

ENTITY:

Lane Council of Governments

PROJECT DESCRIPTION:

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

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

The funding requested is for operational and administrative costs in FY2028. The funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH): \$592,000

MATCH SOURCE AND AMOUNT:

State: \$148,000.

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amount	Match Amount
Administration	\$65,500	\$52,400	\$13,100
Operations	\$674,500	\$539,600	\$134,900
Total:	\$740,000	\$592,000	\$148,000

ODOT Selection Criteria Focus Areas

COMMUNITY BENEFITS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

Describe the need this project addresses.

The Eugene-Florence Connector is a reliable, safe, and affordable intercommunity transit service connecting a rural coastal area that is also a key travel destination with a major urban center. The route connects western Lane County residents and visitors with stops in Florence, Mapleton, and Veneta, to the urban core of the Eugene-Springfield area. Passengers who use this service represent Lane County's diversifying, aging, and lower income population, in addition to its increasing numbers of annual visitors.

The Lane Council of Governments Senior & Disability Services division publishes an Area Plan every four years to help pinpoint the service needs of older adults and persons with disabilities and also to identify gaps in the current service delivery system. One component of this plan is a Community Needs Assessment survey. The 2024 Assessment found that "in rural communities, 53% of respondents to the survey frequently or sometimes miss activities and appointments due to lack of transportation." Link Lane is a lifeline for many riders who would not have access to medical appointments, shopping, education centers, and other necessary destinations. The Eugene-Florence Connector is a solution to this need.

The "Title VI and Transportation Disadvantaged Populations" attachment describes the population this route is serving. Compared to national and statewide populations, communities along this route have high percentages of people identifying as having a disability, people 65 and older, veterans, and people living below the 100% poverty level, particularly those communities farthest from the metropolitan area, including Mapleton and Florence.

Lane County is a prime visitor destination with pristine coastline. Visitor numbers reached an estimated 3,523,380 overnight person stays in 2024 (Economic Impact of Travel in Oregon), and numbers are increasing annually. The Eugene-Florence Connector is supported and promoted by Travel Lane County as it supports car free visitor travel and increased access to the Oregon coast.

Describe the expected community benefits from this project.

The Eugene-Florence Connector has benefited Lane County community members and visitors since it began operations. Increasing demand prompted service expansion of four more weekly trips in April 2024

and another service expansion of three more weekly trips in May 2025. The routes is now operating at its original planned service level of three round trips per day, seven days per week.

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

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

If this proposal is not awarded funding, what are the expected impacts?

Without project funding, this service will terminate as 25-27 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. Within this STIF biennium at the date of this application deadline (July 2025-March 2026), this route provided 9,552 rides. Without this service, many of these trips will not be possible because people do not have another alternative, and many of the trips will translate to personal vehicle miles, increasing roadway vehicle volumes, miles traveled, and greenhouse gas emissions released.

SAFETY (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

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

Anecdotally, respondents to the Eugene-Florence survey reported that they often feel unsafe driving along Highway 126 because of the high volume of vehicles and the roadway configuration. This service has provided an option for users to choose not to drive, potentially decreasing the number of vehicles on the roadway. Within this STIF biennium at the date of this application deadline (July 2025-March 2026), this route provided 9,552 rides; a large number of those trips would most likely have been vehicular trips if Link Lane was not in operation.

CLIMATE MITIGATION (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

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

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

ACCESS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

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

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

What engagement has your agency conducted or does it plan to conduct with resource-limited groups or their representatives in the development of this project?

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

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

We administer an onboard survey every 3 years to ensure that we are listening to current riders. The next onboard survey will happen in Summer 2026.

We collaborate regularly with non-profits and public agencies supporting those most in need. In 2026, we began a low income fare program working directly with service providers and agencies to provide Link Lane fares at a reduced rate directly to the agencies so that they can distribute to those in need.

How will resource-limited groups benefit from this project?

The Eugene-Florence Connector provides many benefits for disadvantaged communities in Lane County. Florence, Mapleton, Veneta, and Eugene all have a lower median income and employment rates than the state of Oregon as a whole. In addition, these communities have high percentages of those over the age of 65, individuals who identify as having a disability, and veterans (see attached Title VI and Transportation Disadvantaged Populations table).

At only \$5.00 for each one-way trip, the Eugene-Florence Connector provides a low-cost transportation option in these communities for those who need a transportation option for inter-city transportation. All Link Lane buses are ADA accessible. We allow riders to pre-purchase tickets online, and we allow riders to pay with cash so that we do not burden the unbanked.

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

rider phone line so that those with questions about the route can call in.

How will resource-limited groups be burdened by this project?

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

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

In 2026, Link Lane began a reduced fare program, offering bulk ticket pricing to nonprofits and governmental agencies serving community members with low incomes and others who need transportation. The providers purchase the tickets at a 75% discount and distribute to clients in need of transportation.

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

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

INFRASTRUCTURE AND MULTI-MODAL CONNECTIVITY (CAPITAL PROJECTS 10%):

Explain how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation systems.

The Eugene-Florence route improves multi-modal connectivity as a link in both Eugene and Florence where multiple providers come together. In Florence, the Eugene-Florence route connects with the Rhody Express, the Florence Express and the Florence-Yachats Connector for intercommunity access and carfree travel all along Highway 101. Stops in Old Town Florence offer passengers access to a walkable downtown. The buses accommodate up to three bikes, and numbers of riders with bicycles is increasing. In Eugene, the route connects in downtown Eugene with LTD's urban transit services and with Amtrak. The Eugene transit station is a multi-modal hub, surrounded by many walkable destinations and an onsite bikeshare hub. The Amtrak stop is also in Eugene's downtown and is similarly walkable, bikeable, and an intercommunity transit hub.

READINESS TO PROCEED (OPERATIONS PROJECTS 10%; CAPITAL PROJECTS 10%):

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

LCOG has successfully operated the Eugene-Florence Connector since 2020 and delivered it within budget each year. The contract with the service operator can be extended through the upcoming

biennium, so the service will be ready to continue seamlessly from one biennium to the next. The service operator provides consistent high quality customer service; the main bus driver has been with the service since it began operations.

The budget for this project was developed with careful consideration for all of the associated costs of operations and administration. The budget for this cycle includes increased funding for rising fuel costs as well as additional funding to include maintenance for an aging fleet.

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

If this project will last beyond FY28, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LCOG will continue to apply for operational funding through the ODOT Competitive Transit Grant program as the Eugene-Florence Connector is an integral part of the Priority Intercity Bus Network. LCOG will also continue to apply for Formula Funds from both the CTCLUSI and LTD as the Qualified Entity for Lane County. LCOG is not a tax generating district and relies on STIF grant funding for continued operations.

Does the project depend on other funding sources including other discretionary grants whose outcomes are uncertain?

LCOG will also apply for STIF Formula Funds from LTD as the Qualified Entity in Lane County as well as CTCLUSI. LCOG plans to apply for these funds as match for this application. LCOG has been successful in the past with applications for match funding for local Formula Funds.

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

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

Describe how your project could be scaled down to receive a smaller amount of money than your desired request.

The project could be scaled down to fewer trips per day and/or fewer operate fewer days per week. However ridership demand supports the level of service at which this route is operating. The bus is currently near capacity on some trips; if there were fewer trips, there is a strong chance riders would be turned away from the service during peak periods. Lowering service at this point may result in a loss of ridership, poorer quality of service, and a burden for the community this route serves.

PROJECT 4 | LINK LANE CATEGORY B BUS PURCHASE

Project Information

ENTITY:

Lane Council of Governments

PROJECT DESCRIPTION:

The project funds will be used to purchase a Category B bus for the Eugene-Florence Connector. The Eugene-Florence Connector begins and ends at the Eugene Amtrak Station with stops in both directions at the LTD downtown transit station, the communities of Veneta and Mapleton, Old Town Florence, and the Florence Grocery Outlet. This route runs seven days per week with one AM, one midday, and one PM round trip. This Category B bus will replace a Category D bus and is needed to right size Link Lane's fleet. Ridership has grown annually since the route started in 2020; over the last 3 years, ridership has grown by an average of 20%. This size of bus is critical to accommodate the number of riders Link Lane serves.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH): \$308,000.

MATCH SOURCE AND AMOUNT:

State: \$77,000

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amount	Match Amount
Vehicle Acquisition	\$385,000	\$308,000	77,000
Total:	\$385,000	\$308,000	\$77,000

ODOT Selection Criteria Focus Areas

COMMUNITY BENEFITS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

Describe the need this project addresses.

The Eugene-Florence Connector is a reliable, safe, and affordable intercommunity transit service connecting a rural coastal area, which is also a key travel destination, with a major urban center. The route connects western Lane County residents and visitors with stops in Florence, Mapleton, and Veneta, to the urban core of the Eugene-Springfield area. Passengers who use this service represent Lane County's diversifying, aging, and lower income population, in addition to its increasing number of annual visitors. The Lane Council of Governments Senior & Disability Services division publishes an Area Plan every four years to help pinpoint the service needs of older adults and persons with disabilities and also to identify gaps in the current service delivery system. One component of this plan is a Community Needs Assessment survey. The 2024 Assessment found that "in rural communities, 53% of respondents to the survey frequently or sometimes miss activities and appointments due to lack of transportation."

Link Lane is a lifeline for many riders who would not have access to medical appointments, shopping, education centers, and other necessary destinations.

This funding will right size the Link Lane fleet. Funds will be used to purchase a Category B bus to replace a Category D bus that is well past its useful life, has been driven over 310,000 miles, and does not have enough seating capacity to serve this route. Ridership on this route has grown each year. Additional bus seating capacity is needed to accommodate the Eugene-Florence route's growth, as it has grown by an average of over 20% the last three years. Increased ridership has resulted in multiple instances where the buses on this route have not been able to accommodate all of the riders because of the limited number of seats. This results in a perception of poor and unreliable service, which is damaging to both Link Lane and public transportation in general.

Describe the expected community benefits from this project.

Riders use this service to travel from the coast to the Eugene-Springfield metropolitan area for medical appointments, education, jobs, shopping, social connections, and recreation, or further via interlining transit connections at the Amtrak station. The link between Mapleton and Florence is an important connection for those living in Mapleton to access jobs in Florence. Eugene-Springfield residents and Lane County visitors also use this service to move between the coast and Eugene-Springfield, supporting local businesses and promoting car free travel.

The additional seating on this bus will ensure that all riders have a seat on the bus and are able to get to their destinations.

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

If this proposal is not awarded funding, what are the expected impacts?

If this project is not funded as a Category B bus, Link Lane will most likely have to turn away riders during peak trips because there will not be enough seats to accommodate riders. Additionally, there will be a chance that there could be service disruptions if there are issues with other fleet vehicles. This bus will replace a bus with over 310,000 miles that is past its useful life, replacing an older bus with a reliable bus with greater capacity. Over the last few years, buses in the Link Lane fleet have spent considerable time in the shop awaiting either mechanic's schedules or parts that are delayed in arriving. Since there is currently only one Category B bus in the fleet, the Eugene-Florence Connector experiences capacity issues if it is in the shop for any extended number of days as it is currently the only bus in the fleet that can accommodate the number of passengers riding on busy days.

SAFETY (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

The bus will be equipped with the latest safety features. The bus it is replacing will be over 10 years old by the time it arrives. The new bus will have advanced technology that will make it safer to drive. The Category B bus is safer and heavier, which makes it a better vehicle for going over the mountain pass in winter months when the roads can become slick. The bus will come with automatic tire chains which will also make it a safer travel option during any inclement weather.

CLIMATE MITIGATION (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

The Eugene-Florence Connector removes vehicles from the road each day. Over 12,000 riders used the Eugene-Florence Connector in 2025, which would have resulted in thousands of more personal vehicle trips if the route was not in service. The trip is roughly 60 miles for each one-way trip, which means significant greenhouse gas emissions savings for each car taken off the road. With the new bigger bus, there will be more capacity for riders who may otherwise be driving, increasing the greenhouse gas savings.

ACCESS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

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

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

What engagement has your agency conducted or does it plan to conduct with resource-limited groups or their representatives in the development of this project?

LCOG is committed to ensuring inclusivity and representation from the public.

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

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

LCOG's commitment to inclusive engagement has informed, and will continue to inform, the Eugene-Florence Connector planning and expansion.

How will resource-limited groups benefit from this project?

At \$5 for a one-way trip, this route is very affordable to members of low income communities. Link Lane also offers a reduced fare program to non-profits to distribute Link Lane passes to clients. Seniors, and

disabled individuals all benefit from this service, as they may not be able to drive passenger vehicles along this route. Children ride free, and students ride with a discounted fare.

How will resource-limited groups be burdened by this project?

This project will not burden resource-limited groups.

INFRASTRUCTURE AND MULTI-MODAL CONNECTIVITY (CAPITAL PROJECTS 10%):

Explain how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation systems.

N/A.

READINESS TO PROCEED (OPERATIONS PROJECTS 10%; CAPITAL PROJECTS 10%):

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

Link Lane has the staff and resources to utilize the Oregon state price agreement and issue a Request for Quotes as soon as the award period starts. Staff have utilized this process before and will stay on budget.

If this project will last beyond FY28, describe the plan for ongoing funding including match. If not applicable, respond N/A.

N/A.

Does the project depend on other funding sources including other discretionary grants whose outcomes are uncertain?

Yes - Link Lane will apply for local STIF Formula Funds to serve as match. Link Lane has always been successful when requesting local funds through the STIF Formula Fund process.

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

Eliminate add-ons, request additional STIF Formula Funds.

Describe how your project could be scaled down to receive a smaller amount of money than your desired request.

N/A.

PROJECT 5 | FLORENCE-YACHATS CONNECTOR

Project Information

ENTITY:

Lane Council of Governments

PROJECT DESCRIPTION:

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

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

The funding requested for this project is for route operational costs through FY2028. The operational funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH): \$308,000.

MATCH SOURCE AND AMOUNT:

State: \$77,000.

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amount	Match Amount
Administration	\$25,000	\$20,000	\$5,000
Operations	\$360,000	\$288,000	\$72,000
Total:	\$385,000	\$308,000	\$77,000

ODOT Selection Criteria Focus Areas

COMMUNITY BENEFITS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

Describe the need this project addresses.

This project is a vital link in the Priority Intercity Bus Network along Hwy 101. LCOG's Community Needs Assessment helps "pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system." Findings highlighted the need for accessible and affordable transportation specifically between rural and urban areas. It found "the lack of a variety of public transit availability options poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers, and other time sensitive needs." The Florence-Yachats Connector is addressing this need.

The "Title VI and Transportation Disadvantaged Populations" attachment describes the population this route is serving. Compared to the national and statewide populations, the communities along this route have high percentages of people 65 and older, people identifying as having a disability, and people living below the 100% poverty level. For people 65 and older, the communities along this route more than double the state and national populations, with Florence reporting 43.3% and Yachats at 57%. Similarly, people who identify as having a disability in Yachats is 33.8% and in Florence 23.7%, notably higher than that of the state and national populations. While the population of those below 100% poverty levels are on par with the state and national populations, these communities have significantly lower employment rates and median household income compared to the state and national populations.

This project aims to address identified travel barriers by maintaining a reliable travel option that connects with transit services along the coast and to urban destinations.

Describe the expected community benefits from this project.

This service provides important benefits to many different types of community members within Lane County and Lincoln County. Riders access shopping, employment, and recreation destinations along the coast. Many people use the services to travel from Yachats to Florence and then take the Eugene-Florence Connector to get into the Eugene-Springfield metropolitan area for medical appointments, education, jobs, shopping, social connections, and recreation. Those living in Yachats utilize the route to access large grocery stores and entertainment in Florence that are not available in Yachats.

The communities of Yachats and Florence have an older population, with a high percentage of people over the age of 65, with Florence reporting 43.3% of its population and Yachats at 57%. This bus route allows people in this age group the ability to travel down the coast safely and maintain a high quality of life while not needing to rely on a personal vehicle.

The benefits of this service include:

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

- Enhanced Safety - Many riders do not feel safe driving along this stretch of Hwy 101 and utilize the service so that they do not have to drive on this narrow winding portion of the highway.

If this proposal is not awarded funding, what are the expected impacts?

Without project funding, this service will terminate when 25-27 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. This project leverages strong community, political, and agency support. This service has provided over 6,000 rides from January 2024-December 2025. The route's ridership tripled from 2019 to 2025. This continued growth shows that the community has come to rely on this service. Without this funding, this stretch of Highway 101 will not have a public transportation option.

SAFETY (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

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

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

CLIMATE MITIGATION (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

Public transportation is a less carbon intensive form of transportation than single occupant vehicle travel. By providing this service, LCOG is enabling many users to choose that long distance trip as a shared use trip with other transit riders rather than using a single occupant vehicle. From 2024-2025, over 6,000 trips were taken on this route, taking cars off the road between Florence and Yachats, reducing carbon dioxide and other fossil fuel emissions. There has been an uptick in the number of riders bringing their bikes on the bus, indicating an increase in multi-modal active transportation trips.

ACCESS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

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

This project runs on Hwy 101 between Florence and Yachats.

What engagement has your agency conducted or does it plan to conduct with resource-limited groups or their representatives in the development of this project?

LCOG is committed to ensuring inclusivity and representation from the public.

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

We administer an onboard survey every 3 years to ensure that we are listening to current riders. The next onboard survey will happen in Summer 2026.

We collaborate regularly with non-profits and public agencies supporting those most in need. In 2026, we began a low income fare program working directly with service providers and agencies to provide Link Lane fares at a reduced rate directly to the agencies so that they can distribute to those in need.

How will resource-limited groups benefit from this project?

The Florence-Yachats Connector provides many benefits for disadvantaged communities in Lane County. Both Florence and Yachats have a lower median income and employment rates than the state of Oregon as a whole. In addition, these communities have high percentages of those over the age of 65, individuals who identify as having a disability, and veterans (see attached Title VI and Transportation Disadvantaged Populations table).

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

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

How will resource-limited groups be burdened by this project?

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

Fares are held steady at \$2.50 for a one-way trip in effort to provide an affordable connection for those in disadvantaged communities. LCOG buses continue to take cash for those that are unbanked.

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

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

INFRASTRUCTURE AND MULTI-MODAL CONNECTIVITY (CAPITAL PROJECTS 10%):

Explain how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation systems.

This route is an important connection for those biking and hiking along the Oregon coast. The Oregon Coast Bike Route Plan project identifies several sections between Florence and Yachats as a critical need, citing substandard bicycling infrastructure, crash history, crash risk, gaps and barriers. The Florence-Yachats Connector is a solution already in place to address needed long-term improvements to improve the safety of roadway users.

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

READINESS TO PROCEED (OPERATIONS PROJECTS 10%; CAPITAL PROJECTS 10%):

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

LCOG has successfully operated the Florence-Yachats Connector since 2019. The project has stayed within budget since the beginning. The contract with the service operator can be extended through FY2028, so the service will be ready to continue seamlessly from one biennium to the next. The service operator provides consistent high quality customer service; the main bus driver has been with the service since it began operations.

The budget for this project was developed with careful consideration for all of the associated costs of operations and administration. The proposed budget does include anticipated higher fuel costs as well as inflation.

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

If this project will last beyond FY28, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LCOG will continue to apply for a portion of operating funds through the ODOT Competitive Transit Grant Funding program as the Florence-Yachats Connector is an integral part of the Priority Intercity Bus Network. LCOG will also continue to apply for Formula Funds from Lane Transit District as the Qualified Entity for Lane County. LCOG is not a tax generating district and relies on grant funding each biennium for continued operations.

Does the project depend on other funding sources including other discretionary grants whose outcomes are uncertain?

LCOG will also apply for STIF Formula Funds from LTD as the Qualified Entity in Lane County. LCOG plans to apply for these funds as match for this application. LCOG has been successful in the past with applications for match funding for local Formula Funds.

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

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

Describe how your project could be scaled down to receive a smaller amount of money than your desired request.

The project could be scaled down to fewer trips per day or reduce down to one fewer day of service per week. This would be difficult for current riders. The existing schedule of 4 trips per day works well for many types of riders – those traveling to and from work, those taking a recreational or shopping trip that need to take relatively short trips, and those traveling down the coast who might not wait many hours for the bus. If a trip was reduced, it would most likely be a weekend day, which would most heavily impact tourists visiting the Oregon coast, as many visitors travel on the weekend.

PROJECT 6 | DIAMOND EXPRESS OAKRIDGE TO EUGENE SERVICE

Project Information

ENTITY:

Lane Transit District

PROJECT DESCRIPTION:

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

Oakridge and Westfir are geographically-isolated rural communities along Highway 58 near the eastern edge of Lane County. Oakridge has disproportionately high populations of older adults (37.3%), people with disabilities (29.7%), and residents living in poverty (23.9%) compared to the statewide averages (U.S. Census Bureau, ACS 5-year, 2024).

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

The primary Diamond Express bus is a 35-passenger vehicle with two spaces for persons who use a mobility device. This bus also includes a front-mounted bicycle rack that holds three bikes. The back-up vehicle for this service is also a 35-passenger full-size transit bus with two wheelchair securement bays. Because the back-up vehicle, a 2003 refurbished bus, is in marginal condition and requires frequent maintenance, LTD has also allocated a 19-seat cutaway to this service as an additional back-up. LTD has applied for funding for a new full-size transit bus for this service.

The round-trip fare remains \$5.00 and includes a one-day pass on LTD’s fixed route service. Fare must be paid in cash with exact change or with Diamond Express tickets that can be pre-purchased at any LTD Customer Service center. LTD group pass holders and other LTD passes cannot currently be used to ride the Diamond Express, but LTD plans to add electronic fare validators using a tap card or mobile app later in 2026. Although rider fares cover only a small portion of the cost of providing the service, fares have not been increased since service was initiated.

Operators, equipment, and infrastructure for the service have been procured. LTD estimates that the project total to continue service as designed for one year is \$450,000, which includes \$430,000 for operations and \$20,000 for preventive maintenance for three vehicles.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH): \$430,000.

MATCH SOURCE AND AMOUNT:

State: \$90,000.

Local: \$12,000.

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amount	Match Amount
Operations	\$430,000	\$332,000	\$98,000
Preventive Maintenance	\$20,000	\$16,000	\$4,000
Total:	\$450,000	\$348,000	\$102,000

ODOT Selection Criteria Focus Areas

COMMUNITY BENEFITS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

Describe the need this project addresses.

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

According to the U.S. Census Bureau (ACS 5-year, 2024), 29.7% of the population in Oakridge have a disability and 37.3% are age 65 or older, compared to 15.9% and 19.9% of all Oregonians respectively. The Census Bureau also reports that 23.9% of Oakridge's population lives below the poverty line, compared to 11.8% statewide. The 2023 Link Lane Transit Development Plan (see Attachment 3 - Link Lane Transit Development Plan), which examined the transportation needs of rural communities in Lane County, also noted the disproportionately high numbers of older adults, people with disabilities, and low income residents in Oakridge. This TDP reported that the percentages of older adults and people with disabilities in Westfir are higher than the respective statewide rates.

The Diamond Express allows Oakridge and Westfir residents to access hospitals, shopping, schools, and employment not readily available in their local community. The service also provides opportunities for low income rural residents to access other public transit options near Eugene, such as Amtrak, Greyhound/FlixBus, the Point bus, and Link Lane.

Describe the expected community benefits from this project.

The community benefits of this project are significant, particularly as it pertains to vulnerable populations, including older adults, people with disabilities, and low-income populations. According to the U.S. Census Bureau (ACS 5-year, 2024), 29.7% of the population in Oakridge have a disability and 37.3% are age 65 or older, compared to 15.9% and 19.9% of all Oregonians respectively. The Census Bureau also reports that 23.9% of Oakridge's population lives below the poverty line, compared to 11.8% statewide.

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

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

In consideration of the population that is served by the Diamond Express, LTD has a well-established

partnership with the City of Oakridge, which fully supports this project as evidenced by the attached letter of support (Attachment 4 - Letter of Support). In today's environment of limited resources, it is not only advantageous to collaborate from a public transportation perspective; it is also fiscally responsible to encompass multidisciplinary strategies to promote transit to those groups which may otherwise be overlooked.

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

If this proposal is not awarded funding, what are the expected impacts?

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

SAFETY (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

The two 40-foot transit buses in LTD's Diamond Express fleet are equipped with all required lighting as well as audio/video cameras with recording capabilities. All vehicles are also equipped with bicycle racks. In addition, the one cutaway vehicle that is used as a back-up vehicle for this service is equipped with seat belts, and LTD and its Diamond Express contractor require seat belt use on this vehicle.

The Diamond Express service itself runs a challenging hour-long route from Oakridge along two-lane Oregon Highway 58, before joining I-5 near Goshen to head into Eugene. Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality and increased traffic, federal and state governments demand it.

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

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

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety

of the vehicles but also in terms of the driving and extensive training of the LTD operators. This project utilizes a highly professional driver for passengers who might otherwise be sleepy or experiencing health care needs, and transporting significant numbers of older adults who might otherwise be driving themselves.

CLIMATE MITIGATION (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

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

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

ACCESS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

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

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

What engagement has your agency conducted or does it plan to conduct with resource-limited groups or their representatives in the development of this project?

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

For example, in 2023, LTD staff participated in a series of conversations hosted by Lane Council of Governments (LCOG) about rural transportation in Lane County and responded to questions and comments from Oakridge and Westfir residents about the Diamond Express, including the schedule, fares, and desire for increased service. LCOG subsequently developed the Link Lane Transit Development Plan (Attachment 3- Link Lane Transit Development Plan), which addressed the transportation needs of rural residents of Lane County. Diamond Express service is noted in LTD's Coordinated Human Services Transportation Plan (see Attachment 5 - 2019 Coordinated Plan) as a critical program serving east Lane county residents. This plan undergoes a 2026 update which includes additional significant public input and robust community review. This included paper and online surveys,

six tabling events, and four presentations to public committees and other organizations.

As noted above, the City of Oakridge has disproportionately high percentages of residents who are over 65, have disabilities, and are low-income compared to the rest of the state. LTD maintains an ongoing relationship with the City of Oakridge to ensure that the Diamond Express is best serving the needs of the City's residents. In addition, in the recent Oregon legislative session, LTD staff met with Representative Darin Harbick, who represents both Oakridge and Westfir. LTD also hosts quarterly meetings for the entire Lane County legislative delegation to discuss key local transit issues.

Finally, LTD provides public presentations at LTD Board of Directors meetings and Board Committee meetings as well as at LTD's STIF Advisory Committee meetings to discuss the Diamond Express service and solicit input and feedback from the community.

How will resource-limited groups benefit from this project?

The impacts and benefits of this vehicle replacement project are significant, particularly as it pertains to resource-limited communities. The Diamond Express service provides benefits to older adults, people with disabilities, and low-income populations, eliminating transportation barriers often experienced by disadvantaged communities.

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

The Diamond Express will provide four round trips each weekday and two round trips each Saturday from the Oakridge/Westfir communities located in eastern Lane County to the metro Eugene/Springfield area. The fare on this general public service is \$2.50 one way or \$5.00 round trip. Riders who purchase the round-trip fare also receive a day pass, which is honored on any LTD fixed-route bus on the date purchased. The Diamond Express provides an essential lifeline service to the rural residents for work, education, and health care. It also ensures that lower income residents who may not be able to afford to live in the metropolitan area maintain access to the same kinds of opportunities as metro residents.

In consideration of the population that is served, LTD has a well-established partnership with the City of Oakridge who has fully supports this project as evidenced by the attached letter of support (Attachment 4-Letter of Support). In today's environment of limited resources, it is not only advantageous to collaborate from a public transportation perspective; it is also fiscally responsible to encompass multidisciplinary strategies to promote transit to those groups which may otherwise be overlooked.

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

How will resource-limited groups be burdened by this project?

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

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

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

INFRASTRUCTURE AND MULTI-MODAL CONNECTIVITY (CAPITAL PROJECTS 10%):

Explain how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation systems.

The Diamond Express interlines with Amtrak and stops at the Eugene Amtrak station, allowing anyone to purchase Diamond Express transportation via Amtrak fare systems. Once in the metropolitan area, the Diamond Express also directly connects Oakridge residents with opportunities for bikeshare, the Eugene airport, and other transportation options that would otherwise remain unavailable.

READINESS TO PROCEED (OPERATIONS PROJECTS 10%; CAPITAL PROJECTS 10%):

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

LTD has successfully operated the Diamond Express since 2003 and has consistently operated the service within budget. An operations contractor, equipment, and infrastructure have already been procured. Therefore, implementation of this project on 7/1/27 will be smooth and timely.

If this project will last beyond FY28, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LTD's plan for ongoing funding is to apply again for STIF Discretionary Intercommunity funds for the FY29-FY30 biennium. LTD will use STIF formula funds as match.

Does the project depend on other funding sources including other discretionary grants whose outcomes are uncertain?

LTD intends to use STIF formula funds as match. STIF formula funds will be allocated in LTD's STIF Plan this fall, which will then be submitted to ODOT for approval.

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

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

Describe how your project could be scaled down to receive a smaller amount of money than your desired request.

The Diamond Express budget includes two project activities: contractor operations of the service, and preventive maintenance. If needed, the project could be scaled down by dropping the one-year cost of preventive maintenance (\$20,000). LTD could explore the use of other sources of funding to cover preventive maintenance costs without impacting service levels.

The operations budget is scalable, but any reduction in the operations budget would require cuts in the amount of service provided. If the operations budget is scaled down, LTD would need to reduce service on the Diamond Express by reducing the number of trips offered accordingly. With such service cuts, LTD could reduce the project operations total to as low as \$320,000 for the one-year funding period instead of \$430,000. At the 20% STIF Intercommunity Discretionary match rate of 20 percent, this would result in a grant share of as low as \$256,000. This would reduce service by an estimated one round trip per weekday and remove Saturday service entirely, significantly limiting transportation options for Oakridge residents.

PROJECT 7 | LTD RURAL SHUTTLE

Project Information

ENTITY:

Lane Transit District

PROJECT DESCRIPTION:

LTD launched the LTD Rural Shuttle, a new pilot service, in March 2026. Lane Council of Governments published the Link Lane Transit Development Plan (TDP, Attachment 5), which identified transportation needs for unserved and underserved areas and populations within Lane County. Based on LCOG's TDP and LTD's Coordinated Plan (Attachment 3), LTD identified three rural areas of Lane County to be served initially by a Rural Shuttle pilot: (1) South Lane County (rural areas surrounding Cottage Grove and Creswell); (2) the Mohawk Valley (serving the towns of Mohawk and Marcola); and (3) the Highway 36 corridor between Deadwood and Mapleton. Each shuttle service seeks to connect rural residents to services in larger rural cities such as Cottage Grove and Florence, and to provide lifeline connections to a public transit network as well as to the Eugene-Springfield metropolitan area.

The Rural Shuttle pilot was designed to ensure access to transit is equitably available to locations across rural Lane County. Notably, the Mohawk Valley and Highway 36 corridor from Deadwood to Mapleton have not previously been served by any public transit provider.

The LTD Rural Shuttle, a prescheduled origin-to-destination service, currently operates on the following schedule:

South Lane County: Mondays and Wednesdays 6:00 a.m. to 4:00 p.m.

Mohawk Valley: Tuesdays 8:00 a.m. to 4:00 p.m.

Highway 36: Thursdays 8:00 a.m. to 3:00 p.m.

Passengers must schedule rides by 4:00 p.m. the day before they wish to travel by calling the dispatch center or using the mobile app. Fares on the South Lane Rural Shuttle are set at \$5.00 for one way and \$10.00 per round trip, and round-trip fare includes a complimentary LTD bus day pass for passengers

who plan to continue their travels on LTD's fixed route system. Fares on the Mohawk Valley and Highway 36 Rural Shuttles are set at an introductory rate of \$2.50 for one way and \$5.00 per round trip, and roundtrip fare includes, respectively, a complimentary LTD bus day pass or complimentary LTD Rhody Express day pass.

LTD plans to evaluate this pilot service throughout the 16-month pilot period, including regular monitoring of number of rides, revenue hours, revenue miles, and costs, as well as surveying both Rural Shuttle riders and residents of the selected rural areas.

A vehicle fleet supporting this service has already been procured and is operational. LTD is seeking a project total of \$472,000 to continue current service on the LTD Rural Shuttle for an additional 12 months, which includes \$430,000 for operations, \$18,000 for mobility management, and \$24,000 for preventive maintenance for the four-vehicle fleet.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH): \$377,600.

MATCH SOURCE AND AMOUNT:

State: \$92,400.

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amount	Match Amount
Operations	\$430,000	\$346,000	\$84,000
Preventive Maintenance	\$24,000	\$19,200	\$4,800
Mobility Management	\$18,000	\$14,400	\$3,600
Total:	\$472,000	\$379,600	\$92,400

ODOT Selection Criteria Focus Areas

Describe the need this project addresses.

The Rural Shuttle project addresses the need for accessible and reliable transportation options in rural Lane County. Individuals living in rural areas may find it difficult to connect to public transit. A rural transportation option can provide a lifeline for riders living in resource deserts, and far from existing transit stops. This project will provide rural residents access to essential services including food, healthcare, shopping, and transit connections. The project aligns with LTD's mission to improve regional mobility and inclusivity in public transportation.

The Link Lane Transit Development Plan (Attachment 5) identified needs related to unserved and underserved areas and populations within Lane County. LTD's Rural Shuttle has targeted new shuttle service in three areas within rural Lane County to meet the needs of rural residents who have few if any mobility options to reach a connecting transportation service or destinations within the Eugene-Springfield metropolitan area. The Link Lane TDP identified South Lane County and Highway 36 as high

priority areas and the Mohawk-Marcola area as a medium priority rural area. Other relevant needs identified include:

- While the City of Florence already has some transportation coverage, additional routes or service are needed to Florence from communities along Highway 36 such as Mapleton, Swisshome, and Deadwood.
- There are no transportation services available in the Marcola/Mohawk area.
- Individuals living in rural areas may find it difficult or impossible to access existing transit lines, and a 40-foot bus may not be an efficient or effective tool in these communities. More flexible transit service, such as a scheduled shuttle service, can help provide a lifeline for riders living far from existing transit stops.
- In rural Lane County, less than 25% of the general population lives within ½ mile of a fixed-route bus stop. This is true for all demographic categories except for people in households below 200% of poverty level. Jobs have slightly higher coverage, as many of the rural job clusters exist near fixed-route services in the rural cities.

Describe the expected community benefits from this project.

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

LTD's Coordinated Plan (Attachment 3) reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability.

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

LTD intends to evaluate its Rural Shuttle service throughout the current pilot period and during the proposed extension period to ensure that the service is providing the intended community benefits. Number of rides, revenue miles, and revenue hours will be regularly reviewed along with the costs of the service. LTD will also survey both Rural Shuttle passengers and residents of the served areas multiple times to obtain feedback about the service. Goals and performance measures for this project are listed below:

Goal: Facilitate first/last mile connections

Performance Measure: Ridership

Goal: Improve mobility equity and access

Performance Measure: Population Served; general population within ¼ mi of service area.

Goal: Test the viability of technology in a rural setting

Performance Measure: Number of trips booked through application vs by phone/dispatcher. Customer feedback.

Goal: Fill service gaps

Performance Measure: Ridership in each service area. Survey users.

Goal: Experience to develop the right level/mode of service for rural communities

Performance Measure: Annual Operating Costs/Ridership

If this proposal is not awarded funding, what are the expected impacts?

LTD would expect to conclude the Rural Shuttle pilot effective 6/30/27 if this project is not awarded funding from this solicitation.

SAFETY (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

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

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

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

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the LTD operators. This project utilizes highly professional drivers for passengers who might otherwise be sleepy or experiencing health care needs, and transports older adults who might otherwise be driving themselves. LTD's Rural Shuttle vehicles are equipped with seat belts, which passengers must use while the vehicles are in motion.

In addition, roads in rural areas may be more difficult to travel, with less space, lighting, and consistent maintenance than more frequently traveled roads in urban areas. The Federal Highway Administration attributes higher fatality rates on rural roads to physical characteristics including tighter curves, limited visibility, less lighting, and a lack of paved shoulders and clear zones. Despite accounting for only about 20% of the U.S. population, rural areas account for approximately 40% of all traffic fatalities nationally. According to the National Highway Traffic Safety Administration, the traffic fatality rate per 100 million vehicle miles traveled is 1.5 times higher in rural areas than in urban areas. By providing professional drivers and reliable transit service, LTD's Rural Shuttle reduces the need for individual travelers to

navigate these higher-risk road conditions.

CLIMATE MITIGATION (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

The Rural Shuttle service helps provide an environmentally sustainable option by creating options to free people from needing to own and drive single occupancy vehicles. Using public transit directly reduces the carbon footprint passengers would impose if they instead utilized single occupancy vehicles for their transportation.

Many people within this project's service areas are relatively isolated geographically and access-wise. With a rural shuttle option, riders are able to schedule rides to meet their transportation needs, including transfers to other transit providers or another transit mode. This service goes beyond providing an alternative to personal car use; it serves as a piece of the transportation fabric that is severely lacking in the majority of rural areas.

Depending on the service area, LTD is providing round-trip riders on the Rural Shuttle with free day passes for LTD's fixed route service in the Eugene-Springfield metropolitan area or for LTD's fixed route Rhody Express service in Florence to encourage connections to other public transportation. Riders in South Lane County can also connect to the LTD Connector, LTD's mobility on demand service in Cottage Grove.

Riders on the South Lane or Mohawk Valley Rural Shuttles can use LTD's metro area fixed route system to make connections with other transportation service providers that stop in the Eugene-Springfield area, including The Point bus, Link Lane, and Amtrak. The Highway 36 Rural Shuttle connects with the Link Lane Eugene-Florence Connector in both Mapleton and Florence, and with the Link Lane Florence-Yachats Connector in Florence.

ACCESS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

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

The LTD Rural Shuttle service serves three geographic areas: (1) South Lane County (rural areas surrounding Cottage Grove and Creswell); (2) the Mohawk Valley (serving the towns of Mohawk and Marcola); and (3) the Highway 36 corridor between Deadwood and Mapleton. Maps of each service area are included in Attachment 4.

What engagement has your agency conducted or does it plan to conduct with resource-limited groups or their representatives in the development of this project?

The LTD Rural Shuttle was designed to specifically address rural mobility deficiencies identified through engagement activities conducted as part of the Link Lane Transit Development Plan (Attachment 5) and the LTD Coordinated Plan (Attachment 3). Analysis conducted for this TDP showed that most cities within Lane County exceed the statewide average in metrics associated with resource-limited communities including households below 200% poverty level, older adults, and people with disabilities.

During development of the TDP, LTD staff participated in a series of conversations hosted by Lane Council of Governments about rural transportation in Lane County and responded to questions and comments from rural residents about their current and desired transportation options, including the schedule, fares, and need for increased access to transportation services. LTD is also in the process of updating its Coordinated Plan and has been conducting additional outreach activities with rural stakeholders. LTD is using its recently adopted Communications and Outreach Framework to establish an engagement strategy and approach for this project.

How will resource-limited groups benefit from this project?

The LTD Rural Shuttle provides expanded access to affordable public transit mobility options for more members of rural Lane County. The Link Lane TDP (Attachment 5) suggests that rural public transit services would “provide a lifeline for riders living far from existing stops.”

LTD has deliberately set low fares for the Rural Shuttle to ensure that this transit service is accessible to resource-limited groups, even though trips within rural areas are longer and take more time than intracity trips. In addition, LTD is including free day passes on its fixed route services to allow rural residents to easily connect to transportation within the metro area without additional financial burden. Fares on the South Lane Rural Shuttle are set at \$5.00 per trip, and round-trip fare includes a complimentary LTD day pass for passengers who plan to continue their travels on LTD’s fixed route system. Fares on the Mohawk Valley and Highway 36 Rural Shuttles are set at an introductory rate of \$2.50 per trip, and round-trip fare includes, respectively, a complimentary LTD day pass or complimentary LTD Rhody Express day pass.

How will resource-limited groups be burdened by this project?

Although the Rural Shuttle pilot adds transportation services to additional locations within rural Lane County, it is still not able to reach all rural areas or individuals. Service days and times remain very limited, so while weekly lifeline services are being created, the rural shuttle schedule is inflexible and remains ineffective for daily commuting.

INFRASTRUCTURE AND MULTI-MODAL CONNECTIVITY (CAPITAL PROJECTS 10%):

Explain how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation systems.

The South Lane and Mohawk Valley Rural Shuttles connect riders to LTD’s fixed route service that serves the Eugene-Springfield metropolitan area. LTD provides a complimentary fixed route day pass to Rural Shuttle riders who purchase round-trip fare to make transfers to the rest of LTD’s system easy. In addition, once in the metro area, rural residents can connect to bikeshare, other bus and rail providers such as Link Lane, the Point bus, and Amtrak, as well as the Eugene airport.

The Highway 36 Rural Shuttle makes stops in Mapleton as well as at two locations in Florence, each of which is served by LTD’s fixed route Rhody Express service. Rural shuttle riders who purchase round-trip fare are provided with a free Rhody Express day pass so that they can travel easily around Florence. In addition, riders can connect to the Link Lane Eugene-Florence Connector in either Mapleton or Florence for transportation to the Eugene-Springfield metropolitan area, and they can also connect to Link Lane’s Florence-Yachats Connector in Florence should they wish to travel north on the Oregon Coast.

READINESS TO PROCEED (OPERATIONS PROJECTS 10%; CAPITAL PROJECTS 10%):

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

LTD has successfully operated other rural services throughout Lane County, including operating a successful mobility on demand service in Cottage Grove (the LTD Connector) since 2019. Equipment has already been procured, including two new transit vans that will go into service later in FY26, replacing two aging cutaway buses. LTD would plan to start the public procurement processes for a Rural Shuttle operator and for the needed mobility management technology to ensure that both contracts are in place by the start of the grant period on 7/1/27 and that service continues uninterrupted. Based on these plans, LTD believes that implementation of this project on 7/1/27 will be smooth and timely.

If this project will last beyond FY28, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LTD will continue to assess utilization and performance on the Rural Shuttle in FY28, and if LTD plans to continue the service, it will either seek additional STIF Discretionary funds or use STIF Formula Funds to fund ongoing service.

Does the project depend on other funding sources including other discretionary grants whose outcomes are uncertain?

N/A

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

Services can be scaled down if needed, for example by reducing the days and/or hours of operation, or by serving fewer rural areas.

Describe how your project could be scaled down to receive a smaller amount of money than your desired request.

If awarded a smaller funding amount than requested for operations, the project can reduce the number of service areas and/or the number of days or hours of service. If awarded a smaller funding amount than requested for preventive maintenance or mobility management, LTD could try to pursue using other grant funding to cover those costs, e.g., using 5310 funding to cover preventive maintenance costs on this rural vehicle fleet.

PROJECT 8 | DOWNTOWN CIRCULATOR - PILOT EXTENSION

ENTITY:

Lane Transit District

PROJECT DESCRIPTION:

The Downtown and Riverfront Circulator is a critical initiative designed to address the evolving transportation needs of Downtown Eugene. As the area undergoes significant changes, including the development of new high-density housing in the Riverfront neighborhood and the establishment of a new City Hall at the Riverfront, it is essential to provide a transit solution that accommodates this growth and enhances mobility for all community members. This project proposes continuing operations for a new, as of the July 1, 2025, circulator service that connects key destinations, including LTD's Downtown Eugene Station, Eugene Depot (Amtrak Station), the Riverfront District, the new City Hall, housing for older adults and people living with disabilities, and other major points of interest within downtown. The service operates frequently (30 minute intervals) to facilitate short trips and will feature low or no fares to ensure accessibility for everyone, especially older adults, people with disabilities, and families with small children. The project is designed as a fixed-route service, aligning with stakeholder recommendations from the recent Downtown and Riverfront Public Transportation and Shared Mobility Study. LTD anticipates the need for up to 7 vehicles and expects to provide 29,000 annual revenue hours (as defined by the National Transit Database). LTD will implement this service adhering to its program guidelines. This circulator significantly improves mobility within the downtown area, making it easier for residents and visitors to navigate the evolving urban landscape.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH): \$826,297.

MATCH SOURCE AND AMOUNT:

State: \$206,574.

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amount	Match Amount
Operations	\$1,032,871	\$826,297	\$206,574
Total:	\$1,032,871	826,297	\$206,574

ODOT Selection Criteria Focus Areas

COMMUNITY BENEFITS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

Describe the need this project addresses.

This funding will be used to continue improvements to mobility in Downtown Eugene that were realized by the pilot project. The project builds on insights from the Downtown and Riverfront Public Transportation and Shared Mobility Study, which included a comprehensive market analysis and extensive stakeholder engagement. The pilot circulator service connects key downtown destinations, including LTD's Downtown Eugene Station, the Amtrak Station, the Riverfront District, the new City Hall, senior and disabled housing, the public library, Lane County Public Health, and more. The route is designed to address several key needs:

Enhance service for seniors and people with disabilities: The route is close to multiple downtown housing developments for older adults and people with disabilities, providing easy access to critical resources.

Attract visitors and families with young children: The service will feature distinctive branding, lowfloor vehicles, and low or no fares to make it user-friendly and encourage transit use over driving.

Provide convenient access to pharmacies and grocery stores: The route offers frequent service to pharmacies and affordable grocery stores on E 18th Ave, filling a gap in downtown's offerings.

Connect the Riverfront and new City Hall: The service ensures accessible transit to the Riverfront and new City Hall, benefiting over 500 new housing units, including affordable housing, expected in the area over the next five years.

Serve students and young adults: The pilot created new transit connections for college students and young adults in the west campus area, a demographic less likely to own personal vehicles.

Facilitate access to the Amtrak Station: The circulator provides frequent, all-day service between the downtown transit station and regional train services.

Describe the expected community benefits from this project.

The pilot service provided a variety of community benefits including helping the city to expand mobility options, improve health outcomes, and meet climate goals. The pilot project increased public transportation options in coordination with current and future land use changes in the Downtown and Riverfront neighborhoods. Coordinated public transportation and land use planning supports implementation of several Eugene City Council adopted plans including the 2035 Eugene Transportation System Plan, Climate Action Plan 2.0, Downtown Plan, and Riverfront Urban Renewal Plan. Downtown is planned for adoption as a Climate-Friendly Area where active transportation will be prioritized in order to meet state and local greenhouse gas reduction targets.

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

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

If this proposal is not awarded funding, what are the expected impacts?

Alternative and yet to be identified funding would need to be secured. Alternatively, the Downtown Loop would be discontinued.

SAFETY (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

The project supports safety by creating a new service in downtown Eugene that will provide a new transportation option for vulnerable road users and transit riders. The pilot service is designed to benefit

older adults, people living with disabilities, and families with young children in particular. This new transit service will help people safely navigate several transportation barriers downtown including railroad tracks and multilane roads.

CLIMATE MITIGATION (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

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

ACCESS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

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

See attachment.

What engagement has your agency conducted or does it plan to conduct with resource-limited groups or their representatives in the development of this project?

Stakeholder engagement took place in May and June 2024, comprising focus group sessions, individual stakeholder meetings, and an online questionnaire. Stakeholder groups included community-based organizations focused on transportation and housing, downtown business groups, and regional government and local government partners. Participation in stakeholder meetings included representation from over 30 community-based and government organizations. Feedback gathered during these sessions revealed strong support for a fixed-route service that connects the new Riverfront District and ensure accessibility for all downtown residents and visitors, particularly older adults, individuals with disabilities, and families with young children.

How will resource-limited groups benefit from this project?

Primarily older adults, individuals with disabilities, families with young children, and students benefit from the Downtown Loop.

How will resource-limited groups be burdened by this project?

N/A.

INFRASTRUCTURE AND MULTI-MODAL CONNECTIVITY (CAPITAL PROJECTS 10%):

Explain how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation systems.

The project has the potential to increase the use of public transportation and complements the use of active transportation modes including walking, biking, and bike share in Downtown Eugene. Mode shift: The project encourages mode shift to transit and reduce reliance on personal vehicle use for people

living, working, and visiting Downtown Eugene. People living downtown, including in senior and low income housing, have expanded access to downtown services and destinations via transit. People visiting downtown, including tourists and families with young children are able to visit downtown without a personal vehicle or to drive and “park once” in a downtown parking garage and use transit to make multiple stops. Downtown commuters can access the service as part of their trip to work or to access City Hall, County Courthouse, Federal Courthouse, and other civic destinations during the work day. The new downtown transit service provided by the pilot project will complement other transportation options available in downtown Eugene including bike share and car share. Intermodal trips: The project improves connectivity between regional trains and local buses in Downtown Eugene by creating a new frequent service connecting Amtrak station, LTD’s Downtown Eugene Station, and important downtown destinations.

READINESS TO PROCEED (OPERATIONS PROJECTS 10%; CAPITAL PROJECTS 10%):

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

The project has already been implemented, and 2027 - 2025 STIF Discretionary funding will allow LTD to continue the service.

If this project will last beyond FY28, describe the plan for ongoing funding including match. If not applicable, respond N/A.

Depending upon the continuation of project success, LTD may opt to fund the project with General Fund dollars or seek alternative sources of funding.

Does the project depend on other funding sources including other discretionary grants whose outcomes are uncertain?

N/A.

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

LTD will supplement the budget with General Fund dollars.

Describe how your project could be scaled down to receive a smaller amount of money than your desired request.

LTD would consider reducing route frequency.

PROJECT 9 | DIAMOND EXPRESS VEHICLE REPLACEMENT

Project Information

ENTITY:

Lane Transit District

PROJECT DESCRIPTION:

Lane Transit District is requesting a total project budget of \$900,000 to replace a 2003 refurbished full-size transit bus in marginal condition that is currently used in LTD's Diamond Express service with a new full-size transit bus.

LTD's Diamond Express service is the only public transportation service that connects the geographically-isolated communities of Oakridge and Westfir to the Eugene-Springfield metropolitan area. This service runs a long and challenging route along two-lane Oregon Highway 58, before joining I-5 near Goshen to head into Eugene. The Diamond Express operates an approximately 90-mile round trip four times a day on weekdays and two times on Saturday, for a total of almost 2,000 revenue miles per week. The length of the route, the speeds traveled, and road conditions all take their toll on the vehicles that are used on this year-round service.

The Diamond Express service currently uses two full-size transit buses, Bus 36, a 2023 40-foot Gillig transit bus, and Bus 16, a 2003 40-foot Gillig that is used as a back-up vehicle. LTD has also allocated a cutaway bus to this service as a back-up for Bus 16, which is frequently out of service due to its age and condition.

Diamond Express Bus 16 is a 2003 40-foot Gillig low floor bus, that was purchased refurbished from Complete Coach Works (CCW) in May of 2019. Mileage at the time of delivery was 64,545; currently (i.e., late March 2026), this vehicle has 390,931 miles on it. This vehicle is past its useful life considering the original age of the bus plus the miles and years in use from refurbishment and delivery dates. This vehicle is currently out of service pending repair of a cracked frame, a maintenance issue that is indicative of the age and marginal condition of this vehicle.

The replacement vehicle will be a clean diesel Category A 40-foot transit bus with 31 seats and two ADA wheelchair securement areas.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH): \$720,000.

MATCH SOURCE AND AMOUNT:

State: \$180,000

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amount	Match Amount
Vehicle Acquisition	\$900,000	\$720,000	\$180,000
Total:	\$900,000	\$720,000	\$180,000

ODOT Selection Criteria Focus Areas

COMMUNITY BENEFITS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

Describe the need this project addresses.

This project, a vehicle purchase to replace a 2003 refurbished full-size transit bus for LTD's Diamond

Express service, will allow the Diamond Express to continue to run on its current six-day a week schedule without any service interruptions due to an insufficient number of vehicles in the fleet.

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

According to the U.S. Census Bureau (ACS 5-year, 2024), 29.7% of the population in Oakridge have a disability and 37.3% are age 65 or older, compared to 15.9% and 19.9% of all Oregonians respectively. The Census Bureau also reports that 23.9% of Oakridge's population lives below the poverty line, compared to 11.8% statewide. The 2023 Link Lane Transit Development Plan (TDP), which examined the transportation needs of rural communities in Lane County, also noted the disproportionately high numbers of older adults, people with disabilities, and low-income residents in Oakridge. This TDP reported as well that the percentages of older adults and people with disabilities in Westfir are higher than the respective statewide rates.

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

Describe the expected community benefits from this project.

The impacts and benefits of this project are significant, particularly as it pertains to vulnerable populations, including older adults, people with disabilities, and low-income populations. By ensuring that the Diamond Express service has an adequate fleet of vehicles, this vehicle replacement project will eliminate transportation barriers often experienced by disadvantaged communities.

According to the U.S. Census Bureau (ACS 5-year, 2024), 29.7% of the population in Oakridge have a disability and 37.3% are age 65 or older, compared to 15.9% and 19.9% of all Oregonians respectively. The Census Bureau also reports that 23.9% of Oakridge's population lives below the poverty line, compared to 11.8% statewide.

The Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability (Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update). The Diamond Express will provide four round trips each weekday and two round trips on Saturdays from the Oakridge/Westfir communities located in eastern Lane County to the metro Eugene/Springfield area. The fare on this general public service is \$2.50 one way or \$5.00 round trip. Riders who purchase the round-trip fare also receive a day pass, which is honored on any LTD fixed-route bus on the date purchased. The Diamond Express provides an essential lifeline service to the rural residents for work, education, and health care.

Funding the LTD Diamond Express vehicle replacement project will ensure the continued availability of

mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity.

If this proposal is not awarded funding, what are the expected impacts?

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

The 2003 refurbished transit bus that is currently used for the Diamond Express service is in marginal condition and will be in poor condition by the time funding from this opportunity is available. This vehicle, which at this point has almost 400,000 miles on it, requires frequent service due to its age and condition. Because of its poor condition, LTD has had to allocate a 19-seat cutaway bus to the Diamond Express fleet as well to serve as a backup when the 2003 vehicle is out of service. Currently, the 2003 vehicle is out of service for several months due to a cracked frame.

Because Oakridge is outside of LTD's payroll tax district, LTD cannot rely on general funds to purchase a replacement vehicle for this service.

Should this project not be awarded funding, it would substantially impact the Diamond Express service and this transit-dependent community.

SAFETY (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

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

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

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

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety

of the vehicles but also in terms of the driving and extensive training of the LTD operators. This project utilizes a highly professional driver for passengers who might otherwise be sleepy or experiencing health care needs, and transporting significant numbers of older adults who might otherwise be driving themselves.

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

CLIMATE MITIGATION (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

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

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

ACCESS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

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

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

What engagement has your agency conducted or does it plan to conduct with resource-limited groups or their representatives in the development of this project?

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

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

As noted above, the City of Oakridge has disproportionately high percentages of residents who are over

65, have disabilities, and are low-income compared to the rest of the state. LTD maintains an ongoing relationship with the City of Oakridge to ensure that the Diamond Express is best serving the needs of the City's residents. In addition, in the recent Oregon legislative session, LTD staff met with Representative Darin Harbick, who represents both Oakridge and Westfir. LTD also hosts quarterly meetings for the entire Lane County legislative delegation to discuss key local transit issues.

Finally, LTD provides public presentations at LTD Board of Directors meetings and Board Committee meetings as well as at LTD's STIF Advisory Committee to discuss the Diamond Express service and solicit input and feedback from the community.

How will resource-limited groups benefit from this project?

The impacts and benefits of this vehicle replacement project are significant, particularly as it pertains to resource-limited communities. The Diamond Express service provides benefits to older adults, people with disabilities, and low-income populations, eliminating transportation barriers often experienced by disadvantaged communities. Replacing the 2003 transit bus that is currently in the Diamond Express fleet will allow LTD to continue to serve these groups who rely on public transit.

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

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

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

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

How will resource-limited groups be burdened by this project?

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

LTD has expanded the Diamond Express service in the past two years, adding an additional weekday trip and Saturday service. However, lack of Sunday service may be challenging to passengers who need to

travel to the Eugene area on Sundays. LTD is continuing to monitor ridership on the Saturday service that was added in 2023 before undertaking any additional service changes.

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

INFRASTRUCTURE AND MULTI-MODAL CONNECTIVITY (CAPITAL PROJECTS 10%):

Explain how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation systems.

N/A.

READINESS TO PROCEED (OPERATIONS PROJECTS 10%; CAPITAL PROJECTS 10%):

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

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

If this project will last beyond FY28, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LTD intends to use STIF Formula Funds for the required 20% match for this vehicle purchase.

Does the project depend on other funding sources including other discretionary grants whose outcomes are uncertain?

LTD intends to use STIF Formula Funds for the required 20% match for this vehicle purchase. STIF Formula Funds will be allocated in LTD's STIF Formula Plan in the Fall and Winter of 2026-2027.

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

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

Describe how your project could be scaled down to receive a smaller amount of money than your desired request.

N/A.

PROJECT 10 | DOWNTOWN CIRCULATOR VEHICLE REPLACEMENT

Project Information

ENTITY:

Lane Transit District

PROJECT DESCRIPTION:

Lane Transit District is requesting funds to purchase a replacement 40' Lowfloor Gillig bus that will serve the Downtown and Riverfront Circulator. The Downtown and Riverfront Circulator is a critical initiative designed to address the evolving transportation needs of Downtown Eugene. As the area undergoes significant changes, including the development of new high-density housing in the Riverfront neighborhood and the establishment of a new City Hall at the Riverfront, it is essential to provide a transit solution that accommodates this growth and enhances mobility for all community members. This project proposes continuing operations for a new, as of the July 1, 2025, circulator service that connects key destinations, including LTD's Downtown Eugene Station, Eugene Depot (Amtrak Station), the Riverfront District, the new City Hall, housing for older adults and people living with disabilities, and other major points of interest within downtown. The service operates frequently to facilitate short trips and will feature low or no fares to ensure accessibility for everyone, especially older adults, people with disabilities, and families with small children. The project is designed as a fixed-route service, aligning with stakeholder recommendations from the recent Downtown and Riverfront Public Transportation and Shared Mobility Study. While vehicles, drivers, the project anticipates the need for up to 7 new vehicles and expects to provide 29,000 annual revenue hours (as defined by the National Transit Database). LTD to implement this service, adhering to LTD's Pilot Program Guidelines and Mobility Management Framework. This circulator will significantly improve mobility within the downtown area, making it easier for residents and visitors to navigate the evolving urban landscape. The Downtown Circulator bus will be feature specialized branding that identifies and advertises the Downtown and Riverfront Circulator.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH): \$720,000.

MATCH SOURCE AND AMOUNT:

State: \$180,000.

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amount	Match Amount
Vehicle Acquisition	\$900,000	\$720,000	\$180,000
Total:	\$900,000	\$720,000	\$180,000

ODOT Selection Criteria Focus Areas

COMMUNITY BENEFITS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

Describe the need this project addresses.

This funding will be used to continue improvements to mobility in Downtown Eugene that were realized by the pilot project. The project builds on insights from the ongoing Downtown and Riverfront Public Transportation and Shared Mobility Study, which included a comprehensive market analysis and extensive stakeholder engagement. The pilot circulator service connects key downtown destinations, including LTD's Downtown Eugene Station, the Amtrak Station, the Riverfront District, the new City Hall, senior and disabled housing, the public library, Lane County Public Health, and more. The route is designed to address several key needs: enhance service for seniors and people with disabilities. The route is close to multiple downtown housing developments for older adults and people with disabilities, providing easy access. Attract visitors and families with young children. The service will feature distinctive branding, lowfloor vehicles, and low or no fares to make it user-friendly and encourage transit use over driving. Provide convenient access to pharmacies and grocery stores. The route offers frequent service to pharmacies and affordable grocery stores on E 18th Ave, filling a gap in downtown's offerings. Connect the Riverfront and new City Hall. The service ensures accessible transit to the Riverfront and new City Hall, benefiting over 500 new housing units, including affordable housing, expected in the area over the next five years. Serve students and young adults. The pilot created new transit connections for college students and young adults in the west campus area, a demographic less likely to own cars. Facilitate access to the Amtrak Station. The circulator provides frequent, all-day service between the downtown transit station and regional train services.

Describe the expected community benefits from this project.

The pilot service provided a variety of community benefits including helping the city to expand mobility options, improve health outcomes, and meet our climate goals. The pilot project increased public transportation options in coordination with current and future land use changes in the Downtown and Riverfront neighborhoods. Coordinated public transportation and land use planning supports implementation of several Eugene City Council adopted plans including the 2035 Eugene Transportation System Plan, Climate Action Plan 2.0, Downtown Plan, and Riverfront Urban Renewal Plan. Downtown is planned for adoption as a Climate-Friendly Area where active transportation will be prioritized in order to meet state and local greenhouse gas reduction targets. Improve health outcomes: The pilot provides enhanced public transportation service for seniors and people with disabilities residing downtown and increases access to parks, open space, pharmacies, and affordable grocery stores. Meet climate goals: By providing a new public transportation options that complements active transportation, the pilot service helps people living, working, and visiting downtown live a car-light or car-free lifestyle, which helps reduce carbon emissions and meet the city's climate change goals outlined in the Climate Action Plan 2.0.

If this proposal is not awarded funding, what are the expected impacts?

Alternative and yet to be identified funding would need to be secured. Alternatively, the Downtown Loop would be discontinued.

SAFETY (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

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

CLIMATE MITIGATION (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

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

ACCESS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

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

See attachment.

What engagement has your agency conducted or does it plan to conduct with resource-limited groups or their representatives in the development of this project?

Stakeholder engagement took place in May and June 2024, comprising focus group sessions, individual stakeholder meetings, and an online questionnaire. Stakeholder groups included community-based organizations focused on transportation and housing, downtown business groups, and regional government and local government partners. Participation in stakeholder meetings included representation from over 30 community-based and government organizations. Feedback gathered during these sessions revealed strong support for a fixed-route service that connects the new Riverfront District and ensure accessibility for all downtown residents and visitors, particularly older adults, individuals with disabilities, and families with young children.

How will resource-limited groups benefit from this project?

Primarily older adults, individuals with disabilities, families with young children, and students benefit from the Downtown Loop.

How will resource-limited groups be burdened by this project?

N/A.

INFRASTRUCTURE AND MULTI-MODAL CONNECTIVITY (CAPITAL PROJECTS 10%):

Explain how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation systems.

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

The project encourages mode shift to transit and reduce reliance on personal vehicle use for people living, working, and visiting Downtown Eugene. People living downtown, including in senior and low income housing, have expanded access to downtown services and destinations via transit. People visiting downtown, including tourists and families with young children are able to visit downtown without a personal vehicle or to drive and “park once” in a downtown parking garage and use transit to make multiple stops. Downtown commuters can access the service as part of their trip to work or to access City Hall, County Courthouse, Federal Courthouse, and other civic destinations during the work day. The new downtown transit service provided by the pilot project will complement other transportation options available in downtown Eugene including bike share and car share. Intermodal trips: The project improves connectivity between regional trains and local buses in Downtown Eugene by creating a new frequent service connecting Amtrak station, LTD’s Downtown Eugene Station, and important downtown destinations.

READINESS TO PROCEED (OPERATIONS PROJECTS 10%; CAPITAL PROJECTS 10%):

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

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

If this project will last beyond FY28, describe the plan for ongoing funding including match. If not applicable, respond N/A.

N/A.

Does the project depend on other funding sources including other discretionary grants whose outcomes are uncertain?

N/A.

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

General Fund dollars may be used to supplement the budget in the event of cost increases.

Describe how your project could be scaled down to receive a smaller amount of money than your desired request.

N/A.

PROJECT 11 | FIXED ROUTE VEHICLE REPLACEMENT

Project Information

ENTITY:

Lane Transit District

PROJECT DESCRIPTION:

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH): \$720,000

MATCH SOURCE AND AMOUNT:

State: \$180,000

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amount	Match Amount
Vehicle Acquisition	\$900,000	\$720,000	\$180,000
Total:	\$900,000	\$720,000	\$180,000

ODOT Selection Criteria Focus Areas

COMMUNITY BENEFITS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

Describe the need this project addresses.

In order to operate its critical service, LTD requires 67 fixed route vehicles. Currently, LTD has 117 buses in its fleet to meet that need. The FTA's recommended Spare Ratio is 20%. LTD's current Spare Ratio is 57%. Part of the reason why LTD has exceeded its recommended Spare Ratio is due to its aged fleet. More vehicles need to be on-hand to ensure that LTD is able to meet the community's service needs. This application is part of LTD's plan to right-size its fleet and lower its spare ratio to FTA's recommended 20%.

Describe the expected community benefits from this project.

The impacts and benefits of this project are significant, particularly as it pertains to vulnerable populations, including older adults, people with disabilities, and low-income populations. By ensuring that LTD has an adequate fleet of vehicles, this vehicle replacement project will eliminate transportation barriers often experienced by disadvantaged communities.

If this proposal is not awarded funding, what are the expected impacts?

If this project is not awarded funding, fleet modernization efforts will be diminished, leading to reliance on older vehicles that are less dependable and emit more greenhouse gases.

SAFETY (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

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

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

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

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

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

CLIMATE MITIGATION (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

Utilizing public transit will directly reduce the carbon footprint of these individuals if they instead utilized single occupancy vehicles for their transportation. People who use public transportation increase their daily amount of physical activity by either walking or bicycling to and from their transit stops and their final destination.

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

metropolitan area is a central hub for transit service and a focal point for inter-regional air, rail, and bus service.

ACCESS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

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

Provided in attachments.

What engagement has your agency conducted or does it plan to conduct with resource-limited groups or their representatives in the development of this project?

LTD is provided with feedback through multiple channels including the STIF Advisory Committee.

How will resource-limited groups benefit from this project?

All members of the community will benefit from increased reliability of LTD's fleet, whether from direct rider experience improvement or reduced road calls and traffic disruption. Regularity of schedule, and environmental benefits will be directly derived from the project.

How will resource-limited groups be burdened by this project?

N/A.

INFRASTRUCTURE AND MULTI-MODAL CONNECTIVITY (CAPITAL PROJECTS 10%):

Explain how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation systems.

Modernizing LTD's fleet will decrease road calls (on the road maintenance), thereby improving rider experience and resiliency of the transit system.

READINESS TO PROCEED (OPERATIONS PROJECTS 10%; CAPITAL PROJECTS 10%):

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

LTD regularly procures fixed route buses in the timeframe identified. The we use the WA State contract for our procurements, ensuring that projects on on-budget.

If this project will last beyond FY28, describe the plan for ongoing funding including match. If not applicable, respond N/A.

The PO will be issued to Gillig before June 30, 2028, so additional funding will not be required past that date.

Does the project depend on other funding sources including other discretionary grants whose outcomes are uncertain?

This project will utilize STIF funding for match.

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

LTD does not anticipate additional funding being required, but General Fund dollars may be utilized in that instance.

Describe how your project could be scaled down to receive a smaller amount of money than your desired request.

N/A.

PROJECT 12 | UO INTERCITY ELECTRIC BUS CHARGING PROJECT

Project Information

ENTITY:

University of Oregon

PROJECT DESCRIPTION:

The proposed project aims to electrify the ODOT Cascades Portland-to-Eugene intercity bus corridor through the installation of heavy-duty vehicle charging infrastructure at the southern end of the bus route, enabling the current transit operator to operate electric buses already deployed in local route service.

To accomplish this goal, the University of Oregon (UO) will install one heavy-duty intercity bus line fast charger at the UO-owned site of 1615 E 13th Ave, Eugene, OR 97403, the southern terminus of the ODOT POINT Cascades (Portland-to-Eugene) intercity bus corridor and Oregon's highest-ridership intercity route. The POINT Cascades route is operated by MTRWestern and the southern terminus is located on the UO campus at the above address, near the corner of 13th Avenue and Agate Street in front of the Jacqua Academic Center.

The project includes purchase and installation of charging equipment and bus facility updates through: procurement through in-kind contribution to the project by MTRWestern of (1) one 180 kW dual-port heavy-duty DC fast bus charger; (2) make-ready infrastructure to supply electricity to the charger that will include a pad-mounted transformer, electrical switchgear, underground ductbank, trenching and wiring for installation of the charger and make-ready infrastructure, and protective bollards for the charger, (3) bus facility upgrades that include a new bus shelter and concrete bus parking pad in front of the charging infrastructure.

This proposal to ODOT is the culmination of a multi-year and multi-agency initiative that has evolved into a statewide initiative that traces its roots to 2022, when the University of Oregon and MTRWestern began informal conversations about whether a heavy-duty DC fast charger at UO's on-campus intercity bus stop could unlock electric bus service on the Portland–Eugene ODOT POINT Cascades corridor.

Those early conversations evolved into support from all levels of government and private sector. Project partners include the Oregon Department of Transportation (ODOT) Public Transportation Division, the Oregon Department of Environmental Quality (ODEQ), the City of Eugene, the Eugene Water & Electric Board (EWEB), and even the Portland Bureau of Transportation (PBOT) and Portland General Electric (PGE) are supportive of a separate charger being installed at the northern terminus of the Portland–Eugene ODOT POINT Cascades route.

This application to ODOT's Competitive Transit Grant 2 program represents the final piece of capital funding required to make the proposed project a reality and create a first-ever, multi-city electrified intercity transit line right here in Oregon.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH): **\$1,315,722**

MATCH SOURCE AND AMOUNT:

Administration:

Local (UO and City of Eugene): **\$172,900.**

Equipment:

Local (EWEB, UO): **\$41,222.**

Other (MTRWestern): **\$165,000.**

Facilities:

Match source TBD: **\$36,600**

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amount	Match Amount
Administration	\$432,390	\$259,490	\$172,900
Equipment (charger, transformer, switchgear, contingency)	\$881,332	675,110	\$206,222
Facilities (bus shelter, bus parking pad)	\$183,000	\$183,000	\$36,600
Total:	\$1,496,722	\$1,197,378	\$299,344

ODOT Selection Criteria Focus Areas

COMMUNITY BENEFITS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

Describe the need this project addresses.

This project addresses the critical need for electric bus charging infrastructure at the Eugene terminus of

the ODOT POINT Cascades route, Oregon's highest-ridership intercity bus corridor, in order to electrify the route. The need for electrification is rooted in three compounding imperatives: reducing transportation-sector greenhouse gas emissions and advancing Oregon's statewide zero-emission vehicle adoption mandates; eliminating the involuntary diesel exhaust exposure that transit-dependent riders currently absorb at the boarding area and on board every trip; and improving the ridership experience in ways that attract new riders, support mode shift away from single-occupancy vehicles, advance statewide VMT reduction goals, and improve the long-term financial performance of the route through increased fare revenue

The riders who depend on the ODOT POINT Cascades route are the Oregonians for whom all three of these imperatives matter most. Oregon's EV transition has to date primarily benefited those with the means to purchase personal electric vehicles. POINT Cascades riders are disproportionately the people who cannot access an EV. According to the ODOT POINT Intercity Bus Research Quantitative Research Report, 24% of POINT riders lack access to a personal vehicle for intercity travel, compared to just 8% of non-riders; a rate three times higher. Eighteen percent do not drive at all, compared to 6% of non-riders. Twenty-five percent have disabilities affecting their ability to drive, compared to 12% of non-riders, and twenty-seven percent earn less than \$50,000 per year. Forty-seven percent of riders are age 55 or older, including 27% who are 65 or older. POINT riders are also nearly 2.5 times more likely to be BIPOC than non-riders, with 39% of riders identifying as such versus 16% of non-riders. For 6% of POINT riders, the bus is their only travel option and 8% of riders use it specifically for medical appointments. The results of this survey show users of the transit service are not just discretionary travelers and this is a ridership base for whom the bus is essential, and for whom the quality and sustainability of that service has profound positive impacts when compared to higher-resource groups already accessing EVs.

Need 1 — Climate and Zero-Emission Mandates.

Oregon needs to reduce its greenhouse gas emissions with electrification in order to meet aggressive emission reduction and zero-emission vehicle adoption targets. Transportation currently generates 39% of Oregon's total greenhouse gas emissions, the largest of any sector, and Oregon law now requires reductions of at least 45% below 1990 levels by 2035 and 80% by 2050. Governor Brown's Executive Order 17-21 (2017) directed state agencies to accelerate zero-emission vehicle adoption, and Oregon's Advanced Clean Trucks rule requires manufacturers to sell increasing percentages of zero-emission Class 8 vehicles, which includes the heavy-duty buses operated by the Point Bus route.

Electrifying the POINT Cascades route reduces greenhouse gas emissions while accelerating zero-emission vehicle adoption that the community has demanded through statewide and local policy and planning. Each electric bus supported by the propose project's charging infrastructure displaces a diesel bus with a real greenhouse gas emission reduction impact. Electric bus operation made possible by the proposed project would eliminate the combustion of approximately 21,520 gallons of diesel fuel annually and reduce approximately 242 tons of CO₂ per vehicle per year (U.S. EPA Diesel Emissions Quantifier). At full electrification of the three daily round trips enabled by the Eugene charger alone, the project prevents over 720 tons of CO₂ per year, contributing directly to Oregon's statewide GHG reduction targets, the Advanced Clean Trucks mandate, and Eugene's Climate Recovery Ordinance, which the City's 2035 Transportation System Plan targets through a tripling of transit mode share.

Describe the expected community benefits from this project.

Not provided by ODOT.

If this proposal is not awarded funding, what are the expected impacts?

Not provided by ODOT.

SAFETY (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

This project will improve safety for vulnerable road users and transit riders through two direct mechanisms:

1. Rider Health and Safety: Elimination of Harmful and Carcinogenic Diesel Exhaust Emissions by Facilitating Transition to Zero-Emission Bus Operation

The project's primary safety benefit is the removal of diesel exhaust from the boarding environment at the Eugene terminus, where transit riders, who disproportionately include people with disabilities, older adults, and low-income individuals, currently wait adjacent to idling diesel buses. While the transit service operator strives to limit idling, this can be challenging when cabin heating or air conditioning is needed for those still on board the bus during loading and unloading. Diesel exhaust is classified by ODEQ as a known carcinogen containing PM2.5 and NOx and mitigating human exposure to it provides a notable public health benefit.

The project site at 1615 E 13th Ave carries an ODEQ Environmental Justice diesel exhaust burden score of 3.2 out of 5.0, placing this neighborhood in the top tier of diesel-burdened communities in Oregon. Each electric bus replacing a diesel bus eliminates approximately 600 lbs of NOx and 90 lbs of PM2.5 annually (U.S. EPA Diesel Emissions Quantifier). Across 5 daily bus visits to this location, the project eliminates approximately 3,000 lbs of NOx and 450 lbs of PM2.5 per year from this terminus environment. The 25% of POINT riders with disabilities that affect their ability to drive and the 22% who are caregivers of persons with mobility disabilities are individuals who may spend more time at bus stops and are more medically vulnerable to air pollutants, making this a direct and measurable health safety improvement for them. For the 47% of riders who are age 55 or older, reduced PM2.5 exposure lowers cardiovascular and pulmonary disease risk, which is particularly elevated in older adults.

2. Physical Safety Improvements for Riders at Project Site

The proposed project would install a bus shelter where none currently exists to shield riders from the elements while they wait for bus loading and unloading. Across many communities, access to shelter at bus stops is surprisingly rare given the number of bus stops and cost to construct shelters.

The protective bollards installed as part of this project define and protect the active charging and bus pad area, preventing accidental vehicle incursion into the zone where buses charge and riders board. This improvement protects road users as a result.

Sources: Oregon DEQ, The Concerns about Diesel Engine Exhaust, February 2015; U.S. EPA Diesel Emissions Quantifier; ODOT POINT Research Report, January 2023.

CLIMATE MITIGATION (OPERATIONS PROJECTS 20%; CAPITAL PROJECTS 20%):

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

This project reduces GHG emissions by supporting transition from diesel intercity bus service to zero emission, all-electric bus operations on one of Oregon's busiest and most carbon-intensive transit corridors, enabled by the UO's strategically placed charger.

The Portland-Eugene ODOT POINT Cascades corridor currently operates 5 daily round trips (10 total trips) on diesel buses, consuming approximately 105,444 gallons of diesel and producing approximately 1,184 tons of CO₂ per year (10 one-way trips × 130 miles × 365 days = 474,500 annual bus miles; 474,500 ÷ 4.5 mpg = 105,444 gallons; 105,444 × 22.45 lbs CO₂/gallon ÷ 2,000 = 1,184 tons CO₂ annually).

Each electric bus on this route eliminates the combustion of approximately 21,089 gallons of fossil diesel fuel and 237 tons of CO₂ annually. The Eugene charger immediately enables 3 of 5 daily round trips to operate on zero-emission power, preventing approximately 711 tons of CO₂ per year upon commissioning, growing to full route elimination of 1,184 tons of CO₂ per year once the complementary Portland Union Station charger is installed. That trajectory contributes directly to Oregon's legally binding greenhouse gas reduction targets of at least 45% below 1990 emission levels by 2035 and 80% reductions by 2050 from a transportation sector that generates 39% of all state emissions; the largest source of emissions in the state. The proposed project facilitates a fuel switch on the POINT Cascades service that delivers a lower carbon form of transportation in electrified buses.

The project's emissions benefits extend beyond direct fuel displacement. The route is a proven alternative to personal vehicle travel: ODOT's POINT Research Report (2023) found that 36% of riders would have driven a personal car if the service hadn't been available. Electric bus service that is cleaner, quieter, and more reliable further accelerates mode shift away from single-occupancy I-5 travel, one of Oregon's highest-VMT highway segments. Finally, EWEB, which supplies power to the UO substation serving this project, derives over 90% of its generation from clean, renewable energy sources, meaning each kWh consumed by the electric buses carries near-zero lifecycle emissions, a fraction of the 22.45 lbs of CO₂ produced by every gallon of diesel it replaces.

Sources: MTRWestern sustainability data; EWEB power supply data; ODOT POINT Research Report, January 2023.

Beyond the direct displacement of diesel fuel on electrified trips, this project takes several additional steps that compound its GHG reduction potential and broaden its climate impact.

Encouraging Ridership Through Electric Technology

The transition to electric motorcoach service could meaningfully increase ridership on the Portland–Eugene corridor. Peer-reviewed research by Flaris et al. (2023) found that battery electric bus comfort attributes such as quieter operation, better acceleration, and no diesel fumes had a highly significant positive effect on the general public's behavioral intentions to use public transit. The study also found that 71% of surveyed transit riders supported their agency electrifying its fleet, and 77% would consider an agency with electric buses to be more innovative. Applied to the Portland–Eugene corridor, this evidence base suggests that electrification is not merely an environmental upgrade but also a ridership growth strategy. MTRWestern's own experience on the Bellingham–Seattle Amtrak connector supports

this: ride quality improvements on that electric route have expanded seat utilization. A similar effect on the Portland-Eugene Cascades corridor, which already sees over 100,000 annual riders, could draw new . . . *(Please note: ODOT cut off text at this point.)*

ACCESS (OPERATIONS PROJECTS 30%; CAPITAL PROJECTS 20%):

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

The specific geographic boundaries of the transit service area include the I-5 corridor starting in Portland, OR near Union Station and running south to end in the City of Eugene, specifically at 1615 E 13th Ave where the project would be located. The project site is located within the City of Eugene urban growth boundary (Lane County). The intercity bus service enabled by this charging infrastructure, in the form of the ODOT POINT Cascades bus route, connects five communities across approximately 110 miles of the I-5 and Willamette Valley corridor: the City of Portland (Multnomah County), Tualatin (Washington County), Salem (Marion County), Albany (Linn County), and Eugene (Lane County).

What engagement has your agency conducted or does it plan to conduct with resource-limited groups or their representatives in the development of this project?

The project engaged resource-limited groups through four documented channels:

1. ODOT POINT Rider Research.

The most comprehensive and direct engagement with resource-limited groups on this corridor was conducted by ODOT through its POINT Intercity Bus Research Quantitative Research Report. This study was explicitly designed to capture the needs and preferences of underserved populations, with targeted recruitment of people with limited mobility, people without access to personal vehicles, people with low household incomes, and BIPOC community members. The study surveyed participants recruited through mailed invitations to a random sample of 4,000 households within 15 miles of Cascades Route stops, targeted social media outreach via ODOT's POINT channels, and digital recruitment. The project team reviewed these findings in full and used them to define project scope and priorities, including the covered bus shelter, and the emphasis on maintaining existing service frequency without disruption with more reliable electrified buses and sufficient charging infrastructure, and the importance of investing in intercity bus service through the proposed project. The UO campus where the project's charger would be located was identified as the fourth most-requested stop by non-riders in that survey, with 34% of non-riders expressing interest in a UO stop, directly affirming demand from the transit-dependent population this project serves.

2. City of Eugene Community Planning Processes.

This project implements transportation and climate actions developed through years of structured community engagement in Eugene. The City's Climate Action Plan 2.0 (2020) was developed over two years through multiple public forums held across Eugene and a dedicated Sustainability Equity Panel, convened from June 2021 to May 2022 and composed of eight organizations representing marginalized and resource-limited communities including St. Vincent de Paul Society of Lane County. That panel reviewed and shaped the transit and climate actions this project fulfills. The City's 2035 Transportation System Plan, adopted through a formal public hearing before both Eugene City Council and Lane County Commissioners, established the mode share and transit investment goals this project advances. The Electric Vehicle Strategy (2019), directed by City Council and developed through LCOG stakeholder engagement, set the electrification targets this project directly serves.

3. University Community Engagement.

The University of Oregon's transportation planning processes have documented student and campus community demand for intercity bus service, particularly among lower-income students traveling between Eugene and the Portland metro without personal vehicles. Stakeholder meetings conducted during the concept design phase in 2023 included regular POINT Cascades riders from the UO community, and input from those sessions informed the project's commitment to zero service disruption during construction and clear rider communication before and during construction activity. The project team met with the UO's Associated Students of the University of Oregon (ASUO) leadership to share the proposed project's plan to electrify the route and was met with overwhelming support for electrifying the route, upon which many UO students depend for transportation between Portland and Eugene.

4. Planned Engagement Upon Project Completion.

The UO will hold a public ribbon-cutting event upon commissioning that will specifically invite community organizations, student groups, and partner agencies serving transit-dependent populations to mark the launch of zero-emission intercity bus service. The event will be promoted in advance through the UO (Please note: ODOT cut off text at this point.)

How will resource-limited groups benefit from this project?

Not provided by ODOT.

How will resource-limited groups be burdened by this project?

Not provided by ODOT.

INFRASTRUCTURE AND MULTI-MODAL CONNECTIVITY (CAPITAL PROJECTS 10%):

Explain how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation systems.

This project improves both bus-related infrastructure and multimodal connectivity, transforming an existing curbside stop into a functional intercity transit hub integrated with the surrounding active transportation network.

Bus-Related Infrastructure

The project delivers direct upgrades to the physical bus stop at 13th Avenue and Agate Street as part of the overall charging infrastructure installation. The concept design, developed with design consultant KPFF, includes the following bus stop improvements:

- Addition of a new 15-foot covered bus shelter providing defined, weather-protected waiting space at the curb for arriving and departing intercity passengers
- Retention and improvement of existing seating at the stop
- New concrete paving in the bus parking zone, replacing the existing surface with a stable, level, ADA-compliant boarding area suited to the needs of the route's transit-dependent ridership
- Removal and relocation of three existing bicycle racks that currently create conflict between cyclists and boarding passengers, clarifying and improving the bus boarding zone

These improvements directly upgrade the functional quality of the stop for the intercity services it and

establishes a proper boarding environment commensurate with Oregon's highest-ridership intercity corridor. The charging infrastructure itself is integrated directly into the bus stop footprint, with the charger positioned within the bus parking zone so that buses can connect to the charger during their scheduled dwell time without any operational disruption to the boarding area or E. 13th Avenue traffic flow.

Multimodal Connectivity

The project site at 13th Avenue and Agate Street is the primary eastern gateway to the University of Oregon campus and is already embedded in a dense multimodal context that this project reinforces and activates. The site sits just one city block (<100 yards) from Lane Transit District's EmX Bus Rapid Transit stop on Franklin Boulevard, which is Eugene's primary BRT corridor connecting the campus to downtown Eugene, Springfield, and the broader Lane County transit network. A rider arriving from Portland on an electric POINT bus can step off the bus and walk less than two minutes to an EmX stop, completing an all-electric, multi-leg trip from virtually anywhere in the Portland metro area to any destination served by LTD's network. Riders with bicycles can bring them on board MTRWestern's coaches, arriving at the UO stop with their bike and continuing directly to their destination without any additional connection. This seamless transfer capability between intercity and regional transit services, and the bike-on-bus option, are direct connectivity benefits of the project's siting that no other location in Eugene could replicate.

The site also sits adjacent to existing bicycle storage infrastructure and is in close proximity to a PeaceHealth Rides bike-share station near Agate Street, as well as the Ruth Bascom Riverbank Path, one of Eugene's primary shared-use recreational and commuter cycling corridors.

The site's walkability is similarly strong. The existing sidewalk along E. 13th Avenue measures roughly 17.5 feet in width on the primary approach, and a secondary pedestrian path through the site connects the bus stop to the interior of the UO campus, dormitories, and key destinations including Matthew Knight Arena and Hayward Field. Visitors arriving by electric intercity bus for campus events can walk directly to their destination without relying on a car, reducing vehicle demand and reinforcing the site's role as a sustainable mobility gateway to the university and its surrounding neighborhoods.

READINESS TO PROCEED (OPERATIONS PROJECTS 10%; CAPITAL PROJECTS 10%):

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

This project will be successfully completed on budget and within the grant agreement period because the project team has spent more than three years in active planning, design, and engineering work to arrive at this funding request, a development timeline that substantially de-risks execution and positions the project to move into construction immediately upon award. Each of the primary variables that most commonly cause infrastructure projects to stall or fail has been resolved in advance and are discussed in detail, below.

Site and Utility Readiness

The University of Oregon owns the project site at 1615 E 13th Ave, Eugene. No property acquisition is required, removing the single most common cause of transit project delays. Utility capacity has been confirmed in writing and attached in the supporting documentation: EWEB's Systems Engineering Supervisor confirmed in August 2025 that 200kW of additional electrical load is available at the UO

Substation with no service modifications required. Utility capacity uncertainty is the most common cause of electrical infrastructure cost overruns, and this variable has been fully eliminated.

Design and Engineering Status

A comprehensive concept design and feasibility study funded by EWEB's 2023 Electric Mobility Grant was completed in late 2024 and is included in the supporting documentation. The study produced a validated and preferred site layout, preliminary electrical design, and contractor-bid-informed cost estimates that directly informed this application. Building on that foundation, the UO has committed \$200,000 of internal funds to the project, of which \$100,000 has recently been used to initiate final site design and engineering. This effort is currently underway and, upon completion in 2026, will position the project to move forward immediately into procurement and construction upon award from ODOT in 2027. This work will produce construction-ready drawings and updated cost estimates before the CTG final application deadline of June 15, 2026, meaning the project will enter the procurement phase immediately upon grant award without any intervening design work required.

Permitting Pathway

The City of Eugene permitting requirements were identified during the concept design phase and the City has expressed strong support for the project, as documented in the attached letter, and is committed to permitting the project within the City of Eugene right-of-way. Standard City of Eugene permitting timelines have been factored into the project schedule and present no risk to the grant agreement period.

Funding Certainty and Contingency

The University of Oregon requires that all construction projects have a minimum of 20% of total project costs secured as contingency reserves before construction can be initiated. This institutional requirement is not discretionary and is a financial control applied to every capital project the UO undertakes, ensuring that projects do not break ground until sufficient reserves exist to absorb cost overruns without stopping work mid-construction. The complete local match funding stack is fully committed and carries zero funding uncertainty: the UO's \$200,000 internal cash contribution and the \$30,000 EWEB 2025 Electric Mobility Grant award are both secured. Together with the requested CTG Phase 2 funds, this funding stack satisfies the UO's 20% contingency threshold, meaning the project will meet the university's own internal construction initiation standard at the time of award and will be cleared to proceed immediately. The project budget was developed using contractor bids obtained during the 2024 concept design phase and is being updated through the final engineering currently in progress, with contingency budgeted for *(Please note: ODOT cut off text at this point.)*

If this project will last beyond FY28, describe the plan for ongoing funding including match. If not applicable, respond N/A.

Not provided by ODOT.

Does the project depend on other funding sources including other discretionary grants whose outcomes are uncertain?

Not provided by ODOT.

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

Not provided by ODOT.

Describe how your project could be scaled down to receive a smaller amount of money than your desired request.

Not provided by ODOT.



LTD STIF Advisory Meeting

June 9, 2026

2027-2028 Competitive Transit Grants

Competitive Transit Grant Funding Sources

- The CTG solicitation replaces the Oregon Department of Transportation's (ODOT) typical STIF Discretionary and Statewide Transit Network call for projects with a consolidated solicitation for three funding sources across two phases:
 - **Federal 5339(a) Grants for Buses and Bus Facilities:** \$7.9 million across two phases
 - **STIF Discretionary:** \$9 million in Phase 2
 - **STIF Intercommunity:** \$8.2 million in Phase 2

A large blue circle on the left side of the slide, partially cut off by the edge.

STIF Advisory Committee Role

Review and prioritize local **STIF Discretionary and Intercommunity Fund** project applications and provide a written funding recommendation to LTD's Board of Directors.

A series of four teal-colored curved dashes in the bottom right corner, arranged in an upward-curving sequence.

Project Summary – Page 1

#	Project Title	Agency	Minimum Grant Amount Requested	Match Sources	Total Project Cost (Grant + Match)	Match Rate Calculations		
						20%		
						Grant Amt	Match Amt	
1	Two-Wheeled Transit Transition	City of Eugene	\$250,000	Local: \$63,000	\$315,000	\$252,000	\$63,000	
2	Wheelchair Accessible Taxi Pilot Program	City of Eugene	\$120,000	Local: \$30,000	\$150,000	\$120,000	\$30,000	
3	Eugene-Florence Connector	LCOG	\$592,000	State: \$148,000	\$740,000	\$592,000	\$148,000	
4	LinkLane Category B Bus Purchase	LCOG	\$308,000	State: \$77,000	\$385,000	\$308,000	\$77,000	
5	Florence-Yachats Connector	LCOG	\$308,000	State: \$77,000	\$385,000	\$308,000	\$77,000	
6	Diamond Express	LTD	\$450,000	State: \$90,000 Local: \$12,000	\$450,000	\$348,000	\$102,000	

Project Summary – Page 2

#	Project Title	Agency	Minimum Grant Amount Requested	Match Sources	Total Project Cost (Grant + Match)	Match Rate Calculations		
						20%		
						Grant Amt	Match Amt	
7	LTD Rural Shuttle	LTD	\$472,000	State: \$92,400	\$472,000	\$379,600	\$92,400	
8	Downtown Circulator	LTD	\$826,297	State: \$206,574	\$1,032,871	\$826,297	\$206,574	
9	Diamond Express Vehicle Replacement	LTD	\$720,000	State: \$180,000	\$900,000	\$720,000	\$180,000	
10	Downtown Circulator Vehicle Replacement	LTD	\$720,000	State: \$180,000	\$900,000	\$720,000	\$180,000	
11	LTD Fixed Route Vehicle Replacement	LTD	\$720,000	State: \$180,000	\$900,000	\$720,000	\$180,000	
12	UO Intercity Electric Bus Charging Project	University of Oregon	\$1,315,722	Local: \$124,122 Other: \$201,600	\$1,496,722	\$1,197,378	\$299,344	

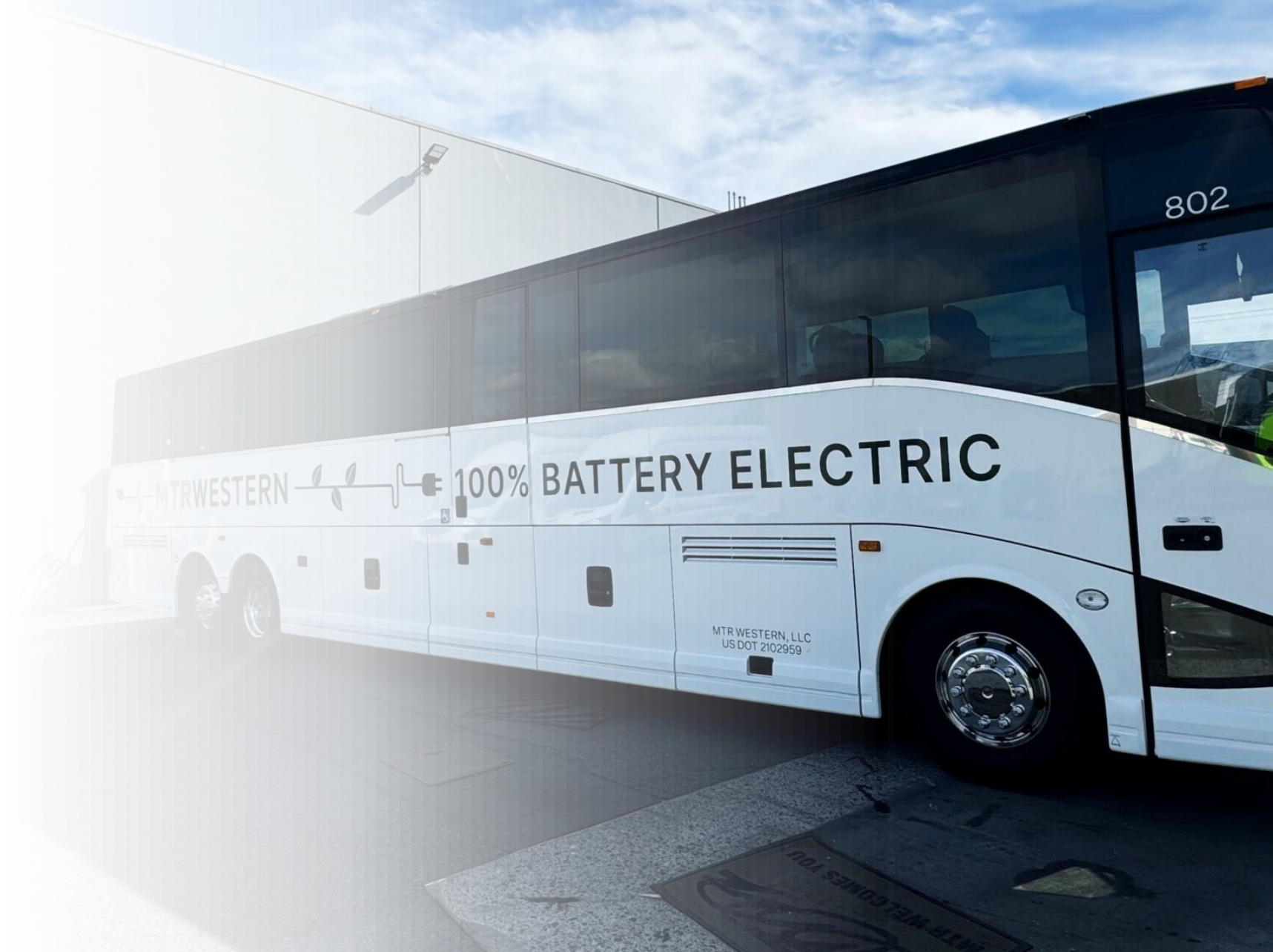
Value of Local STIF Discretionary Applications and Statewide Funding Requests

- Total of maximum grant requests in Lane County: \$6,411,497
- Total of maximum grant requests plus match in Lane County: \$8,126,593
- Total available funding (including 5339 funds): \$25,000,000
- Total available STIF Discretionary and Intercommunity Funds: \$17,200,000

University of Oregon Intercity Electric Bus Charging

Presented to
LTD STIF Advisory Committee
June 9, 2026

By
Steve Mital
University of Oregon
Sustainability Director



Key Points:

- Uses existing intercity bus stop
- Sited close to EmX line
- Takes advantage of existing electrical infrastructure
- Last hurdle in a years-long effort to electrify popular Eugene-Portland route
- Multi-Institution partnership
 - University of Oregon
 - City of Eugene
 - EWEB
 - MTR Western
- Includes capacity to support additional bus lines/routes

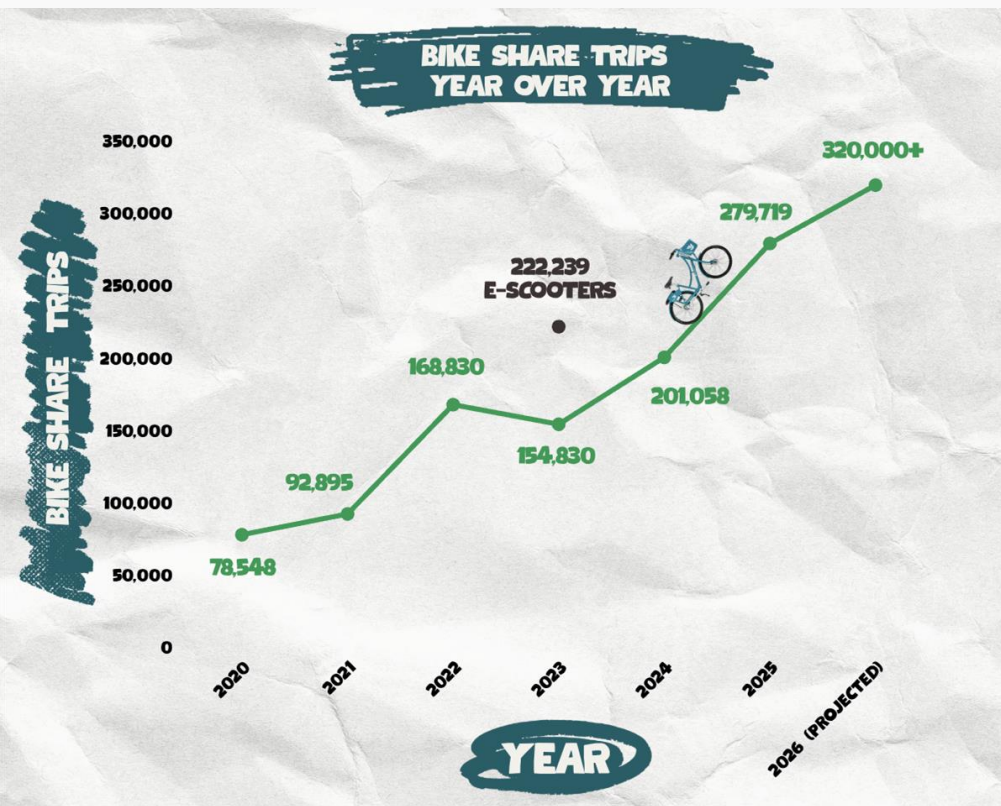


Two Wheel Transit Transition Funds

Shane Rhodes

Transportation Options Program Manager

City of Eugene Public Works Engineering



PeaceHealth Rides Transition Period

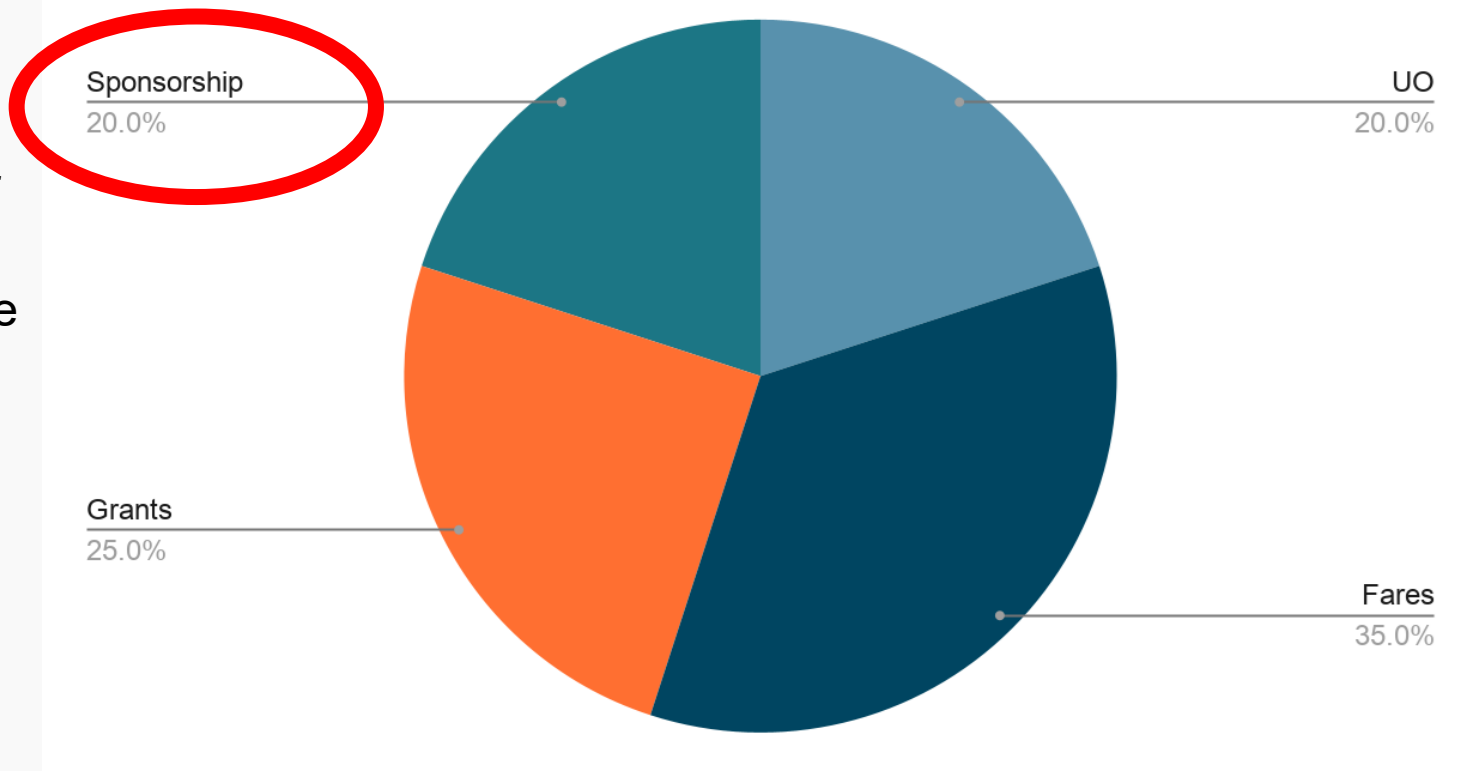
PeaceHealth sponsorship ends 2027.

Goal to launch new program in 2028.

STIF funds would be used to maintain operational funding between expiration of sponsorship and launch of new program plus costs associated with transition to the new program.



Revenue Sources



Wheelchair Accessible Taxi Pilot Program

- City of Eugene
- Rob Inerfeld, Transportation Planning Manager



Link Lane

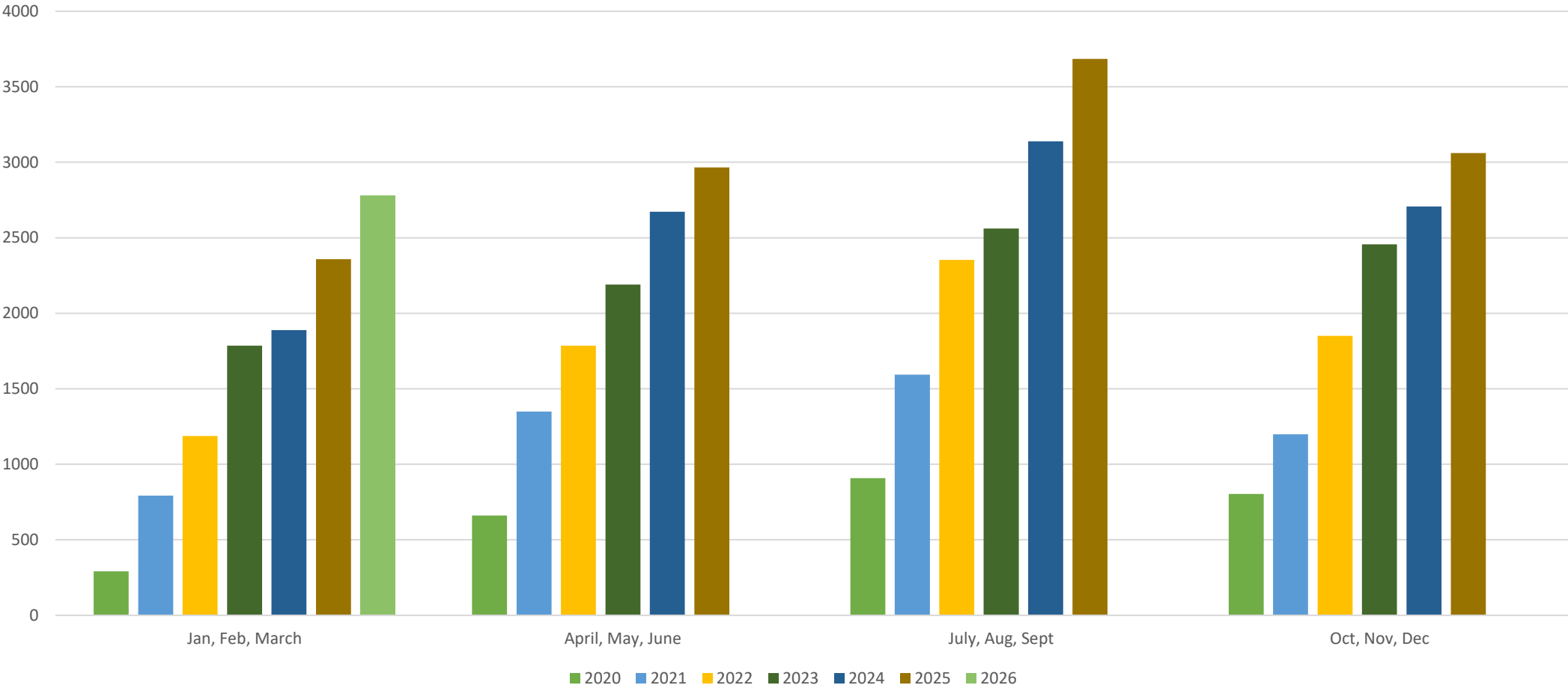
LTD STIF Advisory Committee
June 9, 2026

Eugene-Florence Connector

- Connects Eugene and Florence on Highway 126.
 - Stops at Eugene Amtrak, Downtown Eugene, Veneta, Mapleton, Florence Old Town, and Florence Grocery Outlet
- 7 days per week runs three times per day.
- \$5.00 for a one-way ticket for the entire route; \$1.00 for a one-way ticket between Mapleton and Florence.
- Category B bus acquisition.



Eugene-Florence Connector Ridership

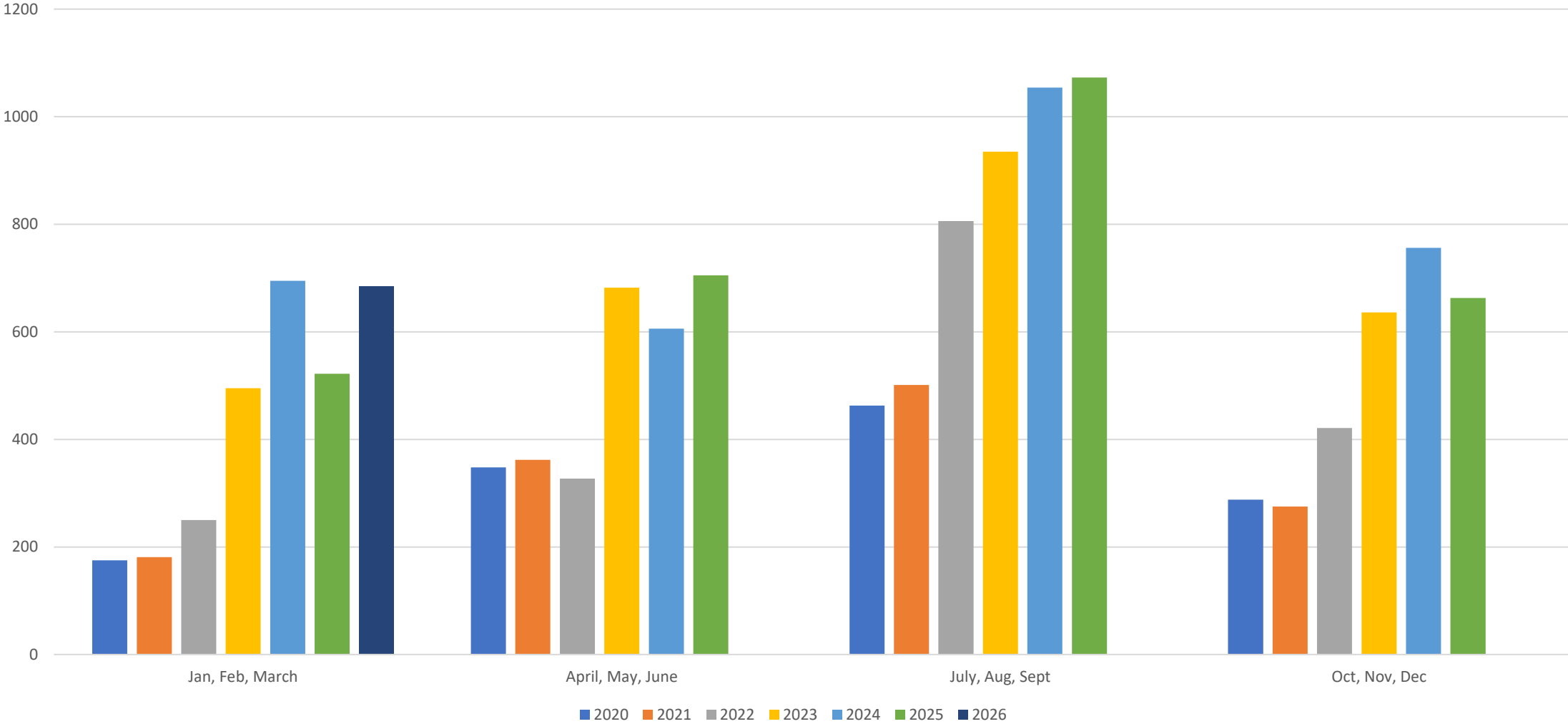


Florence-Yachats Connector

- Connects Florence and Yachats along Highway 101
 - Stops at Florence Grocery Outlet, Carl G. Washburn State Park, and the Little Log Church in Yachats
- Operates 7 days per week, 7:30am – 7:25pm except holidays
- Four round-trip routes per day
- \$2.50 for a one-way ticket for the entire route



Florence-Yachats Connector Ridership



Questions?

Megan Shull, Link Lane Co-
Manager

mshull@lcog-or.gov

541-682-4023



Serving Lane County's Rural Communities

LTD's Diamond Express and the LTD Rural Shuttle



John Ahlen
Mobility Services Manager
Lane Transit District

The Diamond Express: Quick Facts

- Intercommunity Service between Oakridge/Westfir and Eugene
- Monday – Friday: four round trips
- Saturday: two round trips
- Approximately 700 riders/month
- \$2.50 each way/\$5.00 round trip
- Round trip fare includes a complimentary LTD day pass
- Operated by Pacific Crest Bus Lines for LTD



LTD Rural Shuttle: Quick Facts

- Pilot service launched March 1, 2026
- Serves three rural areas:
 - South Lane County
 - Mohawk Valley
 - Hwy 36 between Mapleton and Deadwood
- Operates Monday – Thursday in different areas
- Fares range from \$2.50 - \$5.00 each way
- Round trip fare includes a complimentary LTD day pass or Rhody Express day pass
- Operated by Direct Medical Transportation for LTD



Q

&

A



Questions and Answers



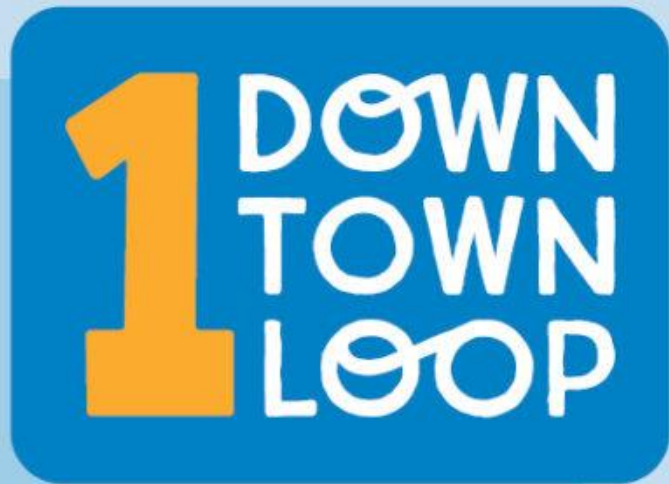
Q

&

A



Meet the Downtown Loop!



30 minute bus service
from the Riverfront
to Midtown.

Same fare, more service, more often.



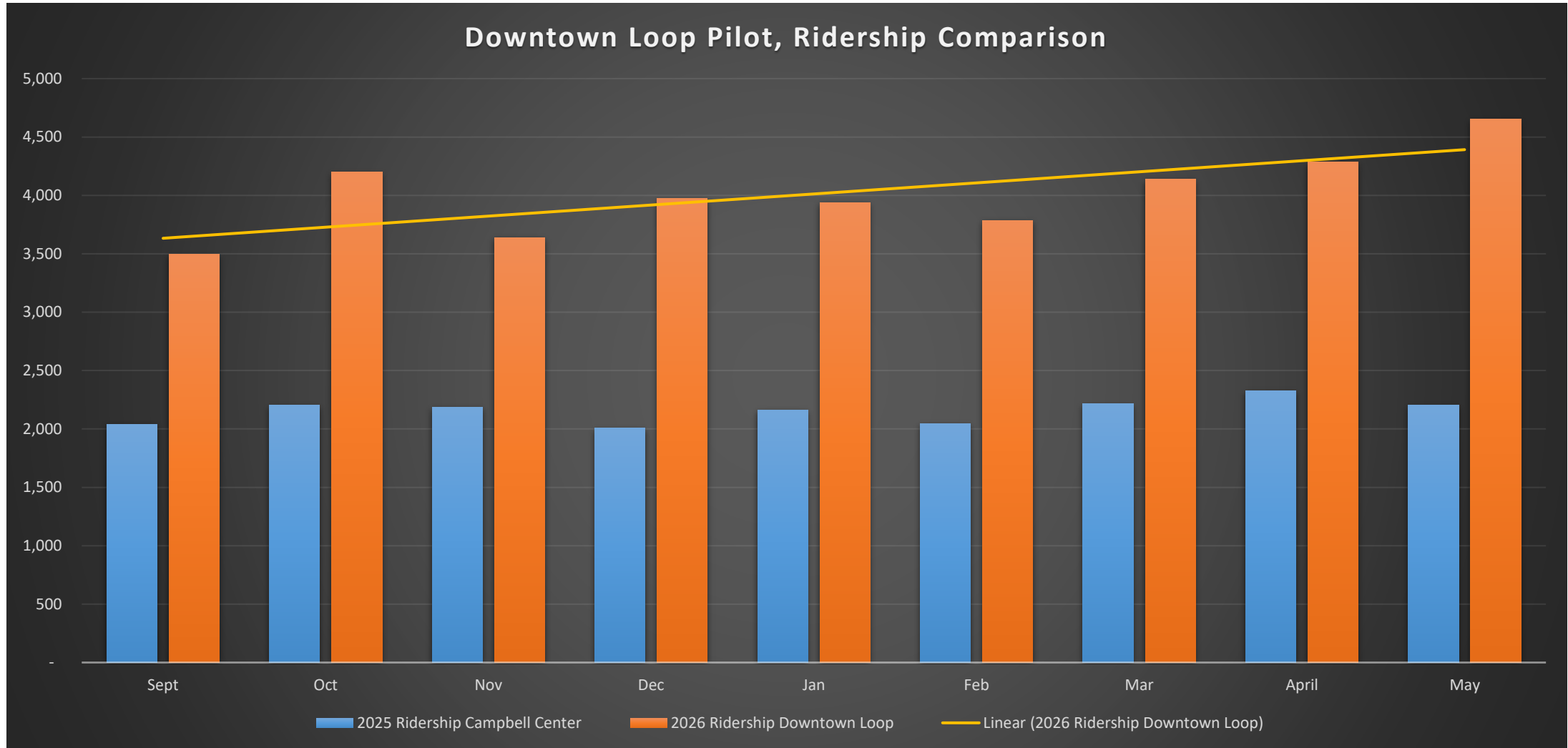
Lane Transit District

Downtown Loop Pilot

23



By the numbers



Committee Vote and Comment – Page 1

#	Project Title	Agency	Minimum Grant Amount Requested	Fund/Do Not Fund	Prioritization	Comments
1	Two-Wheeled Transit Transition	City of Eugene	\$250,000			
2	Wheelchair Accessible Taxi Pilot Program	City of Eugene	\$120,000			
3	Eugene-Florence Connector	LCOG	\$592,000			
4	LinkLane Category B Bus Purchase	LCOG	\$308,000			
5	Florence-Yachats Connector	LCOG	\$308,000			
6	Diamond Express	LTD	\$450,000			

Committee Vote and Comment – Page 2

#	Project Title	Agency	Minimum Grant Amount Requested	Fund/Do Not Fund	Prioritization	Comments
7	LTD Rural Shuttle	LTD	\$472,000			
8	Downtown Circulator	LTD	\$826,297			
9	Diamond Express Vehicle Replacement	LTD	\$720,000			
10	Downtown Circulator Vehicle Replacement	LTD	\$720,000			
11	LTD Fixed Route Vehicle Replacement	LTD	\$720,000			
12	UO Intercity Electric Bus Charging Project	University of Oregon	\$1,315,722			



Draft Motion

“I move to recommend to LTD’s Board of Directors the Lane County STIF Discretionary and STIF Intercommunity proposal list, with comments on whether each project should be funded.”



Draft Motion

“I move to recommend to LTD’s Board of Directors the prioritized Lane County Discretionary and STIF Intercommunity proposal list, with comments on whether each project should be funded.”



Diamond Express Replacement Vehicle

- Oakridge to Eugene round trip service
 - four times a day on weekdays
 - two times a day on Saturdays
 - 2,000 miles/week, mostly on Hwy 58
- Only public transit service that connects Oakridge with the Eugene-Springfield metropolitan area.
- Current vehicle is a refurbished 2003 full-size bus with almost 400,000 miles.
- Frequently out of service due to age and marginal condition.

Downtown Loop – Replacement Vehicle

- Launched in September 2025 with STIF Discretionary funding.
- Connects the Eugene's riverfront area to downtown.
- Approximately 3,570 riders per month in FY26.
- Seeking funding for a dedicated vehicle for the Downtown Loop that will have specialized branding for this service.
- Funding would replace a 2011 full-size transit bus with almost 600,000 miles.

Fixed Route Service – Replacement Vehicle

- LTD currently needs 67 full-size transit buses to operate its metro area fixed route service.
- FTA recommended spare ratio is 20%.
- LTD's current spare ratio is 57% because of aging vehicles.
- Funding would replace a 2011 vehicle with 640,000 miles.
- Replacement vehicles allow LTD to dispose of aging vehicles and right-size its fleet.

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

City of Eugene

Agency Legal Street Address

180 W. 8th Ave.

City

Eugene

State

OR

Zip

97401

Application Contact First Name

Shane

Application Contact Last Name

Rhodes

Application Contact Position Title

Transportation Options Program Manager

Application Contact Email Address

srhodes@eugene-or.gov

Application Contact Phone

(541) 682-5094

First Name of Person Signing Grant Agreement

Jenny

Last Name of Person Signing Grant Agreement

Haruyama

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

City Manager

FEIN (Federal Employer Identification Number)

93-6002160

UEID (Unique Entity Identification)

QC6XU4HJEZW3

Transit Agency Type**Does your agency have any existing grant agreements with ODOT?**☒ Yes☐ No**Authorized Representative****First Name****Last Name****Title****Email Address****Phone Number**

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☐ Yes ☒ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

- ☒ Yes
☐ No

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- ☒ Yes
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☒ Automated
☐ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

Does your agency have a system in place that will account for 100 percent of each employee's time?

- ☒ Yes
☐ No

What is the financial software utilized?

PeopleSoft

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☐ Yes
☒ No

Will applicant delegate the administration of the grant to a separate agency?

- ☐ Yes
☒ No

Did your agency stay on budget in the past two years?

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☐ Yes

☒ No

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☒ Yes

☐ No

List the subrecipient(s) and/or contractor(s).

Cascadia Mobility

Describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained for grant moneys.

There is a contract in place with Cascadia Mobility to operate our City owned bike share system. The Financial section of the contract lays out the budgeting and auditing required (see below).

5.0 Financial

Contractor will execute all elements of program administration, management, sales, marketing, and operations. 2021 City of Eugene Financial Commitments can be found in Exhibit D. Future city commitments, if any, shall be determined on an annual basis.

Contractor will collect rider revenue through their own contract with Mobility Cloud. Annually, after the end of the calendar year, Contractor and City will perform a reconciliation of the budget, sponsorship, rider revenues, and grant funds. A new budget will be created after this reconciliation that will determine what net revenues will be rolled over into the next year of operations and for what purposes it will be used.

Contractor will work with the City on fare structure and pricing models for memberships and rides and will make changes only after review and written approval from the City.

The City of Eugene holds the sponsorship contract with the title sponsor PeaceHealth, and will transfer these funds annually to Contractor after the annual budgeting process.

Contractor will work closely with PeaceHealth and will pursue, in partnership with the City, other sponsorships (station, bike, event, or other) and grants that align with the current sponsorship and contract.

Is the project a capital project or an operations project?

☐ Capital

☒ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Operations Project

Project Information

Project title

Two-Wheeled Transit Transition Funds

Project description

The City of Eugene seeks STIF Competitive Transit Grant funding to support operating costs for the regional bike share system as it transitions away from long-term private sponsorship by PeaceHealth. This funding will cover core operating costs, including system maintenance, rebalancing, customer service, and software platform needs. These investments will ensure uninterrupted service for riders while the City and other bike share program partners finalize a long-term public funding and governance model aligned with regional transportation goals.

This funding will bridge operating cost gaps as we sunset “PeaceHealth Rides” and work toward launching a new transit-integrated, and expanded bike share program in mid-2028. Continued bike share operations advance STIF objectives by providing low-cost, zero-emission mobility options for students, essential workers, and riders with limited transportation choices. The system strengthens first- and last-mile connections to LTD services, supports climate and equity goals, and maintains access to a vital transportation resource for neighborhoods with limited transit access.

The project stabilizes an important public mobility service during a critical transition and positions the system for long-term, community-centered success.

Does your agency operate a fixed route service?

☐ Yes ☒ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations, such as rail and bus (MB); unlike demand responsive (DR) and vanpool (VP) services.

Would this award support ongoing operations of an existing service or resume a recently reduced service?

☒ Yes ☐ No

Would this award support intercommunity service?

☐ Yes ☒ No

Will this award establish services on corridors that are identified in the Priority Intercity Bus Network Study?

☐ Yes ☒ No

Will this award support a new pilot project?

☐ Yes ☒ No

Pilot operations projects may be considered for funding if the application indicates a feasible financial plan for ongoing operations beyond the initial pilot period, per OAR 732-044-0005.

Would this award support purchased service?

☐ Yes ☒ No

Would this award support mobility management?

☐ Yes ☒ No

Would this award support preventative maintenance?

☐ Yes ☒ No

Project Service Area

Indicate the primary service area for the proposed project.

☒ Large urban

☐ Small urban

☐ Rural

Large Urban (over 200,000 population), Small Urban (50,000-200,000 population), and Rural (under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Project Service Type

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

☐ Commuter

☐ Complementary Paratransit

☐ Demand Response

☐ Deviated Fixed Route

☐ Intercity

☐ Fixed Route

☐ Paratransit

☒ Bike Share

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank.

Days of Service	Start Time	End Time
Monday	12:00 AM	11:59 PM

Tuesday	12:00 AM	11:59 PM
Wednesday	12:00 AM	11:59 PM
Thursday	12:00 AM	11:59 PM
Friday	12:00 AM	11:59 PM
Saturday	12:00 AM	11:59 PM
Sunday	12:00 AM	11:59 PM

Project Administration

Will project administration be an element of the proposed project?

☐ Yes ☒ No

Project Delivery

Is this project part of a group of projects that are dependent on each other?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☐ Yes ☒ No

Please describe the task level deliverables.

Task 1: Contracting and Procurement
 Task 2: Bike Share System Operations
 Task 3: System Maintenance
 Task 4: Software Platform and Technology Services
 Task 5: Transition Planning and Long-Term Funding Strategy
 Task 6: Project Administration and Reporting

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

On-going Operations or Recently Reduced Operations

For each on-going operations or recently reduced operations deliverable, please fill out the following section.

If there are multiple on-going operations or recently reduced operations deliverables in your project, please select "Add Deliverable" at the end of the section.

Ongoing Operations Deliverable 1

Provide a brief history of the current service or recently reduced service.

The regional bike share system launched in 2018 as PeaceHealth Rides through a partnership between the City of Eugene, LTD, the University of Oregon, and PeaceHealth. Since launch, the system has provided a reliable, low-cost, zero-emission travel option and strong first- and last-mile connections to transit.

The system has since grown to 450 bikes and an expanded service area. A Bike Share 2.0 Plan is now underway to guide the next phase of bike share, transitioning from private sponsorship to a publicly supported funding and governance model while planning for a future electrified and expanded system.

Describe any elements of the proposed project that differ from the existing or recently reduced service.

The proposed project differs from the existing service primarily in how the bike share system is funded and managed. Currently, the system operates under a model supported by private sponsorship. Under the proposed project, operations will transition to a publicly supported funding structure to ensure service continuity during the sponsorship wind-down period. This shift includes expanded public oversight, increased coordination with regional transit partners, and new operating funds that stabilize the system while long-term governance and funding strategies are finalized.

The operational delivery of the bike share system—maintenance, rebalancing, customer service, and software platform support—will remain consistent with the current service during this transition period. The key change is increased public funding and governance mechanisms that will sustain operations and position the system for future improvements identified through the Bike Share 2.0 planning process.

Provide the operations costs for the service for the previous fiscal year.

\$989,097.00

If the service operated in 2024, how many rides were provided? Answer N/A if not tracked.

201,058

If the service operated in 2025, how many rides were provided? Answer N/A if not tracked.

279,426

What is the predicted number of rides that will be served in the next full year of service? Answer N/A if not tracked.

325,000

What is the total project cost to support ongoing operations?

\$315,000.00

The total project cost is the award amount plus the 20% match.

Minimum project cost to support ongoing or recently reduced operations?

\$250,000.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
--------------	--------------	------------------	--------------

Local	\$63,000.00	100.00%	Secured
-------	-------------	---------	---------

\$63,000.00

100.00%

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/30/2027

Provide the consultant or contractor contract award date.

Initial start date

7/31/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your ongoing operations or recently reduced deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Contracting and Procurement

Task description

- Issue Request for Proposals (RFP) (July 1, 2027).
- Complete proposal evaluation and select contractor (July 16, 2027)
- Execute operating contract or contract amendment (July 30, 2027)

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Task 2

Task title

Bike Share System Operations

Task description

- Daily system operations, including bicycle rebalancing, station functionality, and customer support.
- Regular rebalancing of bikes to maintain system availability and ensure equitable distribution across service areas.
- Quarterly reporting of key performance indicators (ridership, availability, equity access metrics, and operational uptime).

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Task 3

Task title

System Maintenance

Task description

- Preventive and corrective bicycle maintenance.
- Docking station and equipment maintenance.
- Documentation of maintenance activity and fleet condition by reporting period.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Task 4

Task title

Software Platform and Technology Services

Task description

- Ongoing software licensing and technology support.
- System monitoring and updates to maintain reliability and data integrity.
- Delivery of monthly data exports for ridership and performance reporting.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Task 5

Task title

Transition Planning and Long-Term Funding Strategy

Task description

- Development of a sustainable public governance and funding strategy for bike share operations.
- Stakeholder coordination with LTD, UO, City of Eugene, and other local partners.
- Final transition plan delivered at project closeout.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Task 6

Task title

Project Administration and Reporting

Task description

- Submission of quarterly progress reports to ODOT, including expenditures, operations summaries, and outcomes.
- Final project report upon completion, summarizing all deliverables and outcomes.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Operations Project Total

Total Project Cost
\$315,000.00

Match Amount
\$63,000.00

Grant Amount
\$252,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$315,000.00	\$63,000.00	\$252,000.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$250,000.00

If the amount requested in this application (and match) does not equal the total amount needed for the project, how will the remainder of the project be financed?

- ☐ Federal grants
- ☐ State grants
- ☐ Local grants
- ☒ Other

If you specified "Other", please describe.

Funding from LTD, University of Oregon, fares, and potentially other state or federal grants if needed.

Is your agency including in-kind match in the application?

☒ Yes ☐ No

If you answered "Yes", please indicate the type of in-kind match.

Fares/rider revenue are included as match.

In-kind match needs to be approved by PTD prior to award.

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

Please explain how operations for the service were previously funded.

Since the system's launch in 2018, core bike share operations have been funded through a combination of state and regional transportation funds, user fees, smaller partner contributions from the City of Eugene, LTD, and the University of Oregon, and a long-term private sponsorship agreement with PeaceHealth. This sponsorship initially covered a large portion of annual operating costs, including system operations, maintenance, rebalancing, customer service, and technology platform expenses. However, as the system has expanded, titled sponsorship funds have decreased from a peak of approximately \$347,000 to \$200,000 in 2025 and will be ending in 2027.

Please explain why there are no longer sufficient funds to operate this service?

Together, these funding sources supported the system's day-to-day operating needs and enabled growth to a 450-bike fleet and expanded service area. From 2020 to 2025, the fleet grew by about 30 percent and total bike share trips increased by roughly 150 percent, while sponsorship support declined by approximately 40 percent. This widening gap between system demand and available operating funding has made the current model insufficient to sustain reliable operations without additional public investment.

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

The bike share system provides an essential mobility option for students, essential workers, lower-income households, and residents living in areas with limited transportation choices. It also plays a key role in supporting first- and last-mile connections to transit, advancing regional climate goals, and reducing transportation barriers for underserved communities.

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

The City of Eugene identified the need for sustained operating support through ongoing system monitoring, partner coordination, and community engagement. Annual ridership data, fleet utilization rates, and equity access metrics consistently showed strong and growing demand for bike share services, even as available operating funds declined. Feedback from riders through customer service channels, community outreach events, and periodic surveys highlighted the importance of bike share as an affordable and reliable transportation option, especially for students, essential workers, and residents with limited mobility choices.

Input from regional partners—including LTD, the University of Oregon, local employers, and bike share users—further reinforced the system's value as a first- and last-mile connector and as an essential component of public transit. As part of the ongoing Bike Share 2.0 planning process, the City is working with partners to ensure continuous operations during the transition to a publicly supported funding model.

Describe the expected community benefits from this project.

This project will ensure uninterrupted access to an affordable, zero-emission transportation option that many community members rely on for daily travel. Continued bike share operations will support students, essential workers, lower-income households, and residents with limited mobility choices by maintaining a dependable service that reduces transportation barriers.

Stable operations will also strengthen first- and last-mile connections to transit, helping more riders combine bike share with LTD services for longer and more efficient trips. Sustaining the system during this transition period protects a key multimodal asset that supports regional climate goals, reduces congestion, and expands mobility options in underserved neighborhoods.

By bridging the current operating funding gap, the project will preserve a widely used public resource, maintain equitable access to transportation, and keep the system positioned for long-term improvements identified in the Bike Share 2.0 planning process.

If this project is not awarded funding from this solicitation, what are the expected impacts?

If the project is not awarded funding, the City will face challenges maintaining continuous bike share operations during the transition away from PeaceHealth's sponsorship. Without this funding, the system may need to reduce service levels, such as limiting fleet availability, station coverage, customer support, or rebalancing capacity. These reductions would affect riders who rely on the system for affordable, convenient mobility and first- and last-mile transit connections. In the absence of alternative funding, a temporary service reduction could become necessary, delaying progress toward establishing a stable, publicly supported operating model.

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

☒ Yes ☐ No

Please describe.

Yes. By preserving the regional bike share system, the project directly supports increased use of active transportation. Bike share itself is an active mode, and it also strengthens connections to LTD bus service by providing reliable first- and last-mile access. Maintaining system operations ensures that riders, especially those with limited transportation options, can continue choosing biking and transit instead of driving, which contributes to higher multimodal ridership overall.

Select all that apply to your project.

- ☐ Improves the passenger experience.
- ☒ Benefits multiple transportation service providers.
- ☒ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

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

Maintaining bike share operations directly supports Lane Transit District (LTD) by improving first- and last-mile access to bus service, increasing the reach and convenience of transit, and helping riders complete multimodal trips. The system also benefits the City of Eugene and City of Springfield by supporting their transportation, climate, and mode-shift goals, and it supports the University of Oregon by providing a high-use mobility option for students and staff.

The project promotes consolidation and coordination by aligning bike share operations with regional transit planning, integrating station siting with bus network needs, and coordinating service decisions with partner agencies. As the system transitions to a publicly supported model, the City is working closely with LTD, regional partners, and local institutions to create shared priorities, streamline decision-making, and improve regional mobility outcomes.

The project also enhances resource sharing by pooling funding, data, and operational insights across agencies. Bike share system data supports regional planning, helps LTD understand multimodal travel patterns, and supports more efficient placement of transit investments. Operational coordination reduces duplication and ensures that limited public resources are used effectively to support a unified mobility network.

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☒ Yes ☐ No

Please describe.

- Supports local economic activity. Bike share connects riders to jobs, retail areas, events, and downtown destinations, helping sustain local businesses—especially in areas where parking or transit access is limited.
- Improves public health. By providing easy access to low-barrier physical activity, the system supports healthier travel habits and encourages more residents to incorporate active mobility into daily routines.
- Enhances transportation resilience. Maintaining a robust bike share system gives the community a reliable travel option during service disruptions, traffic congestion, or emergency events when multimodal flexibility is valuable.
- Promotes equitable access to mobility. The system continues to serve residents who do not own a car or face financial barriers to other modes. This widens mobility access without requiring additional personal expense.
- Supports climate and livability goals. Reducing short car trips improves air quality, reduces noise, and supports broader community sustainability initiatives.
- Strengthens the regional mobility network. Continuity of the bike share system helps maintain a predictable, multimodal environment that reinforces long-term planning and investment in integrated transportation options.

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☐ None
- ☐ Trimming
- ☐ Current arrival time tracker
- ☐ Lighting
- ☐ Cameras
- ☐ Seat belts
- ☐ Pedestrian or bicycle infrastructure
- ☒ Other

If you selected "Other", please describe.

- Improved bicycle fleet safety. Regular maintenance, inspections, and repairs supported by this funding help ensure that all bikes are safe, mechanically sound, and dependable for riders.
- Helmet-encouragement and safety education. The bike share program provides safety messaging, riding guidance, and route information that support safer bicycling behavior.
- Predictable, organized bike parking. Our hub-based bike share reduces clutter and prevents unsafe bike placement on sidewalks, curb ramps, and transit stops.
- Supports safer alternative to walking long distances at night. Riders who might otherwise walk in low-light or isolated areas can use bike share instead, improving personal safety and perceived security.
- Data-driven safety planning. Trip data helps the City identify high-use corridors and design safer bikeways, crossings, and traffic-calming improvements.
- Encourages slower, safer street environments. More people using bikes contributes to safer conditions for all roadway users.

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

This project improves safety by funding the maintenance, inspection, and repair of bike share bicycles and docking stations, ensuring that equipment is reliable, well-lit, and in good working order for all users. Regular operations—including rebalancing, customer support, and station upkeep—help keep sidewalks, curb ramps, and transit areas clear, reducing conflicts for pedestrians and people using mobility devices. Safety education and in-app guidance support safer riding behavior. By providing a dependable option for first- and last-mile travel, the project also helps transit riders make safer, more predictable connections to LTD stops and stations.

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

This project will reduce greenhouse gas emissions by maintaining a reliable, affordable bike share system that encourages people to choose biking instead of driving for short trips. By preserving a convenient active-transportation option, the project helps shift daily travel away from single-occupancy vehicle use, which is one of the largest local sources of transportation emissions. Bike share also strengthens first- and last-mile connections to LTD transit, making it easier for people to combine biking and bus service rather than relying on a car. Continued system operations ensure that residents—especially those with limited transportation choices—can consistently access a zero-emission travel option, supporting both mode shift and regional climate goals.

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

N/A

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

See peacehealthrides.com for the most up to date service area.

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

See peacehealthrides.com for the most up to date service area (including Eugene and Springfield)

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

The program has engaged, and will continue to engage, resource-limited community members through its work with PeaceHealth Rides, which has long emphasized equitable access and affordability in system design and outreach. Community input from lower-income residents, students, transit-dependent riders, and individuals who rely on low-cost mobility options has informed key elements of the system, including reduced-fare and income-qualified programs. Ongoing feedback gathered through user surveys, outreach events, and partnerships with local institutions continues to shape service improvements, helping ensure the project reflects the needs of riders who face the greatest transportation barriers.

How may resource-limited groups benefit from this project?

We work with several organizations that provide services to resource-limited groups, including: Plaza de Nuestra Comunidad, Homes for Good, Food for Lane County, Shift Community Cycles, and Eugene-Springfield Safe Routes to School.

How may resource-limited groups be burdened by this project?

0

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☒ Yes ☐ No

Please explain.

By maintaining and operating the bike share system, this project directly improves multi-modal connectivity and strengthens first- and last-mile access to LTD bus service. Reliable bike share operations make it easier for people to reach bus stops, transfer between modes, and complete trips without needing a car.

The project also enhances bicycle safety and accessibility through well-maintained bikes, functional docking stations, and predictable, organized parking areas. These improvements support a safer and more comfortable pedestrian and bicycle environment around key transit corridors.

In addition, the bike share system provides connections to regional transit services, including Amtrak, FlixBus, LinkLane, and Cascades Point, through hubs located at or near these stops, expanding multi-modal options for passengers.

Finally, the installation of new bike share hubs often includes standard inverted-U racks, which improve bike parking capacity for both bike share users and community members with personal bicycles.

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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

This project is realistic because it builds on an existing, fully operating bike share system with established contracts, procedures, and performance metrics. The City has more than seven years of experience managing PeaceHealth Rides and already has the operational framework, staffing structure, and vendor relationships in place to carry out the proposed work. The requested funds support ongoing, known operating activities such as maintenance, rebalancing, software services, and customer support, all of which have predictable costs and well-defined scopes. The project can be implemented immediately upon award, and the City will continue using its established budgeting, procurement, and contract-management processes to ensure spending stays within the grant amount and timeline. Because the project focuses on sustaining current operations rather than launching new infrastructure or construction, it carries low implementation risk and can be completed reliably within the grant agreement period.

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

The project is designed to continue beyond the STIF funding period through a diversified and sustainable funding strategy. The City is working with Lane Transit District to increase ongoing operational support as bike share becomes more fully integrated into the regional mobility network. In addition, the City is looking at potential revised sponsorship model and is coordinating with partners, local employers, and community organizations—to formalize shared funding commitments. These elements, along with additional revenue concepts and long-term governance recommendations, are being developed in the Bike Share 2.0 plan currently underway. Together, these efforts will provide a stable foundation for continued operations after June 30, 2028.

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

This project relies on several ongoing funding sources whose annual amounts can vary, including user fare revenues, ASUO student fee support for University of Oregon ridership, partner contributions, and competitive grants that supplement operations. These funding sources have been stable over the years, and the diversified funding model used to support the system provides confidence that operations can continue beyond this important transition-funding period.

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

If actual costs exceed the budgeted amount, the City will manage the difference through a combination of cost controls and supplemental funding sources. The bike share program operates within a flexible, diversified funding model that includes fare revenue, partner contributions, and competitive grant opportunities, which can be adjusted to help cover unforeseen expenses.

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

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

If awarded a smaller amount, the project can be scaled by prioritizing core bike share operations to ensure continuity of essential service. This could include reducing non-critical expenses such as marketing, outreach, or discretionary program enhancements; or adjusting station servicing and rebalancing frequency. These adjustments would allow the City to maintain a functional and reliable (though more limited) system, while operating within a reduced budget, ensuring that the most important elements—safe equipment, dependable service, and strong multimodal connectivity can remain in place.

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

Bike share systems rely on the industry-standard General Bikeshare Feed Specification (GBFS). The City, through the bike share operator, maintains a real-time public GBFS feed that provides up-to-date information on bike and dock availability, station locations, and system status. This feed is automatically updated by the system's software platform and is published openly so that trip-planning apps, researchers, and regional partners—including LTD—can integrate bike share data into multimodal tools and planning efforts. The operator monitors the feed for accuracy and functionality to ensure consistent, reliable public data throughout the life of the project.

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☐ Yes ☒ No

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Submitting Your Application

- Click the “Save” button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the “Upload” button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the “Printed Name” section.
- Submit your application by using the “Submit Application” button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

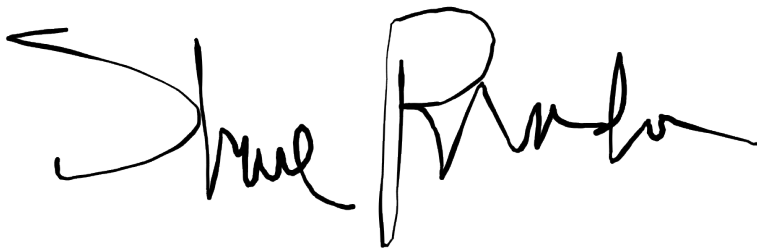
The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

Printed Name

Shane Rhodes

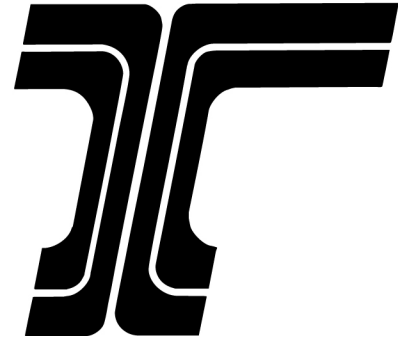
A handwritten signature in black ink, appearing to read "Shane Rhodes", written over a light gray grid background.

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date

4/22/2026

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

City of Eugene

Agency Legal Street Address

180 W 8th Ave #200

City

Eugene

State

OR

Zip

97401

Application Contact First Name

Caswell

Application Contact Last Name

Attegrene

Application Contact Position Title

Senior Transportation Options Coordinator

Application Contact Email Address

cattgrene@eugene-or.gov

Application Contact Phone

(541) 300-8786

First Name of Person Signing Grant Agreement

Jenny

Last Name of Person Signing Grant Agreement

Haruyama

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

City Manager

FEIN (Federal Employer Identification Number)

936002160

UEID (Unique Entity Identification)

QC6XU4HJEZW3

Transit Agency Type**Does your agency have any existing grant agreements with ODOT?**☒ Yes☐ No**Authorized Representative****First Name****Last Name****Title****Email Address****Phone Number**

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☐ Yes ☒ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

- ☒ Yes
☐ No

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- ☒ Yes
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☒ Automated
☐ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

Does your agency have a system in place that will account for 100 percent of each employee's time?

- ☒ Yes
☐ No

What is the financial software utilized?

PeopleSoft

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☒ Yes
☐ No

Will applicant delegate the administration of the grant to a separate agency?

- ☐ Yes
☒ No

Did your agency stay on budget in the past two years?

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☐ Yes

☒ No

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☒ Yes

☐ No

List the subrecipient(s) and/or contractor(s).

To be determined through a the City's standard RFP process.

Describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained for grant moneys.

The City of Eugene will oversee a contractor to deliver this program through our established project management and oversight procedures.

Oversight Procedures Include:

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

Compliance and Quality Control: The City will review all financial and operational reports from the contractor to ensure the funds are used in accordance with STIF Discretionary guidelines.

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

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

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

Is the project a capital project or an operations project?

☐ Capital

☒ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Operations Project

Project Information

Project title

Wheelchair Accessible Taxi Pilot Program

Project description

The Wheelchair Accessible Taxi Pilot Program is a communitywide effort to establish equitable, 24/7 taxi service for people who use wheelchairs and whose needs cannot be accommodated by existing taxi companies, transportation network companies (such as Uber), or paratransit services. The program aims to fill a long-standing accessibility gap by ensuring that riders who rely on mobility devices have the same on-demand travel options as other community members.

Does your agency operate a fixed route service?

☐ Yes ☒ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations, such as rail and bus (MB); unlike demand responsive (DR) and vanpool (VP) services.

Would this award support ongoing operations of an existing service or resume a recently reduced service?

☐ Yes ☒ No

Would this award support intercommunity service?

☐ Yes ☒ No

Will this award establish services on corridors that are identified in the Priority Intercity Bus Network Study?

☒ Yes ☐ No

Will this award support a new pilot project?

☒ Yes ☐ No

Pilot operations projects may be considered for funding if the application indicates a feasible financial plan for ongoing operations beyond the initial pilot period, per OAR 732-044-0005.

Would this award support purchased service?

☒ Yes ☐ No

Would this award support mobility management?

☒ Yes ☐ No

Would this award support preventative maintenance?

☐ Yes ☒ No

Project Service Area

Indicate the primary service area for the proposed project.

- ☒ Large urban
- ☐ Small urban
- ☐ Rural

Large Urban (over 200,000 population), Small Urban (50,000-200,000 population), and Rural (under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Please select all that apply for the project.

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

Project Service Type

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

- ☐ Commuter
- ☐ Complementary Paratransit
- ☒ Demand Response
- ☐ Deviated Fixed Route
- ☐ Intercity
- ☐ Fixed Route
- ☐ Paratransit

☐

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank.

Days of Service	Start Time	End Time
Monday	12:00 AM	11:45 PM
Tuesday	12:00 AM	11:45 PM

Wednesday	12:00 AM	11:45 PM
Thursday	12:00 AM	11:45 PM
Friday	12:00 AM	11:45 PM
Saturday	12:00 AM	11:45 PM
Sunday	12:00 AM	11:45 PM

Project Administration

Will project administration be an element of the proposed project?

☒ Yes ☐ No

Does your agency intend to charge any indirect cost to this project?

☐ Yes ☒ No

Project Administration Budget

Please add any project administration costs, noting any indirect costs, to the budget table. Select "Add Item" to add items. Total cost will automatically populate based on information provided.

Item	Item Description	Quantity	Unit	Cost per unit	Total Cost
Program Administration	Staff time to administer and evaluate the pilot program's success	100	100 FTE/Hours etc.	\$75.00	\$7,500.00
Marketing	Digital, print, radio and video advertising for the program	1	1 FTE/Hours etc.	\$1,875.00	\$1,875.00
					\$9,375.00

Project Administration Match

Match Source	Match Amount	Match Percentage	Match Status
Local	\$1,875.00	100.00%	Secured
\$1,875.00		100.00%	

Project Delivery

Is this project part of a group of projects that are dependent on each other?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☐ Yes ☒ No

Please describe the task level deliverables.

Hire a contractor to add this service to our community's transportation options. RFP Issue Date: 7-1-27.
Contract Award Date: 7-30-27. Final End Date: 6-16-28. Contract Completion Date: 6-30-28.

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

Establish Service on PIBN Routes

For each new service on PIBN route deliverable, please fill out the following section. If there are multiple new service on PIBN route deliverables in your project, please select "Add Deliverable" at the end of the section.

Establish a New Pilot

For each new pilot deliverable, please fill out the following section. If there are multiple new pilot deliverables in your project, please select "Add Deliverable" at the end of the section.

New Pilot Deliverable 1

Provide a brief history of the proposed pilot project.

The City of Eugene leadership and airport staff have received an increasing number of complaints from people who use wheelchairs, power chairs and scooters that they aren't able to get a taxi, Lyft or Uber. This is especially problematic at the airport for wheelchair users who arrive from out of town and are unaware of the situation. Unlike some other cities, the taxi companies as well as the transportation network companies (TNCs) do not have wheelchair-accessible vehicles (WAVs) and the Eugene metropolitan area isn't large enough for the City to make accessible rides a requirement of these services without risk of losing their presence in the community.

In addition, while Lane Transit District's regular buses and RideSource vehicles can accommodate people who use wheelchairs, they require advance scheduling and will not take someone to/from the airport or to everywhere within the city limits. Residents who use wheelchairs feel frustrated not to have access to a convenient, on-demand travel option.

The idea for an accessible taxi program developed through engaging community stakeholders on this topic over the past year and a half: over 50 community contacts, including 16 community-based organizations, government organizations, existing service providers, and local businesses operating in this space.

Describe any elements of the proposed project that differ from existing or recently reduced service.

Different from local paratransit service, which must be scheduled through a day prior to the ride, cancelled more than two hours in advance, and requires an extensive at-home registration process, the Wheelchair Accessible Taxi Pilot Program operates 24 hours, seven days per week, can be scheduled through an app or phone call, cancelled as needed, and doesn't require advance registration. Additionally, it operates throughout the entire metropolitan area rather than only near transit lines and can provide pick-ups and drop-offs to the Eugene Airport.

Local taxi and TNC operators do not have wheelchair accessible vehicles at this time. The Accessible Taxi Pilot fills this gap in the area's transportation options to ensure all members of our community have access to on-demand rides.

Pilot operations projects may be considered for funding if the application includes a feasible financial plan for ongoing operations beyond the initial pilot period, per OAR 732-044-0005. Please provide details regarding the financial plan to support the pilot after the initial award.

Eugene's City Council was aware that Uber and Lyft would not provide accessible options when they approved the licensing of their operations in the community in 2018. At that time, it established an option for a per-ride fee to fund the administration of taxis and TNCs as well as to fund the availability of accessible vehicles or any other needs for the public passenger vehicle program. Not being a large enough metropolitan area to have been able to compel Uber and Lyft to provide wheelchair accessible rides, the per-ride fee was a way to fund an option for wheelchair users. For a few years, that per-ride fee was not enacted. The code was amended to use more general language that didn't necessarily require the City to put money toward accessible rides and the fee was enacted in 2025. Transportation Planning's been working within the City itself to ensure a portion of the revenue is still put toward this original intention and is developing a financial package to ensure long-term funding if the Wheelchair Accessible Taxi Pilot Project is a community success. While approval is not yet finalized, it should be by the time the final application is due in June.

What is the predicted number of rides that will be served in the next full year of service? Answer N/A if not tracked.

Using Portland's number of accessible rides through its WAV program by population, Eugene estimates approximately 3,500 rides for the pilot program's first full year of service.

What is the total project cost to support the proposed pilot?

\$140,625.00

The total project cost is the award amount plus the 20% match.

Minimum project cost to support the proposed pilot?

\$140,625.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
Local	\$28,125.00	100.00%	Secured

\$28,125.00

100.00%

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/16/2027

Provide the consultant or contractor contract award date.

Initial start date

7/30/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/16/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your new pilot deliverable, please fill out the section below. Select "Add Task" to add another task.

Purchased Service

For each purchased service deliverable, please fill out the following section. If there are multiple purchased service deliverables in your project, please select "Add Deliverable" at the end of the section.

Mobility Management

For each mobility management deliverable, please fill out the following section. If there are multiple mobility management deliverables in your project, please select "Add Deliverable" at the end of the section.

Operations Project Total

Total Project Cost

\$150,000.00

Match Amount

\$30,000.00

Grant Amount

\$120,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$150,000.00	\$30,000.00	\$120,000.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$120,000.00

Is your agency including in-kind match in the application?

☐ Yes ☒ No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

Please explain how operations for the service were previously funded.

N/A

Please explain why there are no longer sufficient funds to operate this service?

N/A

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

In the Eugene metropolitan area, there are currently no paid passenger services—neither taxis nor transportation network companies (TNCs)—that can accommodate riders who remain in their wheelchairs, power chairs, or scooters during transport. Riders are only served if they can independently transfer into a standard vehicle and if their mobility device can collapse easily and be stored, which excludes many community members with higher-support mobility needs. As a smaller market, Eugene does not have the leverage to require national TNCs such as Uber or Lyft to deploy wheelchair-accessible vehicles (WAVs) without risking the loss of their broader service to the community. When Eugene City Council authorized TNC operations in 2018, they anticipated this gap and flagged the need for a future accessibility solution.

Lane Transit District's paratransit service, while essential for many riders, cannot fill this gap. It does not operate in all parts of the community, it does not serve the Eugene Airport, and trips must be scheduled at least one day in advance. For many riders—particularly visitors or those needing unplanned same-day travel—this structure does not provide the flexibility they need. The community's desire for wheelchair-accessible taxi service is well-established. One local operator attempted to offer WAV rides, but due to the higher costs associated with operating these vehicles, they charged significantly more. When informed by the City that all riders must be charged the same fare regardless of mobility status, the operator discontinued the service, removing the only accessible taxi option available. Through this pilot project, the City of Eugene can ensure that residents and visitors who use wheelchairs pay no more than any ambulatory taxi rider by offsetting the additional staffing, equipment, and operational costs required to provide WAV service.

Beyond the physical barriers to moving through the city, wheelchair users also face social barriers, including experiences of discrimination, social isolation, and sometimes feeling like second-class citizens. We heard during the community engagement sessions that some wheelchair users avoid calling paratransit not because of service quality, but because its branding makes them feel stigmatized. This pilot project supports Eugene's Strategic Plan commitment to fostering a culture of belonging by expanding equitable access to transportation options, our community's public spaces, and to opportunities for social connection.

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

City of Eugene leadership has heard consistently from accessibility advocates, nonprofit partners, and community members that the lack of reliable wheelchair-accessible transportation options significantly affects both residents and visitors. These concerns have been raised directly to City Council, and visitors who were unable to easily depart from the Eugene Airport have shared their experiences with airport staff as well. Over the past year and a half, the City's Transportation Planning staff have held individual conversations and group meetings with more than 50 community members, including representatives from 16 community-based and governmental organizations. Through this engagement, we developed a clearer understanding of the overall need for accessible rides and gathered specific recommendations from the disability community regarding how a future service should operate. This input directly shaped the vision for the proposed pilot project.

Describe the expected community benefits from this project.

The Wheelchair Accessible Taxi Pilot Program is expected to deliver significant community benefits by expanding mobility options, improving health and social outcomes, and supporting the City of Eugene's climate and policy goals. The project directly advances several City Council–adopted plans, including its current Strategic Plan, the 2035 Eugene Transportation System Plan, and Eugene's Climate Action Plan 2.0. The pilot is also identified as a priority project in the draft update of the regional Unified Planning Work Program, demonstrating broad regional support for addressing this long-standing service gap. It would also fulfill the identified need for accessible airport travel option identified in the developing Lane Coordinated Transportation Plan.

Expand Mobility Options:

The pilot will increase transportation choices for community members who rely on wheelchairs, power chairs, and scooters—groups currently not served by taxis and transportation network companies. By offering a 24/7, on-demand wheelchair-accessible taxi service, the project provides a reliable travel option for work, medical appointments, errands, airport access, and spontaneous trips that cannot be planned in advance as paratransit requires. This improves mobility independence and ensures equitable access to essential destinations.

Improve Health and Social Outcomes:

Reliable, flexible transportation is strongly connected to better physical, mental, and social well-being. This pilot will expand opportunities for wheelchair users to participate in community life and access shared public spaces such as parks, plazas, and civic events. It will also reduce social isolation by enabling more frequent visits with friends, family, and support networks. By providing an alternative to being stranded when mobility-device batteries run low, the service also increases personal safety and reduces the stress and risk associated with travel.

Support Climate Goals:

The project aligns with the Climate Action Plan 2.0 by offering an alternative to personal vehicle ownership—particularly important for wheelchair users who might otherwise feel compelled to own a high-emission wheelchair-accessible van. By expanding a public, shared mobility option that complements rolling, the pilot supports car-light and car-free lifestyles and contributes to reducing transportation-related greenhouse gas emissions. The program's contractor requirements can further support environmental goals by prioritizing fuel-efficient or lower-emission accessible vehicles.

If this project is not awarded funding from this solicitation, what are the expected impacts?

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

Without this funding, current conditions of visitors to Eugene being stranded at our airport for hours at a time and some of our residents not being able to call for a ride whenever they need one will continue.

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

☒ Yes ☐ No

Please describe.

Most notably, this project has the potential to increase rolling/walking throughout Eugene by wheelchair users. In creating a safe and consistently reliable and convenient option for wheelchair users, this pilot service may get more wheelchair users out and active in our community, which may increase their use of other public transportation options.

Select all that apply to your project.

- ☒ Improves the passenger experience.
- ☒ Benefits multiple transportation service providers.
- ☒ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

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

This pilot service:

****Improves the passenger experience by offering an app- and phone-based travel option that can be ordered on-demand anytime day or night.**

****Benefits multiple transportation service providers by supporting more people potentially rolling/walking throughout our community as well as using our bus system, and even utilizing our community's adaptive bikes. A convenient option for getting wheelchair users out of their homes opens up many possibility for community engagement and more travel options.**

****Involves coordination and resource-sharing between the cities of Eugene and Springfield as Eugene administers the taxi program for the entire metropolitan area. While this grant focuses on Eugene specifically, our two cities are developing an MOU that would support the eventual expansion of this service across the two cities.**

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☒ Yes ☐ No

Please describe.

Through our community engagement process, we heard that people who use power wheelchairs face a limited travel range before their batteries become depleted. This often requires them to start their trip closer to their destination and creates a real risk of becoming stranded if they misjudge their remaining charge. An on-demand wheelchair-accessible taxi program directly addresses this barrier by giving power-chair users full control over their trip origin and providing the reassurance of a 24/7 backup option. If a user's battery runs low unexpectedly, they can call for an accessible ride at any time, significantly reducing the risk of being stranded and improving overall mobility and independence.

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☐ None

- ☐ Trimming
- ☐ Current arrival time tracker
- ☐ Lighting
- ☐ Cameras
- ☐ Seat belts
- ☐ Pedestrian or bicycle infrastructure
- ☒ Other

If you selected "Other", please describe.

The drivers of our selected contractor will be required to undergo the Passenger Assistance Safety and Sensitivity (PASS) program to ensure safe and sensitive service. Developed by the Community Transportation Association of America, this program is the industry standard for training drivers in the safe, sensitive transport of passengers with disabilities and special needs. It covers mobility device security, customer service, ADA regulations, and more,

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

Wheelchair users frequently encounter gaps that can leave them unexpectedly stranded and/or force them to become vulnerable road users as they try to get where they're going in any way they can, which increases risk. This program provides a needed transportation safety net: if a wheelchair user ever finds themselves stranded for any reason, at any hour, they can call a taxi to get wherever they need to go.

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

By providing an on-demand option for wheelchair users to access a vehicle whenever they need one, this pilot program can reduce the necessity for individuals to own a personal wheelchair-accessible vehicle. These vehicles are costly to purchase, require higher ongoing maintenance expenses, and typically consume more fuel than standard passenger vehicles. Offering a reliable, flexible transportation alternative helps lower financial and environmental burdens while expanding equitable, barrier-free mobility for people with disabilities.

Further, contracting a provider will give the City the opportunity to require environmentally-friendly business practices that support our Climate Action Plan 2.0 goals such as requiring our contractor maintain a fleet replacement plan that prioritizes lower-emission vehicles, efficient dispatching practices that reduce unnecessary mileage and idle time, anti-idling policies, and driver training on eco-driving techniques.

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

N/A

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

This pilot program is intended to serve all areas within the City of Eugene's urban growth boundary as well as its local airport, which is outside of the UGB. In addition, Eugene and Springfield are in conversations about an MOU that would support the eventual expansion of this program into Springfield to provide rides throughout the entire metropolitan area.

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

This pilot program is intended to serve all areas within the City of Eugene's urban growth boundary as well as its local airport, which is outside of the UGB. In addition, Eugene and Springfield are in conversations about an MOU that would support the eventual expansion of this program into Springfield to provide rides throughout the entire metropolitan area.

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

The City of Eugene has been in conversation with the community on this project for the past year and a half. In particular, we have engaged Lane Independent Living Alliance, met extensively and repeatedly with Mobility International, and also enlisted the feedback and input from our local adaptive recreation program. Through one-on-one conversations, we were able to envision a local service that would meet most people's needs. Our next step is to detail this programmatic vision in a public meeting where we can invite the disability community more broadly, ask for input that can refine the program, and have community members experience the type of vehicles we hope to contract for use. We are confident that the vision for this pilot program will be improved through that second round of community input.

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

N/A

How may resource-limited groups benefit from this project?

About 44% of low-income users cite rideshare services like Uber and Lyft as essential. While Uber and Lyft may provide vital mobility for those with limited income, they do not offer wheelchair-accessible rides locally. For low-income wheelchair users, this new program would be especially impactful. It guarantees access to on-demand, wheelchair-accessible taxi service—something they can't get from standard TNCs—at the same cost as other riders. By removing both financial and physical mobility barriers.

How may resource-limited groups be burdened by this project?

While this project primarily aims to reduce barriers for wheelchair users broadly, low-income wheelchair users specifically could be less aware of the service at launch without targeted outreach, and could unintentionally miss out on program benefits. Robust outreach through a variety of channels will be necessary.

While the fare charged will be the same as a regular taxi fare, that rate will always disproportionately impact lower income households, especially those who use the service regularly. It will be important to continue efforts to raise awareness about lower cost accessible option such as LTD's paratransit service.

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☐ Yes ☒ No

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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

The City of Eugene has already completed substantial groundwork to understand service needs, operational considerations, and cost parameters. Transportation Planning staff have met with multiple service providers that operate wheelchair-accessible vehicles, as well as peer cities and community based organizations that offer similar or related programs, to learn from their models and incorporate best practices. This research directly informed the funding level requested to provide the number of expected rides.

Once a vendor is selected, the service will operate under a clearly defined scope of work and a fixed contract budget. The contractor will be required to meet performance expectations and remain within the allocated funding, ensuring predictable costs throughout the pilot. Other project components—such as administration, monitoring, and outreach—are also fully budgeted. Staff time for these tasks will be tracked through the City's PeopleSoft system, which allows for consistent monitoring, timely reporting, and adjustments as needed to keep the project on schedule and within budget.

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

If successful, the pilot service would ideally be extended beyond June 30, 2028. We are developing a funding package for our City Council to review that would provide ongoing funding for this pilot project or something similar should improvements be needed.

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

No. N/A

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

The pilot duration could be reduced if absolutely necessary.

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

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

The pilot duration could be reduced if absolutely necessary, though we feel it will be difficult to fully advertise the program and get enough people using the service to even be able to evaluate it in anything less than six months.

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

N/A

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☐ Yes ☒ No

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

Paratransit Boundary for Lane Transit District.pdf

Paratransit Guide for Lane Transit District.pdf

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

Submitting Your Application

- Click the “Save” button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the “Upload” button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the “Printed Name” section.
- Submit your application by using the “Submit Application” button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

Printed Name

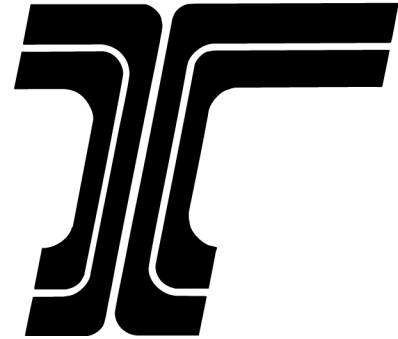
Caswell Attegrene



☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date
4/22/2026

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

Lane Council of Governments

Agency Legal Street Address

859 Willamette Street Suite 500

City

Eugene

State

Oregon

Zip

97401

Application Contact First Name

Kate

Application Contact Last Name

Wilson

Application Contact Position Title

Senior Transportation Planner

Application Contact Email Address

kwilson@lcog-or.gov

Application Contact Phone

(541) 682-4422

First Name of Person Signing Grant Agreement

Brendalee

Last Name of Person Signing Grant Agreement

Moore

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

Executive Director

FEIN (Federal Employer Identification Number)

936014373

UEID (Unique Entity Identification)

NENFVHKRNZR7

Transit Agency Type

Public transportation agency

Does your agency have any existing grant agreements with ODOT?

☒ Yes

☐ No

Authorized Representative**First Name**

Brendalee

Last Name

Moore

Title

Exectutive Director

Email Address

bmoore@lcog-or.gov

Phone Number

(541) 682-4283

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☐ Yes ☒ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

- ☒ Yes
☐ No

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- ☒ Yes
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☐ Automated
☒ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

Does your agency have a system in place that will account for 100 percent of each employee's time?

- ☒ Yes
☐ No

What is the financial software utilized?

Caselle

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☒ Yes
☐ No

Will applicant delegate the administration of the grant to a separate agency?

- ☐ Yes
☒ No

Did your agency stay on budget in the past two years?

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☐ Yes

☒ No

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☒ Yes

☐ No

List the subrecipient(s) and/or contractor(s).

Pacific Crest Bus Lines

Describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained for grant moneys.

LCOG contracts with Pacific Crest Bus Lines to operate the Eugene-Florence route. LCOG employs several oversight strategies including regular check-in meetings to discuss service status and provide direction and oversight as needed. LCOG requires monthly summary of services and invoices informing expenditures and contract deliverables. Staff establishes protocols to meet unfulfilled contract terms. LCOG maintains copies of the contractor's annual audits and insurance for liability purposes.

Is the project a capital project or an operations project?

☐ Capital

☒ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Operations Project

Project Information

Project title

Eugene-Florence Route

Project description

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

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

The funding requested is for operational and administrative costs in FY2028. The funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.

Does your agency operate a fixed route service?

☒ Yes ☐ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations, such as rail and bus (MB); unlike demand responsive (DR) and vanpool (VP) services.

Would this award support ongoing operations of an existing service or resume a recently reduced service?

☒ Yes ☐ No

Would this award support intercommunity service?

☒ Yes ☐ No

Will this award establish services on corridors that are identified in the Priority Intercity Bus Network Study?

☐ Yes ☒ No

Will this award support a new pilot project?

☐ Yes ☒ No

Pilot operations projects may be considered for funding if the application indicates a feasible financial plan for ongoing operations beyond the initial pilot period, per OAR 732-044-0005.

Would this award support purchased service?

☐ Yes ☒ No

Would this award support mobility management?

☐ Yes ☒ No

Would this award support preventative maintenance?

☒ Yes ☐ No

Project Service Area

Indicate the primary service area for the proposed project.

☐ Large urban

☐ Small urban

☒ Rural

Large Urban (over 200,000 population), Small Urban (50,000-200,000 population), and Rural (under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Please select all that apply for the project.

☒ Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

☐ Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction

☒ Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other

☒ Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

Project Service Type

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

☐ Commuter

☐ Complementary Paratransit

☐ Demand Response

☐ Deviated Fixed Route

☒ Intercity

☐ Fixed Route

☐ Paratransit

☐

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank.

Days of Service	Start Time	End Time
Monday	7:30 AM	7:30 PM
Tuesday	7:30 AM	7:30 PM
Wednesday	7:30 AM	7:30 PM
Thursday	7:30 AM	7:30 PM
Friday	7:30 AM	7:30 PM
Saturday	7:30 AM	7:30 PM
Sunday	7:30 AM	7:30 PM

Project Administration

Will project administration be an element of the proposed project?

☒ Yes ☐ No

Does your agency intend to charge any indirect cost to this project?

☐ Yes ☒ No

Project Administration Budget

Please add any project administration costs, noting any indirect costs, to the budget table. Select "Add Item" to add items. Total cost will automatically populate based on information provided.

Item	Item Description	Quantity	Unit	Cost per unit	Total Cost
Project Admin	Salary, Marketing	1	Admin Costs FTE/Hours etc.	\$65,500.00	\$65,500.00
					\$65,500.00

Project Administration Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$13,100.00	100.00%	Planned
\$13,100.00		100.00%	

Project Delivery

Is this project part of a group of projects that are dependent on each other?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☐ Yes ☒ No

Please describe the task level deliverables.

The funding requested is for operational and administrative costs through FY2028. The funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

On-going Operations or Recently Reduced Operations

For each on-going operations or recently reduced operations deliverable, please fill out the following section.

If there are multiple on-going operations or recently reduced operations deliverables in your project, please select “Add Deliverable” at the end of the section.

Ongoing Operations Deliverable 1

Provide a brief history of the current service or recently reduced service.

The Eugene-Florence Connector route began operations February 8, 2020 in response to community demand for an affordable transit option between the Eugene metropolitan area and the coastal community of Florence. This is an area outside of LTD’s service district. As a qualifying public transportation service provider, LCOG responded to this need and applied for STIF funding to begin this route as a pilot. It was fully funded, and LCOG began operations in February 2020.

There has been a steady increase in ridership demand since this service began. LCOG has purchased buses with added capacity to accommodate the increased ridership.

The service began with twice-daily operations seven days per week. In April 2024, an additional midday trip was added to the service four days per week. In response to demand, LCOG added the midday trip to the three remaining days per week in May 2025. Now the route rounds seven days per week with three round trips per day.

Describe any elements of the proposed project that differ from the existing or recently reduced service.

N/A

Provide the operations costs for the service for the previous fiscal year.

\$484,036.50

If the service operated in 2024, how many rides were provided? Answer N/A if not tracked.

If the service operated in 2025, how many rides were provided? Answer N/A if not tracked.

What is the predicted number of rides that will be served in the next full year of service? Answer N/A if not tracked.

What is the total project cost to support ongoing operations?

The total project cost is the award amount plus the 20% match.

Minimum project cost to support ongoing or recently reduced operations?

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$134,900.00	100.00%	Planned
\$134,900.00		100.00%	

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

Provide the consultant or contractor contract award date.

Initial start date

Provide the initial start date for the consultant or contractor work.

Final end date

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your ongoing operations or recently reduced deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Eugene-Florence Operations

Task description

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

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

The funding requested is for operational costs and includes contractor operational costs as well as vehicle maintenance costs.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Preventive Maintenance

For each preventive maintenance deliverable, please fill out the following section. If there are multiple preventive maintenance deliverables in your project, please select "Add Deliverable" at the end of the section.

Operations Project Total

Total Project Cost
\$740,000.00

Match Amount
\$148,000.00

Grant Amount
\$592,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$740,000.00	\$148,000.00	\$592,000.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$592,000.00

Is your agency including in-kind match in the application?

☐ Yes ☒ No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

Please explain how operations for the service were previously funded.

Operations are currently, and have historically been, funded by STIF Intercommunity Discretionary funds and local STIF Formula funds.

Please explain why there are no longer sufficient funds to operate this service?

Current STIF agreements funding this service will expire June 30, 2027, at which point, this service will not have funding. The service has always operated with discretionary funds.

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

The Eugene-Florence Connector is a reliable, safe, and affordable intercommunity transit service connecting a rural coastal area that is also a key travel destination with a major urban center. The route connects western Lane County residents and visitors with stops in Florence, Mapleton, and Veneta, to the urban core of the Eugene-Springfield area. Passengers who use this service represent Lane County's diversifying, aging, and lower income population, in addition to its increasing numbers of annual visitors.

The Lane Council of Governments Senior & Disability Services division publishes an Area Plan every four years to help pinpoint the service needs of older adults and persons with disabilities and also to identify gaps in the current service delivery system. One component of this plan is a Community Needs Assessment survey. The 2024 Assessment found that "in rural communities, 53% of respondents to the survey frequently or sometimes miss activities and appointments due to lack of transportation." Link Lane is a lifeline for many riders who would not have access to medical appointments, shopping, education centers, and other necessary destinations. The Eugene-Florence Connector is a solution to this need.

The "Title VI and Transportation Disadvantaged Populations" attachment describes the population this route is serving. Compared to national and statewide populations, communities along this route have high percentages of people identifying as having a disability, people 65 and older, veterans, and people living below the 100% poverty level, particularly those communities farthest from the metropolitan area, including Mapleton and Florence.

Lane County is a prime visitor destination with pristine coastline. Visitor numbers reached an estimated 3,523,380 overnight person stays in 2024 (Economic Impact of Travel in Oregon), and numbers are increasing annually. The Eugene-Florence Connector is supported and promoted by Travel Lane County as it supports car free visitor travel and increased access to the Oregon coast.

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

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

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

Link Lane conducts onboard surveys every 3 years. During the last ridership survey conducted, 62% of respondents said they took the bus because they were either unable to drive or did not have a personal vehicle available.

The route's ridership continues to increase each year. In its second year of growth, the ridership grew by 87%. Since that year, the rate of increase has averaged 32% annually. Increases in ridership each year and support from community-based organizations and Travel Lane County have shown that this service is important for Lane County community members and visitors.

While each of these factors point to a need for this service, collectively they demonstrated early on and consistently show that since service began the Eugene-Florence Connector was filling, and continues to fill, a critical gap in the state's public transportation network.

Describe the expected community benefits from this project.

The Eugene-Florence Connector has benefited Lane County community members and visitors since it began operations. Increasing demand prompted service expansion of four more weekly trips in April 2024 and another service expansion of three more weekly trips in May 2025. The routes is now operating at its original planned service level of three round trips per day, seven days per week.

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

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

If this project is not awarded funding from this solicitation, what are the expected impacts?

Without project funding, this service will terminate as 25-27 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. Within this STIF biennium at the date of this application deadline (July 2025-March 2026), this route provided 9,552 rides. Without this service, many of these trips will not be possible because people do not have another alternative, and many of the trips will translate to personal vehicle miles, increasing roadway vehicle volumes, miles traveled, and greenhouse gas emissions released.

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

☒ Yes ☐ No

Please describe.

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

The buses accommodate up to three bikes, and numbers of riders with bicycles is increasing. The route's bicycle count grew 70% from year one to year two of service. Since then, the number of riders with bicycles has increased on average 21% annually. In Eugene, the route connects with LTD's urban transit services and with Amtrak. The Eugene transit station is a multi-modal hub, surrounded by many walkable destinations and an onsite bikeshare hub. This route's success is also dependent upon connectivity between active transportation modes and its role as a link in both Eugene and Florence where multiple providers come together. In Florence, this route connects with the Rhody Express, the Florence Express and the Florence-Yachats Connector for intercommunity access and car-free travel all along Highway 101. Stops in Old Town Florence offer visitors access to a walkable downtown.

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

Select all that apply to your project.

- ☒ Improves the passenger experience.
- ☒ Benefits multiple transportation service providers.
- ☒ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

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

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

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

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☒ Yes ☐ No

Please describe.

In 2025, Link Lane began a student fare program for students in high school or pursuing a GED. The program allows students to pay a \$2 one-way fare between Eugene and Florence and allows students to ride for free between Mapleton and Florence. This program allows students living in Mapleton to travel to employment opportunities in Florence for free.

In 2026, Link Lane began a reduced fare program, offering bulk ticket pricing to nonprofits and governmental agencies serving community members with low incomes and others who need transportation. The providers purchase the tickets at a 75% discount and distribute to clients in need of transportation.

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☐ None
- ☐ Trimming
- ☐ Current arrival time tracker

- ☐ Lighting
- ☐ Cameras
- ☐ Seat belts
- ☐ Pedestrian or bicycle infrastructure
- ☒ Other

If you selected "Other", please describe.

Anecdotally, respondents to the Eugene-Florence survey reported that they often feel unsafe driving along Highway 126 because of the high volume of vehicles and the roadway configuration. This service has provided an option for users to choose not to drive, potentially decreasing the number of vehicles on the roadway. Within this STIF biennium at the date of this application deadline (July 2025-March 2026), this route provided 9,552 rides; a large number of those trips would most likely have been vehicular trips if Link Lane was not in operation.

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

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

Anecdotally, respondents to the Eugene-Florence survey reported that they often feel unsafe driving along Highway 126 because of the high volume of vehicles and the roadway configuration. This service has provided an option for users to choose not to drive, potentially decreasing the number of vehicles on the roadway. Within this STIF biennium at the date of this application deadline (July 2025-March 2026), this route provided 9,552 rides; a large number of those trips would most likely have been vehicular trips if Link Lane was not in operation.

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

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

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

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

We applied for a Category B bus in the ODOT Competitive Transit Grant Phase 1 grant application opportunity. This information can be found in the application for that vehicle.

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

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

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

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

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

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

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

We administer an onboard survey every 3 years to ensure that we are listening to current riders. The next onboard survey will happen in Summer 2026.

We collaborate regularly with non-profits and public agencies supporting those most in need. In 2026, we began a low income fare program working directly with service providers and agencies to provide Link Lane fares at a reduced rate directly to the agencies so that they can distribute to those in need.

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

Engagement with resource-limited groups is very important to the success of this project.

How may resource-limited groups benefit from this project?

The Eugene-Florence Connector provides many benefits for disadvantaged communities in Lane County. Florence, Mapleton, Veneta, and Eugene all have a lower median income and employment rates than the state of Oregon as a whole. In addition, these communities have high percentages of those over the age of 65, individuals who identify as having a disability, and veterans (see attached Title VI and Transportation Disadvantaged Populations table).

At only \$5.00 for each one-way trip, the Eugene-Florence Connector provides a low-cost transportation option in these communities for those who need a transportation option for inter-city transportation. All Link Lane buses are ADA accessible. We allow riders to pre-purchase tickets online, and we allow riders to pay with cash so that we do not burden the unbanked.

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

How may resource-limited groups be burdened by this project?

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

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

In 2026, Link Lane began a reduced fare program, offering bulk ticket pricing to nonprofits and governmental agencies serving community members with low incomes and others who need transportation. The providers purchase the tickets at a 75% discount and distribute to clients in need of transportation.

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

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

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☒ Yes ☐ No

Please explain.

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

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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

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

The budget for this project was developed with careful consideration for all of the associated costs of operations and administration. The budget for this cycle includes increased funding for rising fuel costs as well as additional funding to include maintenance for an aging fleet.

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

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LCOG will continue to apply for operational funding through the ODOT Competitive Transit Grant program as the Eugene-Florence Connector is an integral part of the Priority Intercity Bus Network. LCOG will also continue to apply for Formula Funds from both the CTCLUSI and LTD as the Qualified Entity for Lane County. LCOG is not a tax generating district and relies on STIF grant funding for continued operations.

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

LCOG will also apply for STIF Formula Funds from LTD as the Qualified Entity in Lane County as well as CTCLUSI. LCOG plans to apply for these funds as match for this application. LCOG has been successful in the past with applications for match funding for local Formula Funds.

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

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

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

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

The project could be scaled down to fewer trips per day and/or fewer operate fewer days per week. However ridership demand supports the level of service at which this route is operating. The bus is currently near capacity on some trips; if there were fewer trips, there is a strong chance riders would be turned away from the service during peak periods. Lowering service at this point may result in a loss of ridership, poorer quality of service, and a burden for the community this route serves.

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

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

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☐ Yes ☒ No

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

Link Lane TDP_Adopted.pdf

Title VI and Transportation Disadvantaged Communities- Eug-Flo.pdf

Eugene-Florence Supplemental Information.pdf

Eugene Florence Routes and Stops 2026.zip

Link Lane Rack Card 4x9 Jan2026.pdf

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

Submitting Your Application

- Click the "Save" button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the "Upload" button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the "Printed Name" section.
- Submit your application by using the "Submit Application" button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

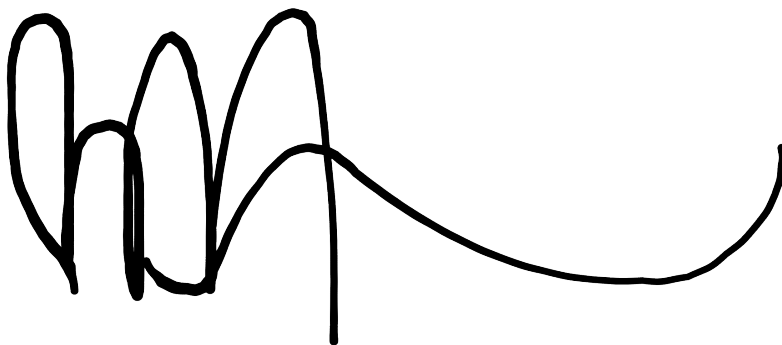
The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

Printed Name

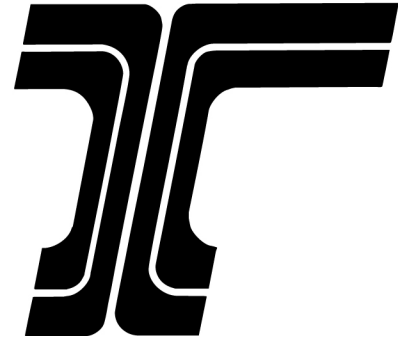
Brendalee Moore

A handwritten signature in black ink, appearing to be 'Brendalee Moore', with a long, sweeping horizontal stroke extending to the right.

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date
4/22/2026

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

Lane Council of Governments

Agency Legal Street Address

859 Willamette St. Suite 500

City

Eugene

State

Oregon

Zip

97401

Application Contact First Name

Kate

Application Contact Last Name

Wilson

Application Contact Position Title

Senior Planner

Application Contact Email Address

kwilson@lcog-or.gov

Application Contact Phone

(541) 682-4422

First Name of Person Signing Grant Agreement

Brendalee

Last Name of Person Signing Grant Agreement

Moore

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

Executive Director

FEIN (Federal Employer Identification Number)

936014373

UEID (Unique Entity Identification)

NENFVHKRNZR7

Transit Agency Type

Intergovernmental entity

Does your agency have any existing grant agreements with ODOT?

☒ Yes

☐ No

Authorized Representative**First Name**

Kate

Last Name

Wilson

Title

Senior Planner

Email Address

kwilson@lcog-or.gov

Phone Number

(541) 682-4422

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☐ Yes ☒ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

- ☒ Yes
☐ No

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- ☒ Yes
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☐ Automated
☒ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

Does your agency have a system in place that will account for 100 percent of each employee's time?

- ☒ Yes
☐ No

What is the financial software utilized?

Caselle

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☒ Yes
☐ No

Will applicant delegate the administration of the grant to a separate agency?

- ☐ Yes
☒ No

Did your agency stay on budget in the past two years?

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☐ Yes

☒ No

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☒ Yes

☐ No

List the subrecipient(s) and/or contractor(s).

Pacific Crest Bus Line

Describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained for grant moneys.

LCOG contracts with Pacific Crest Bus Lines to operate the Eugene-Florence route. LCOG employs several oversight strategies including regular check-in meetings to discuss service status and provide direction and oversight as needed. LCOG requires monthly summary of services and invoices informing expenditures and contract deliverables. Staff establishes protocols to meet unfulfilled contract terms. LCOG maintains copies of the contractor's annual audits and insurance for liability purposes.

Is the project a capital project or an operations project?

☒ Capital

☐ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Capital Projects

Project Information

Project Title

Category B Bus Purchase

Project description, include details about any capital purchases

The project funds will be used to purchase a Category B bus for the Eugene-Florence Connector. The Eugene-Florence Connector begins and ends at the Eugene Amtrak Station with stops in both directions at the LTD downtown transit station, the communities of Veneta and Mapleton, Old Town Florence, and the Florence Grocery Outlet. This route runs seven days per week with one AM, one midday, and one PM round trip. This Category B bus will replace a Category D bus and is needed to right size Link Lane's fleet. Ridership has grown annually since the route started in 2020; over the last 3 years, ridership has grown by an average of 20%. This size of bus is critical to accommodate the number of riders Link Lane serves.

Capital assets are items that cost at least \$10,000 and have a useful life of at least one year. Your response will be used to help create the statement of work for your grant agreement. Enter a complete description of how project funds will be used to support the administration of your service.

Does your agency operate a-fixed route service?

☒ Yes ☐ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations.

Project Type

Please select all that apply for the project.

☒ Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

☐ Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction

☒ Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other

☒ Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

Does the project involve vehicle acquisition?

☒ Yes ☐ No

Does the project involve the purchase of equipment, signs, or amenities?

☐ Yes ☒ No

Does the project include construction or rehabilitation of transit facilities, including bike and pedestrian projects?

☐ Yes ☒ No

Project Service Area

Indicate the type of service area for the proposed project.

☐ Large urban

☐ Small urban

☒ Rural

Large Urban (Over 200,000 population), Small Urban (50,000-199,999 population) and Rural (Under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Project Service Type

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

☐ Commuter

☐ Complementary Paratransit

☐ Demand Response

☐ Deviated Fixed Route

☒ Intercity

☐ Fixed Route

☐ Paratransit

☐

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank. Round service times to the nearest quarter hour.

Days of Service	Start Time	End Time
Monday	7:30 AM	7:30 PM
Tuesday	7:30 AM	7:30 PM
Wednesday	7:30 AM	7:30 PM
Thursday	7:30 AM	7:30 PM

Friday	7:30 AM	7:30 PM
Saturday	7:30 AM	7:30 PM
Sunday	7:30 AM	7:30 PM

Project Delivery

Does this project include tasks that are dependent on other projects?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☐ Yes ☒ No

Please describe the task level deliverables.

LCOG will use the state price agreement to purchase a Category B bus. LCOG staff will send out a Request for Quotes in October 2027 for a new Category B bus. An order will be placed as soon as quotes are received in the fall of 2027.

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

Project Administration

Will project administration be an element of the proposed project?

☐ Yes ☒ No

Vehicle Acquisition

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

☒ Yes

☐ No

Did your agency consider a no-emission vehicle instead (i.e., battery electric, hydrogen fuel cell electric)?

☒ Yes

☐ No

What kind of no-emission vehicle(s) did you consider? Select all that apply.

☒ Battery Electric Vehicle

☐ Fuel Cell Electric Vehicle

☐

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

☐ Vehicle Cost

☐ Infrastructure Needs

☐ Maintenance Requirements

☐ Workforce Skills

- ☐ Unfamiliarity with Technology ☐ Lack of Support from Governing Body
- ☐ Vehicle not Available for Procurement Timeline ☒ No Vehicle will Meet Route Needs
- ☐

If your agency is applying for the purchase of a standard fuel vehicle, describe the efforts your agency made to determine that a no-emission vehicle is not a practical option currently.

This route covers a long distance of 120 miles per roundtrip up and over a mountain range. Each day, one of the Link Lane buses makes this trip twice per day for a total of 240 miles. Currently, existing no-emission vehicles are not able to sustain this length of trip without charging. It is not practical for this route to purchase a no-emission vehicle until the range of no-emission vehicles increase.

Please attach a summary of relevant assessments in the Supporting Documents section of the application.

Is your proposed project a zero-emissions capital project?

☐ Yes

☒ No

If you answered "Yes", attach your complete zero-emissions fleet transition plan in the Supporting Documents section of the application. Instructions and resources on how to create a zero-emission fleet transition plan are included in Appendix B of the solicitation guidance. Attachments are included in the Project Details sections.

Is this a vehicle expansion, replacement, or right-sizing? Select all that apply.

☐ Vehicle Replacement

☐ Vehicle Expansion

☒ Vehicle Right-Sizing

A "vehicle replacement" refers to replacing an existing vehicle with the same size vehicle. A vehicle "right-sizing" refers to replacing a vehicle with a different size vehicle.

Vehicle expansion, replacement, or rightsizing

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for projects that are awarded funding from FTA's Section 5339(a) Grants for Buses and Bus Facilities Program, the target grant period will be October 2027 to September 2031. For capital projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant agreement period will be July 2027 to June 2031.

In the section below, provide project timeline milestones under two scenarios: (1) if the project is awarded STIF Discretionary or STIF Intercommunity funds, and (2) if the project is awarded federal FTA Section 5339(a) funds. Please submit a separate schedule for each funding source and ensure the timelines align with the applicable grant agreement periods listed above.

How will you deliver the proposed project activity?

☒ In-house ☐ Contractor or Consultant

In-house

Start of project activity for federal award

Start of project activity for STIF award

10/1/2027	10/1/2027
<i>Enter start of project activity date.</i>	<i>Enter start of project activity date.</i>
Completion of project activity for federal award	Completion of project activity for STIF award
10/1/2029	10/1/2029
<i>Enter completion of project activity date.</i>	<i>Enter completion of project activity date.</i>

Why are you changing the size of the vehicle

We need a larger vehicle to accommodate a steadily growing number of riders on Link Lane buses. Ridership has grown each year. The average growth over the last 3 years has been over 20%.

Information for vehicle acquisitions

Please fill in the section below for each vehicle category for the vehicles to be purchased to expand a fleet, replace an existing vehicle, or to right-size an existing vehicle. For replacement and rightsizing projects, you will be prompted to answer questions for the corresponding vehicle to be replaced. To add another vehicle to your application, select "Add Vehicle".

Purchased or Leased Vehicle 1

Will you use the ODOT Department of Administrative Services state price agreement contract for the purchase of this vehicle?

☒ Yes ☐ No

Vehicle Category

Category B: medium, heavy-duty transit bus

[Resource for vehicle category \(A-E\) definitions.](#)

Quantity

1

For fleet expansion, enter number of type of vehicle to be purchased. For replacement or rightsizing projects, enter 1. To add more vehicles to be purchased for replacement projects or rightsizing, select "Add Vehicle" at the end of this section.

Unit Cost

\$385,000.00

Total Cost

\$385,000.00

Total Seats

33

ex. 24

ADA Seats

2

2

Vehicle length (feet)

35

Vehicle propulsion type

Diesel

Do existing storage and maintenance facilities have capacity to accommodate the purchased vehicles without the need for new or expanded facilities or equipment?

☒ Yes ☐ No

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

84,000

Physical address where the vehicle(s) will be stored/maintained.

3040 N. Delta Hwy. Eugene OR 97408

Did you complete an independent cost estimate that included an estimate of the total cost of vehicle as well as timeline for procurement?

☒ Yes ☐ No

If you answered "Yes," attach your required independent cost estimate(s) in the Supporting Documents section of the application.

If you answered "No", an independent cost estimate (ICE) must be included with all vehicle acquisition projects (vehicle replacement, right-sizing or expansion). [Access the ODOT ICE form.](#)

Procurement Schedule:

Project start date

10/1/2027

Request for proposal/Invitation for bid date:

10/15/2027

Provide date for this vehicle's proposal or invitation for bid.

Expected order date:

11/15/2027

Provide expected order date of vehicle.

Expected delivery date:

10/1/2028

Provide expected delivery date of vehicle.

Project completion date:

10/1/2029

Provide completion date for proposed project.

Information for vehicles to be replaced or rightsized

Please fill out the following section for vehicles to be replaced or rightsized. If you would like to add a vehicle to be replaced or rightsized, select "Add Vehicle" at the end of the section.

Purchased vehicle 1 will take the place of replaced vehicle 1 in your fleet, purchased vehicle 2 will take the place of replaced vehicle 2, and so on. This information will be tied together for eligibility considerations and application evaluation.

Replaced Vehicle 1

Is the vehicle being replaced in service?

☒ Yes ☐ No

Has the vehicle met its useful life minimum for miles and/or years?

☒ Yes ☐ No

<https://www.oregon.gov/odot/RPTD/RPTD%20Document%20Library/Vehicle-Useful-Life-Benchmarks.pdf>

Current mileage

313,321

Month and year vehicle was put into service

10/2018

MM/YYYY

Current vehicle condition

Marginal

Excellent - The vehicle is new or nearly new, with no visible defects or signs of wear. It operates at full efficiency and does not require any repairs.

Good - The vehicle is in good working order with only minor wear and tear. It may show some superficial signs of aging but requires no significant maintenance.

Adequate - The vehicle is in a state of repair sufficient to meet operational needs. It shows moderate wear and deterioration, and minor repairs may be necessary to maintain functionality.

Marginal - The vehicle is nearing the end of its useful life. It has significant wear, defects, or maintenance issues that may impact reliability and require frequent or more substantial repairs.

Poor - The vehicle is in very poor condition, with major defects or damage. It is no longer reliable or safe for regular use and requires immediate replacement or extensive repairs to remain operational.

Expected mileage at time of procurement of new vehicle

325000

Expected condition at time of procurement of new vehicle

Poor

Excellent - The vehicle is new or nearly new, with no visible defects or signs of wear. It operates at full efficiency and does not require any repairs.

Good - The vehicle is in good working order with only minor wear and tear. It may show some superficial signs of aging but requires no significant maintenance.

Adequate - The vehicle is in a state of repair sufficient to meet operational needs. It shows moderate wear and deterioration, and minor repairs may be necessary to maintain functionality.

Marginal - The vehicle is nearing the end of its useful life. It has significant wear, defects, or maintenance issues that may impact reliability and require frequent or more substantial repairs.

Poor - The vehicle is in very poor condition, with major defects or damage. It is no longer reliable or safe for regular use and requires immediate replacement or extensive repairs to remain operational.

VIN

1FDFE4FN8PDD09543

Make and model

Ford Ecoline

Vehicle Maintenance History (Maintenance Issues, Repairs, etc.)

Regular maintenance, new brakes. No major maintenance.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$77,000.00	100.00%	Planned
\$77,000.00		100.00%	

Vehicle Purchase Totals

Total Project Cost
\$385,000.00

**Match Amount (Total Project Cost x
20%)**
\$77,000.00

Grant Amount
\$308,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$385,000.00	\$77,000.00	\$308,000.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$308,000.00

If the amount requested in this application (and match) does not equal the total amount needed for the project, how will the remainder of the project be financed?

☐ Federal grants

☒ State grants

☐ Local grants

☐ Other

Is your agency including in-kind match in the application?

☐ Yes ☒ No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

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

The Eugene-Florence Connector is a reliable, safe, and affordable intercommunity transit service connecting a rural coastal area, which is also a key travel destination, with a major urban center. The route connects western Lane County residents and visitors with stops in Florence, Mapleton, and Veneta, to the urban core of the Eugene-Springfield area. Passengers who use this service represent Lane County's diversifying, aging, and lower income population, in addition to its increasing number of annual visitors. The Lane Council of Governments Senior & Disability Services division publishes an Area Plan every four years to help pinpoint the service needs of older adults and persons with disabilities and also to identify gaps in the current service delivery system. One component of this plan is a Community Needs Assessment survey. The 2024 Assessment found that "in rural communities, 53% of respondents to the survey frequently or sometimes miss activities and appointments due to lack of transportation." Link Lane is a lifeline for many riders who would not have access to medical appointments, shopping, education centers, and other necessary destinations.

This funding will right size the Link Lane fleet. Funds will be used to purchase a Category B bus to replace a Category D bus that is well past its useful life, has been driven over 310,000 miles, and does not have enough seating capacity to serve this route. Ridership on this route has grown each year. Additional bus seating capacity is needed to accommodate the Eugene-Florence route's growth, as it has grown by an average of over 20% the last three years. Increased ridership has resulted in multiple instances where the buses on this route have not been able to accommodate all of the riders because of the limited number of seats. This results in a perception of poor and unreliable service, which is damaging to both Link Lane and public transportation in general.

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

In 2018, LCOG staff conducted a feasibility study of transit needs along Highway 126 between Eugene and Florence. The study was initiated at the behest of community members advocating for a public transit route between Florence and Eugene. The feasibility study generated a large amount of interest. Over 1500 community members responded to a survey seeking feedback; of those who took the survey over 95% of respondents advocated for public transportation between Eugene and Florence. Additionally, the Lane Council of Governments Senior & Disability Services' Community Needs Assessment survey found that "in rural communities, 53% of respondents to the survey frequently or sometimes miss activities and appointments due to lack of transportation."

Link Lane conducts onboard surveys every 3 years. During the last ridership survey conducted, 62% of respondents said they took the bus because they were either unable to drive or did not have a personal vehicle available.

While each of these efforts pointed to a need for this service, collectively they demonstrated early on and consistently that the Eugene-Florence Connector was filling a critical gap in the state's public transportation network.

Furthermore, the route's ridership continues to increase each year. In its second year of growth, the ridership grew by 87%. Since that year, the rate of increase has been between 15-47% annually. This consistent ridership growth demonstrates the importance of the Eugene-Florence Connector and the need for increased bus seating capacity. A larger bus is critical to the route's continued success.

Describe the expected community benefits from this project.

Riders use this service to travel from the coast to the Eugene-Springfield metropolitan area for medical appointments, education, jobs, shopping, social connections, and recreation, or further via interlining transit connections at the Amtrak station. The link between Mapleton and Florence is an important connection for those living in Mapleton to access jobs in Florence. Eugene-Springfield residents and Lane County visitors also use this service to move between the coast and Eugene-Springfield, supporting local businesses and promoting car free travel.

The additional seating on this bus will ensure that all riders have a seat on the bus and are able to get to their destinations.

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

If this project is not awarded funding from this solicitation, what are the expected impacts?

If this project is not funded as a Category B bus, Link Lane will most likely have to turn away riders during peak trips because there will not be enough seats to accommodate riders. Additionally, there will be a chance that there could be service disruptions if there are issues with other fleet vehicles. This bus will replace a bus with over 310,000 miles that is past its useful life, replacing an older bus with a reliable bus with greater capacity. Over the last few years, buses in the Link Lane fleet have spent considerable time in the shop awaiting either mechanic's schedules or parts that are delayed in arriving. Since there is currently only one Category B bus in the fleet, the Eugene-Florence Connector experiences capacity issues if it is in the shop for any extended number of days as it is currently the only bus in the fleet that can accommodate the number of passengers riding on busy days.

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

☒ Yes ☐ No

Please describe.

With additional capacity, there is more opportunity for additional riders to use Link Lane.

Select all that apply to your project.

- ☒ Improves the passenger experience.
- ☐ Benefits multiple transportation service providers.
- ☐ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

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

This bus is needed to improve the passenger experience. This route is roughly 60 miles in one direction. The bus can become very packed with riders and luggage. A larger bus will improve the rider experience by ensuring there is adequate luggage storage as well as passenger seats.

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☐ Yes ☒ No

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☐ None
- ☐ Trimming
- ☐ Current arrival time tracker
- ☐ Lighting
- ☒ Cameras
- ☒ Seat belts
- ☐ Pedestrian or bicycle infrastructure
- ☐ Other

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

The bus will be equipped with the latest safety features. The bus it is replacing will be over 10 years old by the time it arrives. The new bus will have advanced technology that will make it safer to drive. The Category B bus is safer and heavier, which makes it a better vehicle for going over the mountain pass in winter months when the roads can become slick. The bus will come with automatic tire chains which will also make it a safer travel option during any inclement weather.

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

NA

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

The Eugene-Florence Connector removes vehicles from the road each day. Over 12,000 riders used the Eugene-Florence Connector in 2025, which would have resulted in thousands of more personal vehicle trips if the route was not in service. The trip is roughly 60 miles for each one-way trip, which means significant greenhouse gas emissions savings for each car taken off the road. With the new bigger bus, there will be more capacity for riders who may otherwise be driving, increasing the greenhouse gas savings.

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

Category B - diesel, 84,000 miles, 8,000 passenger trips

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

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

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

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

Did your agency engage or does your agency plan to engage members of resource-limited groups

or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

LCOG is committed to ensuring inclusivity and representation from the public.

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

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

LCOG's commitment to inclusive engagement has informed, and will continue to inform, the Eugene-Florence Connector planning and expansion.

How may resource-limited groups benefit from this project?

At \$5 for a one-way trip, this route is very affordable to members of low income communities. Link Lane also offers a reduced fare program to non-profits to distribute Link Lane passes to clients. Seniors, and disabled individuals all benefit from this service, as they may not be able to drive passenger vehicles along this route. Children ride free, and students ride with a discounted fare.

How may resource-limited groups be burdened by this project?

This project will not burden resource-limited groups.

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☐ Yes ☒ No

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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

Link Lane has the staff and resources to utilize the Oregon state price agreement and issue a Request for Quotes as soon as the award period starts. Staff have utilized this process before and will stay on budget.

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

NA

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

Yes - Link Lane will apply for local STIF Formula Funds to serve as match. Link Lane has always been successful when requesting local funds through the STIF Formula Fund process.

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

Eliminate add-ons, request additional STIF Formula Funds.

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

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

NA

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

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

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☒ Yes ☐ No

Please provide additional details.

This includes the purchase of a vehicle.

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

Independent Cost Estimate - Eugene-Florence Category B Bus.pdf

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

Submitting Your Application

- Click the "Save" button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the "Upload" button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the "Printed Name" section.
- Submit your application by using the "Submit Application" button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

Printed Name

Brendalee Moore



☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date

4/6/2026

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

Lane Council of Governments

Agency Legal Street Address

859 Willamette St. Suite 500

City

Eugene

State

Oregon

Zip

97401

Application Contact First Name

Kate

Application Contact Last Name

Wilson

Application Contact Position Title

Senior Planner

Application Contact Email Address

kwilson@lcog-or.gov

Application Contact Phone

(541) 682-4422

First Name of Person Signing Grant Agreement

Brendalee

Last Name of Person Signing Grant Agreement

Moore

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

Executive Director

FEIN (Federal Employer Identification Number)

936014373

UEID (Unique Entity Identification)

NENFVHKRNZR7

Transit Agency Type**Does your agency have any existing grant agreements with ODOT?**☒ Yes☐ No**Authorized Representative****First Name****Last Name****Title****Email Address****Phone Number**

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☐ Yes ☒ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

- ☒ Yes
☐ No

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- ☒ Yes
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☐ Automated
☒ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

Does your agency have a system in place that will account for 100 percent of each employee's time?

- ☒ Yes
☐ No

What is the financial software utilized?

Caselle

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☒ Yes
☐ No

Will applicant delegate the administration of the grant to a separate agency?

- ☐ Yes
☒ No

Did your agency stay on budget in the past two years?

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☐ Yes

☒ No

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☒ Yes

☐ No

List the subrecipient(s) and/or contractor(s).

River Cities Taxi

Describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained for grant moneys.

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

Is the project a capital project or an operations project?

☐ Capital

☒ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Operations Project

Project Information

Project title

Florence-Yachats Connector

Project description

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

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

The funding requested for this project is for route operational costs through FY2028. The operational funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.

Does your agency operate a fixed route service?

☒ Yes ☐ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations, such as rail and bus (MB); unlike demand responsive (DR) and vanpool (VP) services.

Would this award support ongoing operations of an existing service or resume a recently reduced service?

☒ Yes ☐ No

Would this award support intercommunity service?

☒ Yes ☐ No

Will this award establish services on corridors that are identified in the Priority Intercity Bus Network Study?

☐ Yes ☒ No

Will this award support a new pilot project?

☐ Yes ☒ No

Pilot operations projects may be considered for funding if the application indicates a feasible financial plan for ongoing operations beyond the initial pilot period, per OAR 732-044-0005.

Would this award support purchased service?

☐ Yes ☒ No

Would this award support mobility management?

☐ Yes ☒ No

Would this award support preventative maintenance?

☒ Yes ☐ No

Project Service Area

Indicate the primary service area for the proposed project.

☐ Large urban

☐ Small urban

☒ Rural

Large Urban (over 200,000 population), Small Urban (50,000-200,000 population), and Rural (under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Please select all that apply for the project.

☒ Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

☐ Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction

☒ Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other

☒ Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

Project Service Type

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

☐ Commuter

☐ Complementary Paratransit

☐ Demand Response

☐ Deviated Fixed Route

☒ Intercity

☐ Fixed Route

☐ Paratransit

☐

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank.

Days of Service	Start Time	End Time
Monday	7:30 AM	7:30 PM
Tuesday	7:30 AM	7:30 PM
Wednesday	7:30 AM	7:30 PM
Thursday	7:30 AM	7:30 PM
Friday	7:30 AM	7:30 PM
Saturday	7:30 AM	7:30 PM
Sunday	7:30 AM	7:30 PM

Project Administration

Will project administration be an element of the proposed project?

☒ Yes ☐ No

Does your agency intend to charge any indirect cost to this project?

☐ Yes ☒ No

Project Administration Budget

Please add any project administration costs, noting any indirect costs, to the budget table. Select "Add Item" to add items. Total cost will automatically populate based on information provided.

Item	Item Description	Quantity	Unit	Cost per unit	Total Cost
Project Admin	Salary, Marketing	1	1 FTE/Hours etc.	\$25,000.00	\$25,000.00
					\$25,000.00

Project Administration Match

Match Source	Match Amount	Match Percentage	Match Status
--------------	--------------	------------------	--------------

State	\$5,000.00	100.00%	Planned
\$5,000.00		100.00%	

Project Delivery

Is this project part of a group of projects that are dependent on each other?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☐ Yes ☒ No

Please describe the task level deliverables.

LCOG has managed the Florence-Yachats Connector since 2019 and currently contracts with River Cities Taxi (RCT) to act as the service operator. If this grant is awarded, LCOG will extend the contract with RCT through June 30, 2028 per contract terms. The funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

On-going Operations or Recently Reduced Operations

For each on-going operations or recently reduced operations deliverable, please fill out the following section.

If there are multiple on-going operations or recently reduced operations deliverables in your project, please select "Add Deliverable" at the end of the section.

Ongoing Operations Deliverable 1

Provide a brief history of the current service or recently reduced service.

The Florence-Yachats Connector links the rural, coastal communities of Florence and Yachats along Oregon's Highway 101 and serves as an important car-free transportation option for local community members and visitors along Oregon's premier coastline. The Florence-Yachats Connector began as a pilot service in 2018; this effort was initiated by ODOT to fill a gap in the Statewide Transit Network along Hwy 101 and ensure there was a transit option along the entire coast. LCOG took over the service in Fall 2019. The service operator for the route has been River Cities Taxi since the route began. The service originally operated six days per week with 4 trips per day. In May 2024, service expanded to 7 days per week. Ridership has steadily increased since 2019.

Describe any elements of the proposed project that differ from the existing or recently reduced service.

N/A

Provide the operations costs for the service for the previous fiscal year.

\$226,220.00

If the service operated in 2024, how many rides If the service operated in 2025, how many rides

were provided? Answer N/A if not tracked.

3111

were provided? Answer N/A if not tracked.

2963

What is the predicted number of rides that will be served in the next full year of service? Answer N/A if not tracked.

3200

What is the total project cost to support ongoing operations?

\$360,000.00

The total project cost is the award amount plus the 20% match.

Minimum project cost to support ongoing or recently reduced operations?

\$360,000.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$72,000.00	100.00%	Planned
\$72,000.00		100.00%	

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/1/2027

Provide the consultant or contractor contract award date.

Initial start date

7/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your ongoing operations or recently reduced deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Florence-Yachats Connector Operations

Task description

The Florence-Yachats Connector links the rural, coastal communities of Florence and Yachats along Oregon's Highway 101 and serves as an important car-free transportation option for local community members and visitors along Oregon's premier coastline.

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

The route is an important modal option for people backpacking and biking along the coast. The Oregon Coast Trail is "on road" along this stretch of highway. Highway 101 is not a comfortable stretch to bicycle between these two communities, and riders often use the bus as a safer option.

The funding requested for this project is for route operational costs through June 30, 2028. The operational funding includes contractor operational costs and vehicle maintenance.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Preventive Maintenance

For each preventive maintenance deliverable, please fill out the following section. If there are multiple preventive maintenance deliverables in your project, please select "Add Deliverable" at the end of the section.

Operations Project Total

Total Project Cost
\$385,000.00

Match Amount
\$77,000.00

Grant Amount
\$308,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$385,000.00	\$77,000.00	\$308,000.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$308,000.00

Is your agency including in-kind match in the application?

☐ Yes ☒ No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

Please explain how operations for the service were previously funded.

This service was originally funded with startup funds from ODOT. For the last 7 years, the project has been funded with STIF Intercommunity Discretionary Funds as well as local STIF Formula Funds.

Please explain why there are no longer sufficient funds to operate this service?

Current STIF agreements expire June 30, 2027, at which point, this service will not have funding. The service has always operated with discretionary funds. This funding request is for a continuation of funds available from the STIF Intercommunity Fund.

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

This project is a vital link in the Priority Intercity Bus Network along Hwy 101. LCOG's Community Needs Assessment helps "pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system." Findings highlighted the need for accessible and affordable transportation specifically between rural and urban areas. It found "the lack of a variety of public transit availability options poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers, and other time sensitive needs." The Florence-Yachats Connector is addressing this need.

The "Title VI and Transportation Disadvantaged Populations" attachment describes the population this route is serving. Compared to the national and statewide populations, the communities along this route have high percentages of people 65 and older, people identifying as having a disability, and people living below the 100% poverty level. For people 65 and older, the communities along this route more than double the state and national populations, with Florence reporting 43.3% and Yachats at 57%. Similarly, people who identify as having a disability in Yachats is 33.8% and in Florence 23.7%, notably higher than that of the state and national populations. While the population of those below 100% poverty levels are on par with the state and national populations, these communities have significantly lower employment rates and median household income compared to the state and national populations.

This project aims to address identified travel barriers by maintaining a reliable travel option that connects with transit services along the coast and to urban destinations.

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

This route was originally initiated by ODOT. Since its inception, ridership has steadily grown. The service provided over 6,000 rides from January 2024-December 2025. The route's ridership tripled from 2019 to 2025.

In 2023, LCOG, with the support of a Transportation Growth Management grant, finalized the Link Lane Transit Development Plan. This plan was developed between 2022 and 2023 and included three rounds of outreach to community members. LCOG conducted outreach sessions in English and in Spanish. Overwhelming consensus from the community was that rural Lane County needs more transit. The lessons learned from this outreach showed the importance of the service to many different types of transit users: residents, visitors, bicyclists, backpackers, and more.

LCOG also conducted an onboard survey in 2023 and found that respondents used the service for a variety of trip purposes, including transportation to jobs as well as transportation down the coast while traveling. A new onboard survey will be conducted in 2026. Steady ridership increases over time have shown that this service is important for Lane and Lincoln County community members as well as for those traveling down to the coast.

Describe the expected community benefits from this project.

This service provides important benefits to many different types of community members within Lane County and Lincoln County. Riders access shopping, employment, and recreation destinations along the coast. Many people use the services to travel from Yachats to Florence and then take the Eugene-Florence Connector to get into the Eugene-Springfield metropolitan area for medical appointments, education, jobs, shopping, social connections, and recreation. Those living in Yachats utilize the route to access large grocery stores and entertainment in Florence that are not available in Yachats.

The communities of Yachats and Florence have an older population, with a high percentage of people over the age of 65, with Florence reporting 43.3% of its population and Yachats at 57%. This bus route allows people in this age group the ability to travel down the coast safely and maintain a high quality of life while not needing to rely on a personal vehicle.

The benefits of this service include:

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

If this project is not awarded funding from this solicitation, what are the expected impacts?

Without project funding, this service will terminate when 25-27 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. This project leverages strong community, political, and agency support. This service has provided over 6,000 rides from January 2024-December 2025. The route's ridership tripled from 2019 to 2025. This continued growth shows that the community has come to rely on this service. Without this funding, this stretch of Highway 101 will not have a public transportation option.

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

☒ Yes ☐ No

Please describe.

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

This route began service in September 2018, and ridership shows trends with summer peaks and winter lows, indicating regular riders throughout the year with more recreational riders during summer months. These rides were taken by people who did not have access to personal vehicle or who chose not to drive. They represent trips that were not taken by personal vehicle and a mode shift to transit. Regardless of the personal circumstance, the choice this route provides is valuable and must remain consistently reliable and frequent for its continued success as a viable transportation option.

Hwy 101 is a designated as the Oregon Coast Bike route, and this route is utilized by bicyclists to help navigate through a portion of the highway that feels uncomfortable for some cyclists. Cyclists put their bikes on one of the bus's three bike racks, travel by bus between Yachats and Florence and continue on beyond these communities by bike. In March 2026, over 40 bikes were brought onto the Florence-Yachats bus; this was over a 300% increase from March 2025. This demonstrates that many active transportation users are utilizing this route to connect to other destinations on either side of their bus trip.

Riders also utilize the stop at Carl G. Washburne State Park to access the State Park trails, beach access and other amenities. The route also sees a significant number of backpackers hiking along the coast but taking the bus through this corridor of the coastline.

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

Select all that apply to your project.

- ☒ Improves the passenger experience.
- ☒ Benefits multiple transportation service providers.
- ☒ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

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

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

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

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

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☐ Yes ☐ No

Please describe.

In late 2025, Link Lane began a student fare program for students in high school or pursuing a GED. The program allows students to pay a \$1 one-way fare between Florence and Yachats.

In 2026, Link Lane began a reduced fare program, offering bulk ticket pricing to nonprofits and governmental agencies serving community members with low incomes and others who need transportation. The providers purchase the tickets at a 75% discount and distribute to clients in need of transportation.

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☐ None
- ☐ Trimming
- ☐ Current arrival time tracker
- ☐ Lighting
- ☐ Cameras
- ☐ Seat belts
- ☐ Pedestrian or bicycle infrastructure

☒ Other

If you selected "Other", please describe.

This grant provides funding for continued operations of the Florence-Yachats Connector, which primarily serves two rural communities and traverses over a winding portion of Highway 101.

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

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

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

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

Public transportation is a less carbon intensive form of transportation than single occupant vehicle travel. By providing this service, LCOG is enabling many users to choose that long distance trip as a shared use trip with other transit riders rather than using a single occupant vehicle. From 2024-2025, over 6,000 trips were taken on this route, taking cars off the road between Florence and Yachats, reducing carbon dioxide and other fossil fuel emissions. There has been an uptick in the number of riders bringing their bikes on the bus, indicating an increase in multi-modal active transportation trips.

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

N/A

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

This project runs on Hwy 101 between Florence and Yachats.

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

The City of Florence and the City of Yachats

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

LCOG is committed to ensuring inclusivity and representation from the public.

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

We administer an onboard survey every 3 years to ensure that we are listening to current riders. The next onboard survey will happen in Summer 2026.

We collaborate regularly with non-profits and public agencies supporting those most in need. In 2026, we began a low income fare program working directly with service providers and agencies to provide Link Lane fares at a reduced rate directly to the agencies so that they can distribute to those in need.

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

Engagement is important to the success of this project.

How may resource-limited groups benefit from this project?

The Florence-Yachats Connector provides many benefits for disadvantaged communities in Lane County. Both Florence and Yachats have a lower median income and employment rates than the state of Oregon as a whole. In addition, these communities have high percentages of those over the age of 65, individuals who identify as having a disability, and veterans (see attached Title VI and Transportation Disadvantaged Populations table).

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

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

How may resource-limited groups be burdened by this project?

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

Fares are held steady at \$2.50 for a one-way trip in effort to provide an affordable connection for those in disadvantaged communities. LCOG buses continue to take cash for those that are unbanked.

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

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

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☒ Yes ☐ No

Please explain.

This route is an important connection for those biking and hiking along the Oregon coast. The Oregon Coast Bike Route Plan project identifies several sections between Florence and Yachats as a critical need, citing substandard bicycling infrastructure, crash history, crash risk, gaps and barriers. The Florence-Yachats Connector is a solution already in place to address needed long-term improvements to improve the safety of roadway users.

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

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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

LCOG has successfully operated the Florence-Yachats Connector since 2019. The project has stayed within budget since the beginning. The contract with the service operator can be extended through FY2028, so the service will be ready to continue seamlessly from one biennium to the next. The service operator provides consistent high quality customer service; the main bus driver has been with the service since it began operations.

The budget for this project was developed with careful consideration for all of the associated costs of operations and administration. The proposed budget does include anticipated higher fuel costs as well as inflation.

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

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LCOG will continue to apply for a portion of operating funds through the ODOT Competitive Transit Grant Funding program as the Florence-Yachats Connector is an integral part of the Priority Intercity Bus Network. LCOG will also continue to apply for Formula Funds from Lane Transit District as the Qualified Entity for Lane County. LCOG is not a tax generating district and relies on grant funding each biennium for continued operations.

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

LCOG will also apply for STIF Formula Funds from LTD as the Qualified Entity in Lane County. LCOG plans to apply for these funds as match for this application. LCOG has been successful in the past with applications for match funding for local Formula Funds.

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

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

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

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

The project could be scaled down to fewer trips per day or reduce down to one fewer day of service per week. This would be difficult for current riders. The existing schedule of 4 trips per day works well for many types of riders – those traveling to and from work, those taking a recreational or shopping trip that need to take relatively short trips, and those traveling down the coast who might not wait many hours for the bus. If a trip was reduced, it would most likely be a weekend day, which would most heavily impact tourists visiting the Oregon coast, as many visitors travel on the weekend.

Describe the process your agency has for creating and maintaining the public General Transit Feed

Specification (GTFS) data that describe the service.

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

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☐ Yes ☒ No

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

Link Lane TDP_Adopted.pdf

Title VI and Transportation Disadvantaged Communities- Flo-Yac.pdf

Flo Yachats Routes and Stops 2026.zip

Florence-Yachats Supplemental Information.pdf

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

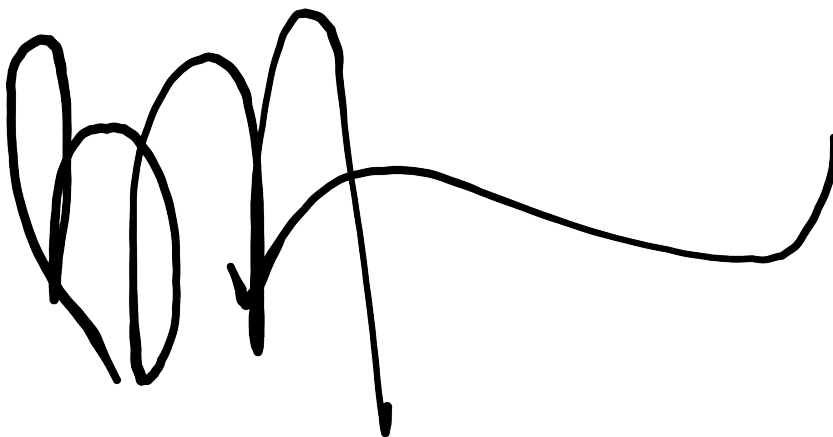
Submitting Your Application

- Click the “Save” button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the “Upload” button or by dragging documents from your computer to the “drag files here” area.
- Electronically sign your application by using the pen icon. Type your name in the “Printed Name” section.
- Submit your application by using the “Submit Application” button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

A handwritten signature in black ink, appearing to read 'Brendalee Moore', with a long horizontal flourish extending to the right.

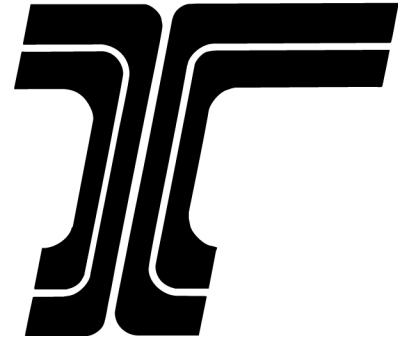
Printed Name

Brendalee Moore

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date
4/22/2026

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

Lane Transit District

Agency Legal Street Address

PO Box 7070

City

Springfield

State

OR

Zip

97475-0100

Application Contact First Name

Jack

Application Contact Last Name

Ramsey

Application Contact Position Title

Grants Administrator

Application Contact Email Address

jack.ramsey@ltd.org

Application Contact Phone

(425) 417-7118

First Name of Person Signing Grant Agreement

Pamela

Last Name of Person Signing Grant Agreement

Strutz

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

Chief Financial Officer

FEIN (Federal Employer Identification Number)

930586982

UEID (Unique Entity Identification)

U5LFCFM1A8J5

Transit Agency Type

Special District

Does your agency have any existing grant agreements with ODOT?

☒ Yes

☐ No

Authorized Representative**First Name**

Pamela

Last Name

Strutz

Title

Chief Financial Officer

Email Address

pamela.strutz@ltd.org

Phone Number

(541) 682-6161

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☒ Yes ☐ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

- ☒ Yes
☐ No

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- ☒ Yes
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☒ Automated
☐ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

Does your agency have a system in place that will account for 100 percent of each employee's time?

- ☒ Yes
☐ No

What is the financial software utilized?

PDS Vista

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☒ Yes
☐ No

Will applicant delegate the administration of the grant to a separate agency?

- ☒ Yes
☐ No

Provide the agency name.

TAC Transportation, Inc. DBA Pacific Crest Bus Lines

Did your agency stay on budget in the past two years?

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☒ Yes

☐ No

Did the audit result in one or more audit findings?

☒ Yes

☐ No

Explain any repeat findings if applicable.

N/A

List the year of your last audit and include a URL to the audit document.

June 30, 2024 <https://www.ltd.org/wp-content/uploads/2025/09/Lane-Transit-District-2024-Final-Single-Audit-Report.pdf>

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☒ Yes

☐ No

List the subrecipient(s) and/or contractor(s).

LTD currently contracts with TAC Transportation, Inc. (dba Pacific Crest Bus Lines) to operate its Diamond Express service. This contract began on January 1, 2025 and can be renewed twice. Assuming contract performance continues to meet LTD's standards, the final contract term will expire June 30, 2029, and would therefore cover the July 2027 through June 2028 period of performance specified in this grant solicitation.

Describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained for grant moneys.

LTD provides transit services for a roughly 4,000 square mile area in Lane County. This broad service area has provided LTD with extensive experience and a foundation on which to promote public transportation in all communities as demonstrated by its continued commitment to excellence and service.

LTD currently serves as the program and contract manager for the Diamond Express service. As this is an existing program and not a new service, LTD has demonstrated its operational capacity to ensure that the service continues in an effective and efficient manner.

LTD will continue to manage grants and services that are contracted to a qualified bidder through a standard public procurement process. LTD provides contract and grant management to ensure that eligibility is maintained. LTD has a qualified management team, an experienced procurement team, and an experienced Mobility Services Grant Specialist, who has managed Diamond Express operations for over three years and will continue to do so. Moreover, a dedicated program manager has been assigned to oversee all aspects of program grant compliance.

Is the project a capital project or an operations project?

☐ Capital

☒ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Operations Project

Project Information

Project title

Diamond Express Oakridge-Eugene Service

Project description

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

Oakridge and Westfir are geographically-isolated rural communities along Highway 58 near the eastern edge of Lane County. Oakridge has disproportionately high populations of older adults (37.3%), people with disabilities (29.7%), and residents living in poverty (23.9%) compared to the statewide averages (U.S. Census Bureau, ACS 5-year, 2024).

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

The primary Diamond Express bus is a 35-passenger vehicle with two spaces for persons who use a mobility device. This bus also includes a front-mounted bicycle rack that holds three bikes. The back-up vehicle for this service is also a 35-passenger full-size transit bus with two wheelchair securement bays. Because the back-up vehicle, a 2003 refurbished bus, is in marginal condition and requires frequent maintenance, LTD has also allocated a 19-seat cutaway to this service as an additional back-up. LTD has applied for funding for a new full-size transit bus for this service.

The round-trip fare remains \$5.00 and includes a one-day pass on LTD's fixed route service. Fare must be paid in cash with exact change or with Diamond Express tickets that can be pre-purchased at any LTD Customer Service center. LTD group pass holders and other LTD passes cannot currently be used to ride the Diamond Express, but LTD plans to add electronic fare validators using a tap card or mobile app later in 2026. Although rider fares cover only a small portion of the cost of providing the service, fares have not been increased since service was initiated.

Operators, equipment, and infrastructure for the service have been procured. LTD estimates that the project total to continue service as designed for one year is \$450,000, which includes \$430,000 for operations and \$20,000 for preventive maintenance for three vehicles.

Does your agency operate a fixed route service?

☒ Yes ☐ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations, such as rail and bus (MB); unlike demand responsive (DR) and vanpool (VP) services.

Would this award support ongoing operations of an existing service or resume a recently reduced service?

☒ Yes ☐ No

Would this award support intercommunity service?

☐ Yes ☐ No

Will this award establish services on corridors that are identified in the Priority Intercity Bus Network Study?

☐ Yes ☐ No

Will this award support a new pilot project?

☐ Yes ☐ No

Pilot operations projects may be considered for funding if the application indicates a feasible financial plan for ongoing operations beyond the initial pilot period, per OAR 732-044-0005.

Would this award support purchased service?

☐ Yes ☐ No

Would this award support mobility management?

☐ Yes ☐ No

Would this award support preventative maintenance?

☐ Yes ☐ No

Project Service Area

Indicate the primary service area for the proposed project.

☐ Large urban

☐ Small urban

☐ Rural

Large Urban (over 200,000 population), Small Urban (50,000-200,000 population), and Rural (under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Please select all that apply for the project.

☒ Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

☒ Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction

☒ Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other

☒ Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

Project Service Type

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

☐ Commuter

☐ Complementary Paratransit

☐ Demand Response

☐ Deviated Fixed Route

☒ Intercity

☐ Fixed Route

☐ Paratransit

☐

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank.

Days of Service	Start Time	End Time
Monday	6:01 AM	7:00 PM
Tuesday	6:01 AM	7:00 PM
Wednesday	6:01 AM	7:00 PM
Thursday	6:01 AM	7:00 PM
Friday	6:01 AM	7:00 PM
Saturday	7:01 AM	7:00 PM
Sunday		

Project Administration

Will project administration be an element of the proposed project?

☐ Yes ☒ No

Project Delivery

Is this project part of a group of projects that are dependent on each other?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☒ Yes ☐ No

If the project includes multiple activities or tasks, which best describes the relation between activities or tasks?

☒ Critical to the project

☐ Complimentary to the project

If the activities or tasks are critical, how might the project be impacted if one or more activities or

tasks aren't funded or receive partial funding?

Should the preventive maintenance activity not be funded for the Diamond Express service, LTD would have to use other grant funds, likely Section 5310 funds, to maintain the vehicles in the Diamond Express fleet.

Please describe the task level deliverables.

LTD has already procured the contractor, equipment, and infrastructure needed for the Diamond Express service to operate as planned in FY28. LTD completed an open procurement process for the Diamond Express contractor in 2024 and awarded the contract to TAC Transportation Inc, dba Pacific Crest Bus Lines. The new contract started January 1, 2025, with an initial term of 18 months, and the options for LTD to renew based on successful performance for two additional terms, the first for two years, and the second for one year. The base term of this contract expires 6/30/26, and LTD intends to renew the contract on 7/1/26 for a second term of two years, which will run through 6/30/28, coinciding with the expiration date of the FY28 STIF Discretionary and STIF Intercommunity grants.

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

On-going Operations or Recently Reduced Operations

For each on-going operations or recently reduced operations deliverable, please fill out the following section.

If there are multiple on-going operations or recently reduced operations deliverables in your project, please select "Add Deliverable" at the end of the section.

Ongoing Operations Deliverable 1

Provide a brief history of the current service or recently reduced service.

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

LTD expanded service on the Diamond Express in 2023, adding a fourth round trip between Oakridge and Eugene on weekdays, and adding Saturday service (two round trips).

Describe any elements of the proposed project that differ from the existing or recently reduced service.

LTD intends to continue the same level of service on the Diamond Express, with four round trips on weekdays and two round trips on Saturdays. The service does not operate on Sunday. Please see Attachment 1 - Diamond Express Brochure.

Provide the operations costs for the service for the previous fiscal year.

\$339,744.00

If the service operated in 2024, how many rides **If the service operated in 2025, how many rides**

were provided? Answer N/A if not tracked.

8343

were provided? Answer N/A if not tracked.

7627

What is the predicted number of rides that will be served in the next full year of service? Answer N/A if not tracked.

7800

What is the total project cost to support ongoing operations?

\$430,000.00

The total project cost is the award amount plus the 20% match.

Minimum project cost to support ongoing or recently reduced operations?

\$430,000.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$98,000.00	100.00%	Secured
\$98,000.00		100.00%	

If you selected "Other" for match source, please describe in detail.

N/A

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/1/2027

Provide the consultant or contractor contract award date.

Initial start date

7/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your ongoing operations or recently reduced deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Diamond Express Operations

Task description

LTD contracts with another public transportation service provider to operate its Diamond Express service. LTD has already procured the contractor, equipment, and infrastructure needed for the Diamond Express service to operate as planned in FY28. LTD completed an open procurement process for the Diamond Express contractor in 2024 and awarded the contract to TAC Transportation Inc, dba Pacific Crest Bus Lines. The new contract started January 1, 2025, with an initial term of 18 months, and the options for LTD to renew based on successful performance for two additional terms, the first for two years, and the second for one year. The base term of this contract expires 6/30/26, and LTD intends to renew the contract on 7/1/26 for a second term of two years, which will run through 6/30/28, coinciding with the expiration date of the FY28 STIF Discretionary and STIF Intercommunity grants.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Establish Service on PIBN Routes

For each new service on PIBN route deliverable, please fill out the following section. If there are multiple new service on PIBN route deliverables in your project, please select "Add Deliverable" at the end of the section.

PIBN Deliverable 1

Identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route.

LTD's Diamond Express provides round-trip service between Oakridge and Eugene. It also stops in Westfir.

What is the gap in intercity transportation service that this project fills?

Oakridge and Westfir are geographically-isolated rural communities along Highway 58 near the eastern edge of Lane County, approximately 45 miles east of the Eugene-Springfield metropolitan area. US 58/US 97 between Klamath Falls and Eugene is identified as one of the Regional Corridors in the Priority Intercity Bus Network; LTD's Diamond Express service covers Highway 58 from Oakridge to Eugene.

LTD's Diamond Express service is the only public transportation service that connects Oakridge and Westfir with the metro area and the services it offers: healthcare, education, employment, social services, entertainment, and shopping. In addition, Oakridge's population has disproportionately high percentages of older adults and people with disabilities compared to Oregon state averages, and far more Oakridge residents live below the poverty line than Oregon residents on average. All of these groups may rely more heavily on public transportation than more advantaged Oregon residents. The Diamond Express provides vital lifeline service for this rural area.

If the service operated in 2024/2025, how many rides were provided? If service not provided in 2024/2025, write N/A.

8,343/7,627

What is the predicted number of rides that will be provided in the first full year of service?

7,800

What is the total project cost to establish service on PIBN route?

\$0.00

The total project cost is the award amount plus the 20% match.

Minimum project cost to establish service on PIBN route?

\$0.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$0.00		Secured
\$0.00			

If you selected "Other" for match source, please describe in detail.

PIBN dollars accounted for in Operations section

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/1/2027

Provide the consultant or contractor contract award date.

Initial start date

7/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your new PIBN route deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Diamond Express Operations

Task description

LTD contracts with another public transportation service provider to operate its Diamond Express service. LTD has already procured the contractor, equipment, and infrastructure needed for the Diamond Express service to operate as planned in FY28. LTD completed an open procurement process for the Diamond Express contractor in 2024 and awarded the contract to TAC Transportation Inc, dba Pacific Crest Bus Lines. The new contract started January 1, 2025, with an initial term of 18 months, and the options for LTD to renew based on successful performance for two additional terms, the first for two years, and the second for one year. The base term of this contract expires 6/30/26, and LTD intends to renew the contract on 7/1/26 for a second term of two years, which will run through 6/30/28, coinciding with the expiration date of the FY28 STIF Discretionary and STIF Intercommunity grants.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Purchased Service

For each purchased service deliverable, please fill out the following section. If there are multiple purchased

service deliverables in your project, please select "Add Deliverable" at the end of the section.

Purchased Service Deliverable 1

Do you have an existing contract?

☒ Yes ☐ No

List the contract parties.

Lane Transit District and TAC Transportation, Inc. (dba Pacific Crest Bus Lines)

What is the sub-contract's expiration date?

06/2029

MM/YYYY

If this date is after the subgrant agreement period begins, a new procurement will be necessary.

What is the total project cost to support the proposed purchased service?

\$0.00

The total project cost is the award amount plus the 20% match.

Minimum project cost for purchased service.

\$0.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
	\$0.00	0.00%	

If you selected "Other" for match source, please describe in detail.

Purchased service dollars are accounted for in Operations section

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/1/2027

Provide the consultant or contractor contract award date.

Initial start date

7/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your purchased service deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Diamond Express Operations

Task description

LTD contracts with another public transportation service provider to operate its Diamond Express service. LTD has already procured the contractor, equipment, and infrastructure needed for the Diamond Express service to operate as planned in FY28. LTD completed an open procurement process for the Diamond Express contractor in 2024 and awarded the contract to TAC Transportation Inc, dba Pacific Crest Bus Lines. The new contract started January 1, 2025, with an initial term of 18 months, and the options for LTD to renew based on successful performance for two additional terms, the first for two years, and the second for one year. The base term of this contract expires 6/30/26, and LTD intends to renew the contract on 7/1/26 for a second term of two years, which will run through 6/30/28, coinciding with the expiration date of the FY28 STIF Discretionary and STIF Intercommunity grants.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Preventive Maintenance

For each preventive maintenance deliverable, please fill out the following section. If there are multiple preventive maintenance deliverables in your project, please select "Add Deliverable" at the end of the section.

Preventive Maintenance Deliverable 1

What are you going to be maintaining? Select all that apply.

- ☒ Maintaining vehicles used in revenue service
- ☐ Maintaining shelters or facilities
- ☐ Maintaining any other asset

If you selected "Maintaining vehicles used in revenue service", please list the number of vehicles included in this preventive maintenance project.

3

If you selected "Maintaining vehicles used in revenue service", will any of these funds be used to maintain electric vehicles, or their charging infrastructure?

☐ Yes ☐ No

If yes, this may require the applicant to successfully get FTA environmental concurrence before incurring any costs.

If you selected "Maintaining vehicles in revenue service", please attach your current Vehicle Preventative Maintenance Plan when you reach the Supporting Documents and Signature section of this application or describe current fleet policies, procedures, and manufacturer equipment recommendations and maintenance schedules for the assets proposed in this maintenance project.

See attachment

A current plan reflecting current fleet policies, fleet procedures, and vehicle and lift equipment manufacturer's recommended maintenance schedule is required.

What is the total project cost to support preventive maintenance?

\$20,000.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$4,000.00	100.00%	Planned
\$4,000.00		100.00%	

If you selected "Other" for match source, please describe in detail.

N/A

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☒ In-house ☐ Contractor or Consultant

In-house

Start of project activity

7/1/2027

Enter start of project activity date.

Completion of project activity

6/30/2028

Enter completion of project activity date.

Task Level Deliverables

For each preventive maintenance deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Diamond Express Vehicle Preventive Maintenance

Task description

LTD has assigned three vehicles to the Diamond Express service, two 40-foot Gillig buses and a 19-seat Ford cutaway. The newer of the two Gillig buses, which went into service in 2024, serves as the primary vehicle for this service, while the older Gillig, a 2003 refurbished bus, is available as a backup. Because of the age and marginal condition of the 2003 Gillig, the Ford cutaway is needed as an additional backup vehicle for this service. In addition, the cutaway is often used for the Saturday Diamond Express service, which has lower ridership than the weekday service. LTD estimates preventive maintenance costs of \$20,000 in FY 28 for the three vehicles in the Diamond Express fleet.

Preventive maintenance on the two full-size transit buses is performed by both LTD’s own in-house Fleet Maintenance team and by the Diamond Express contractor. Because of LTD’s expertise in Gillig buses, LTD’s Fleet team performs routine preventive maintenance and maintains any Gillig elements of the two buses. The contractor ensures that all other preventive maintenance service is performed for both the full-size buses as well as on the Ford cutaway. The preventive maintenance plan is attached (see Attachment 2- TAC Vehicle Maintenance Program).

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Operations Project Total

Total Project Cost	Match Amount	Grant Amount
\$450,000.00	\$90,000.00	\$360,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$450,000.00	\$90,000.00	\$360,000.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$430,000.00

Is your agency including in-kind match in the application?

☐ Yes ☒ No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

Please explain how operations for the service were previously funded.

The Diamond Express service is primarily funded in the current FY26-FY27 biennium by a STIF Discretionary Intercommunity grant, which is matched by STIF Formula Funds, supplemented by a small contribution from the City of Oakridge. Diamond Express operations have been funded by a variety of sources in the past, including STIF Discretionary Intercommunity funds and Section 5311(f) funds.

Please explain why there are no longer sufficient funds to operate this service?

The current STIF Discretionary Intercommunity grant for Diamond Express operations will expire on June 30, 2027.

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

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

According to the U.S. Census Bureau (ACS 5-year, 2024), 29.7% of the population in Oakridge have a disability and 37.3% are age 65 or older, compared to 15.9% and 19.9% of all Oregonians respectively. The Census Bureau also reports that 23.9% of Oakridge's population lives below the poverty line, compared to 11.8% statewide. The 2023 Link Lane Transit Development Plan (see Attachment 3 - Link Lane Transit Development Plan), which examined the transportation needs of rural communities in Lane County, also noted the disproportionately high numbers of older adults, people with disabilities, and low-income residents in Oakridge. This TDP reported that the percentages of older adults and people with disabilities in Westfir are higher than the respective statewide rates.

The Diamond Express allows Oakridge and Westfir residents to access hospitals, shopping, schools, and employment not readily available in their local community. The service also provides opportunities for low income rural residents to access other public transit options near Eugene, such as Amtrak, Greyhound/FlixBus, the Point bus, and Link Lane.

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

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

LTD continues to engage with local community partners. For example, in 2023, LTD staff participated in a series of conversations hosted by Lane Council of Governments about rural transportation in Lane County and responded to questions and comments from Oakridge and Westfir residents about the Diamond Express, including the schedule, fares, and desire for increased service.

LTD also maintains an ongoing relationship with the City of Oakridge to ensure that the Diamond Express is best serving the needs of the City's residents. The City of Oakridge fully supports this project as evidenced by the attached letter of support (Attachment 4 - Letter of Support). In addition, in the recent Oregon legislative session, LTD staff met with Representative Darin Harbick, who represents both Oakridge and Westfir. LTD hosts quarterly meetings for the entire Lane County legislative delegation to discuss key local transit issues.

Finally, LTD provides public presentations at LTD Board of Directors meetings, Board Committee meetings, and at LTD STIF Advisory Committee meetings to discuss the Diamond Express service and solicit input and feedback from the community. Diamond Express service is noted in LTD's Coordinated Human Services Transportation Plan as a critical program serving east Lane County residents (Attachment 5- 2019 Coordinated Plan). This plan undergoes a 2026 update which includes additional significant public input and robust community review.

Describe the expected community benefits from this project.

The community benefits of this project are significant, particularly as it pertains to vulnerable populations, including older adults, people with disabilities, and low-income populations. According to the U.S. Census Bureau (ACS 5-year, 2024), 29.7% of the population in Oakridge have a disability and 37.3% are age 65 or older, compared to 15.9% and 19.9% of all Oregonians respectively. The Census Bureau also reports that 23.9% of Oakridge's population lives below the poverty line, compared to 11.8% statewide.

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

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

In consideration of the population that is served by the Diamond Express, LTD has a well-established partnership with the City of Oakridge, which fully supports this project as evidenced by the attached letter of support (Attachment 4 - Letter of Support). In today's environment of limited resources, it is not only advantageous to collaborate from a public transportation perspective; it is also fiscally responsible to encompass multidisciplinary strategies to promote transit to those groups which may otherwise be overlooked.

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

If this project is not awarded funding from this solicitation, what are the expected impacts?

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

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

☒ Yes ☐ No

Please describe.

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

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

Select all that apply to your project.

- ☒ Improves the passenger experience.
- ☒ Benefits multiple transportation service providers.
- ☐ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

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

Improves the passenger experience: In 2026, LTD plans to add fare validators to its Diamond Express vehicles so that riders can make use of LTD's electronic fare system. While fares would remain the same on the Diamond Express, this change will relieve passengers from needing to have the correct cash fare and allow them to use a tap card or mobile app to pay fare instead.

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

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

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☒ Yes ☐ No

Please describe.

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

The Diamond Express also creates the only public transportation connection to Oakridge for metropolitan residents, and often the only option for metro residents looking to transport their bicycle for world class recreation. Oakridge is regarded as a destination for outdoor activities, being recognized by Bike Magazine as one of “America’s Five Best Mountain Biking Towns,” surrounded by hundreds of miles of highly rated trails. As a destination, Oakridge is also home to the longest covered bridge in Oregon, the Willamette Fish Hatchery, as well as hiking to geothermal hot springs and Oregon’s second highest waterfall.

The Diamond Express is lifeline service for transit dependent residents, and has participated in evacuation efforts when wildfires have threatened the Oakridge area. It has served as a connection for rural residents during ice and snow events, critically important to connect residents without electricity to services and warming shelters.

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☐ None
- ☐ Trimming
- ☐ Current arrival time tracker
- ☒ Lighting
- ☒ Cameras
- ☒ Seat belts
- ☒ Pedestrian or bicycle infrastructure
- ☐ Other

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

The two 40-foot transit buses in LTD's Diamond Express fleet are equipped with all required lighting as well as audio/video cameras with recording capabilities. All vehicles are also equipped with bicycle racks. In addition, the one cutaway vehicle that is used as a back-up vehicle for this service is equipped with seat belts, and LTD and its Diamond Express contractor require seat belt use on this vehicle.

The Diamond Express service itself runs a challenging hour-long route from Oakridge along two-lane Oregon Highway 58, before joining I-5 near Goshen to head into Eugene. Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality and increased traffic, federal and state governments demand it.

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

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

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

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

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

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

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

N/A

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

The Diamond Express travels from Oakridge and Westfir to Eugene primarily along Highway 58. Please see Attachment 1 - Diamond Express Brochure for a map of the service area, as well as Attachment 6 - Diamond Express route, a shapefile of the transit service area.

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

Residents of the City of Oakridge are the primary beneficiary of this service; however, it also allows community members in the metropolitan area to travel to Oakridge for tourism and recreation, bringing much needed funds to a community with a high proportion of low-income residents. Please see Attachment 1 Diamond Express Brochure for a map of the communities served by this service.

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

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

For example, in 2023, LTD staff participated in a series of conversations hosted by Lane Council of Governments (LCOG) about rural transportation in Lane County and responded to questions and comments from Oakridge and Westfir residents about the Diamond Express, including the schedule, fares, and desire for increased service. LCOG subsequently developed the Link Lane Transit Development Plan (Attachment 3- Link Lane Transit Development Plan), which addressed the transportation needs of rural residents of Lane County. Diamond Express service is noted in LTD's Coordinated Human Services Transportation Plan (see Attachment 5 - 2019 Coordinated Plan) as a critical program serving east Lane county residents. This plan undergoes a 2026 update which includes additional significant public input and robust community review. This included paper and online surveys, six tabling events, and four presentations to public committees and other organizations.

As noted above, the City of Oakridge has disproportionately high percentages of residents who are over 65, have disabilities, and are low-income compared to the rest of the state. LTD maintains an ongoing relationship with the City of Oakridge to ensure that the Diamond Express is best serving the needs of the City's residents. In addition, in the recent Oregon legislative session, LTD staff met with Representative Darin Harbick, who represents both Oakridge and Westfir. LTD also hosts quarterly meetings for the entire Lane County legislative delegation to discuss key local transit issues.

Finally, LTD provides public presentations at LTD Board of Directors meetings and Board Committee meetings as well as at LTD's STIF Advisory Committee meetings to discuss the Diamond Express service and solicit input and feedback from the community.

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

As noted above, LTD believes such engagement is essential to the success of this project.

How may resource-limited groups benefit from this project?

The impacts and benefits of this vehicle replacement project are significant, particularly as it pertains to resource-limited communities. The Diamond Express service provides benefits to older adults, people with disabilities, and low-income populations, eliminating transportation barriers often experienced by disadvantaged communities.

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

The Diamond Express will provide four round trips each weekday and two round trips each Saturday from the Oakridge/Westfir communities located in eastern Lane County to the metro Eugene/Springfield area. The fare on this general public service is \$2.50 one way or \$5.00 round trip. Riders who purchase the round-trip fare also receive a day pass, which is honored on any LTD fixed-route bus on the date purchased. The Diamond Express provides an essential lifeline service to the rural residents for work, education, and health care. It also ensures that lower income residents who may not be able to afford to live in the metropolitan area maintain access to the same kinds of opportunities as metro residents.

In consideration of the population that is served, LTD has a well-established partnership with the City of Oakridge who has fully supports this project as evidenced by the attached letter of support (Attachment 4- Letter of Support). In today's environment of limited resources, it is not only advantageous to collaborate from a public transportation perspective; it is also fiscally responsible to encompass multidisciplinary strategies to promote transit to those groups which may otherwise be overlooked.

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

How may resource-limited groups be burdened by this project?

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

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

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

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related

infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☒ Yes ☐ No

Please explain.

The Diamond Express interlines with Amtrak and stops at the Eugene Amtrak station, allowing anyone to purchase Diamond Express transportation via Amtrak fare systems. Once in the metropolitan area, the Diamond Express also directly connects Oakridge residents with opportunities for bikeshare, the Eugene airport, and other transportation options that would otherwise remain unavailable.

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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

LTD has successfully operated the Diamond Express since 2003 and has consistently operated the service within budget. An operations contractor, equipment, and infrastructure have already been procured. Therefore, implementation of this project on 7/1/27 will be smooth and timely.

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LTD's plan for ongoing funding is to apply again for STIF Discretionary Intercommunity funds for the FY29-FY30 biennium. LTD will use STIF formula funds as match.

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

LTD intends to use STIF formula funds as match. STIF formula funds will be allocated in LTD's STIF Plan this fall, which will then be submitted to ODOT for approval.

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

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

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

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

The Diamond Express budget includes two project activities: contractor operations of the service, and preventive maintenance. If needed, the project could be scaled down by dropping the one-year cost of preventive maintenance (\$20,000). LTD could explore the use of other sources of funding to cover preventive maintenance costs without impacting service levels.

The operations budget is scalable, but any reduction in the operations budget would require cuts in the amount of service provided. If the operations budget is scaled down, LTD would need to reduce service on the Diamond Express by reducing the number of trips offered accordingly. With such service cuts, LTD could reduce the project operations total to as low as \$320,000 for the one-year funding period instead of \$430,000. At the 20% STIF Intercommunity Discretionary match rate of 20 percent, this would result in a grant share of as low as \$256,000. This would reduce service by an estimated one round trip per weekday and remove Saturday service entirely, significantly limiting transportation options for Oakridge residents.

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

LTD works with Trillium Transit/Optibus to maintain the public GTFS feed for the Diamond Express Service. LTD promptly notifies Trillium Transit of any change in service schedules so that the public GTFS feed remains consistently accurate.

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☐ Yes ☒ No

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

Attachment 1 - Diamond_Express_Brochure_2025.pdf

Attachment 2 - TAC Vehicle Maintenance Program.pdf

Attachment 3 - Link Lane Transit Development Plan.pdf

Attachment 4 - City of Oakridge Letter of Support 2026.pdf

Attachment 5 - 2019 Public Transit Human Services Coord Plan.pdf

Attachment 4 - Diamond Express route.shp

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

Submitting Your Application

- Click the "Save" button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the "Upload" button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the "Printed Name" section.
- Submit your application by using the "Submit Application" button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

Printed Name

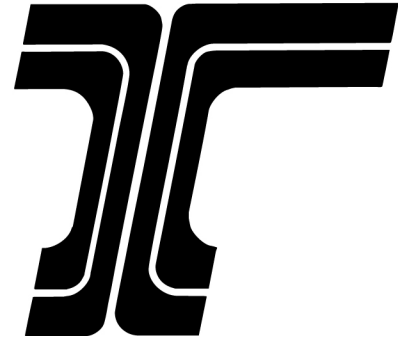
Pamela Strutz

A handwritten signature in black ink, appearing to read "Pamela Strutz", with a long horizontal stroke extending to the right.

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date
4/22/2026

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

Lane Transit District

Agency Legal Street Address

PO Box 7070

City

Springfield

State

OR

Zip

97475-0100

Application Contact First Name

Jack

Application Contact Last Name

Ramsey

Application Contact Position Title

Grant Administrator

Application Contact Email Address

jack.ramsey@ltd.org

Application Contact Phone

(425) 417-7118

First Name of Person Signing Grant Agreement

Pamela

Last Name of Person Signing Grant Agreement

Strutz

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

Chief Financial Officer

FEIN (Federal Employer Identification Number)

930586982

UEID (Unique Entity Identification)

U5LFCFM1A8J5

Transit Agency Type

Special District

Does your agency have any existing grant agreements with ODOT?

☒ Yes

☐ No

Authorized Representative**First Name**

Pamela

Last Name

Strutz

Title

Chief Financial Officer

Email Address

pamela.strutz@ltd.org

Phone Number

(541) 682-6161

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☒ Yes ☐ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

- ☒ Yes
☐ No

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- ☒ Yes
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☒ Automated
☐ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

Does your agency have a system in place that will account for 100 percent of each employee's time?

- ☒ Yes
☐ No

What is the financial software utilized?

PDS Vista

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☒ Yes
☐ No

Will applicant delegate the administration of the grant to a separate agency?

- ☒ Yes
☐ No

Provide the agency name.

Direct Medical Transportation Inc

Did your agency stay on budget in the past two years?

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☒ Yes

☐ No

Did the audit result in one or more audit findings?

☒ Yes

☐ No

Explain any repeat findings if applicable.

N/A

List the year of your last audit and include a URL to the audit document.

2024 <https://www.ltd.org/wp-content/uploads/2025/09/Lane-Transit-District-2024-Final-Single-Audit-Report.pdf>

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☒ Yes

☐ No

List the subrecipient(s) and/or contractor(s).

LTD currently contracts with Direct Medical Transportation Inc. for operations of the LTD Rural Shuttle and with Via Mobility LLC for the technology used to schedule and dispatch rides on the Rural Shuttle, and for the mobile apps used by passengers and drivers. Both of these contracts expire on 6/30/27. If awarded, LTD will issue Requests for Proposals for both operation of the Rural Shuttle and for the required technology and conduct separate public procurement processes for each. LTD anticipates having new contracts in place for both operations and technology by the 7/1/27 effective date of this grant period and will notify ODOT once selection of contractors is completed.

Describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained for grant moneys.

LTD provides transit services for a roughly 4,000 square mile area in Lane County. This broad service area has provided LTD with extensive experience and a foundation on which to promote public transportation in all communities as demonstrated by its continued commitment to excellence and service.

LTD currently serves as the program and contract manager for the Rural Shuttle service. As this proposal extends an operational pilot program and is not a new service, LTD has been able to demonstrate effective operational oversight of the service. This has included regular oversight meetings with contractors and continual review of goals and success metrics. LTD has managed origin to destination service in Cottage Grove since 2019 and is experienced in overseeing this type of service and associated technology.

LTD will continue to manage grants and services that are contracted to a qualified bidder through a standard public procurement process. LTD provides contract and grant management to ensure that eligibility is maintained. LTD has a qualified management team, an experienced procurement team, and an experienced Mobility Services Grant Specialist, who is experienced in overseeing LTD's rural services, including origin to destination transportation. Moreover, a dedicated program manager has been assigned to oversee all aspects of program grant compliance.

Is the project a capital project or an operations project?

☐ Capital

☒ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Operations Project

Project Information

Project title

LTD Rural Shuttle

Project description

LTD launched the LTD Rural Shuttle, a new pilot service, in March 2026. Lane Council of Governments published the Link Lane Transit Development Plan (TDP, Attachment 5), which identified transportation needs for unserved and underserved areas and populations within Lane County. Based on LCOG's TDP and LTD's Coordinated Plan (Attachment 3), LTD identified three rural areas of Lane County to be served initially by a Rural Shuttle pilot: (1) South Lane County (rural areas surrounding Cottage Grove and Creswell); (2) the Mohawk Valley (serving the towns of Mohawk and Marcola); and (3) the Highway 36 corridor between Deadwood and Mapleton. Each shuttle service seeks to connect rural residents to services in larger rural cities such as Cottage Grove and Florence, and to provide lifeline connections to a public transit network as well as to the Eugene-Springfield metropolitan area.

The Rural Shuttle pilot was designed to ensure access to transit is equitably available to locations across rural Lane County. Notably, the Mohawk Valley and Highway 36 corridor from Deadwood to Mapleton have not previously been served by any public transit provider.

The LTD Rural Shuttle, a prescheduled origin-to-destination service, currently operates on the following schedule:

South Lane County: Mondays and Wednesdays 6:00 a.m. to 4:00 p.m.

Mohawk Valley: Tuesdays 8:00 a.m. to 4:00 p.m.

Highway 36: Thursdays 8:00 a.m. to 3:00 p.m.

Passengers must schedule rides by 4:00 p.m. the day before they wish to travel by calling the dispatch center or using the mobile app. Fares on the South Lane Rural Shuttle are set at \$5.00 for one way and \$10.00 per round trip, and round-trip fare includes a complimentary LTD bus day pass for passengers who plan to continue their travels on LTD's fixed route system. Fares on the Mohawk Valley and Highway 36 Rural Shuttles are set at an introductory rate of \$2.50 for one way and \$5.00 per round trip, and round-trip fare includes, respectively, a complimentary LTD bus day pass or complimentary LTD Rhody Express day pass.

LTD plans to evaluate this pilot service throughout the 16-month pilot period, including regular monitoring of number of rides, revenue hours, revenue miles, and costs, as well as surveying both Rural Shuttle riders and residents of the selected rural areas.

A vehicle fleet supporting this service has already been procured and is operational. LTD is seeking a project total of \$472,000 to continue current service on the LTD Rural Shuttle for an additional 12 months, which includes \$430,000 for operations, \$18,000 for mobility management, and \$24,000 for preventive maintenance for the four-vehicle fleet.

Does your agency operate a fixed route service?

☒ Yes ☐ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations, such as rail and bus (MB); unlike demand responsive (DR) and vanpool (VP) services.

Would this award support ongoing operations of an existing service or resume a recently reduced service?

☒ Yes ☐ No

Would this award support intercommunity service?

☒ Yes ☐ No

Will this award establish services on corridors that are identified in the Priority Intercity Bus Network Study?

☐ Yes ☒ No

Will this award support a new pilot project?

☐ Yes ☒ No

Pilot operations projects may be considered for funding if the application indicates a feasible financial plan for ongoing operations beyond the initial pilot period, per OAR 732-044-0005.

Would this award support purchased service?

☒ Yes ☐ No

Would this award support mobility management?

☒ Yes ☐ No

Would this award support preventative maintenance?

☒ Yes ☐ No

Project Service Area

Indicate the primary service area for the proposed project.

☐ Large urban

☐ Small urban

☒ Rural

Large Urban (over 200,000 population), Small Urban (50,000-200,000 population), and Rural (under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Please select all that apply for the project.

☒ Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

☒ Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction

☐ Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other

☐ Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

Project Service Type

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

☐ Commuter

☐ Complementary Paratransit

☐ Demand Response

☐ Deviated Fixed Route

- ☐ Intercity
- ☐ Fixed Route
- ☐ Paratransit

☒ Pre-scheduled origin to destination service

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank.

Days of Service	Start Time	End Time
Monday	6:00 AM	4:00 PM
Tuesday	8:00 AM	4:00 PM
Wednesday	6:00 AM	4:00 PM
Thursday	8:00 AM	3:00 PM
Friday		
Saturday		
Sunday		

Project Administration

Will project administration be an element of the proposed project?

☐ Yes ☒ No

Project Delivery

Is this project part of a group of projects that are dependent on each other?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☒ Yes ☐ No

If the project includes multiple activities or tasks, which best describes the relation between activities or tasks?

☒ Critical to the project

☐ Complimentary to the project

If the activities or tasks are critical, how might the project be impacted if one or more activities or tasks aren't funded or receive partial funding?

Should the preventive maintenance activity not be funded for the LTD Rural Shuttle service, LTD would need to be successful in pursuing the use of other funding sources, such as Section 5310 and STIF Formula funds, to maintain the vehicles in the Rural Shuttle fleet. If the mobility management activity is not funded for this project, LTD would either need to abandon online ride scheduling and dispatching options, or attempt to pursue other grant funds, such as STIF formula, to fund this activity.

Please describe the task level deliverables.

There will be three task level deliverables in this project: (1) LTD Rural Shuttle Operations; (2) LTD Rural Shuttle Mobility Management; and (2) LTD Rural Shuttle Preventive Maintenance.

LTD Rural Shuttle Operations: LTD contracts with an external service provider to deliver the LTD Rural Shuttle service. The current contractor for the LTD Rural Shuttle service is Direct Medical Transportation, which was contracted through a public procurement process. LTD's contract with Direct Medical Transportation began on 3/1/26 and expires on 6/30/27. Therefore, LTD plans to issue a Request for Proposals for operation of the LTD Rural Shuttle through a public procurement process to ensure the service continues uninterrupted starting on 7/1/27.

Estimated dates for the public procurement process for the LTD Rural Shuttle contractor are as follows:

RFP issue date: 1/1/27

Contract award date: 7/1/27

Initial delivery date: 7/1/27

Final delivery date: 6/30/28

Contract completion date: 6/30/28

LTD Rural Shuttle Mobility Management: LTD contracts currently with Via for the rider mobile app, driver mobile app, and ride scheduling and dispatch software used by the Rural Shuttle service. The contract with Via terminates on 6/30/27, and LTD plans to issue a Request for Proposals for this technology through a public procurement process to ensure that Rural Shuttle operations can continue uninterrupted in FY28.

Estimated dates for the public procurement process for the LTD Rural Shuttle technology are as follows:

RFP issue date: 1/1/27

Contract award date: 7/1/27

Initial delivery date: 7/1/27

Final delivery date: 6/30/28

Contract completion date: 6/30/28

LTD Rural Shuttle Preventive Maintenance: There are four vehicles in the LTD Rural Shuttle Fleet. LTD's contractor for the Rural Shuttle is responsible for maintaining these four vehicles and ensuring each vehicle remains in good working order. The contractor performs or obtains all necessary preventive maintenance and repairs, and LTD reimburses the contractor for the costs of this work.

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

On-going Operations or Recently Reduced Operations

For each on-going operations or recently reduced operations deliverable, please fill out the following

section.

If there are multiple on-going operations or recently reduced operations deliverables in your project, please select “Add Deliverable” at the end of the section.

Ongoing Operations Deliverable 1

Provide a brief history of the current service or recently reduced service.

LTD proposed a new pilot model of rural service to reach unserved or underserved rural areas, by providing a shared fleet of rural service one to two days per week to multiple communities in Lane County. The Rural Shuttle pilot service was designed to equitably distribute access to transit to locations across rural Lane County.

The Link Lane Transit Development Plan (Attachment 5) and LTD’s Coordinated Plan (Attachment 3) were used to help prioritize unserved or underserved areas in Lane County with the greatest need. In addition to providing service in South Lane County, LTD determined that the Mohawk-Marcola area and the Highway 36 corridor between Deadwood and Mapleton were the rural areas that would most benefit from having access to public transportation service.

LTD launched the Rural Shuttle on 3/1/26, and anticipate that it will take some time to establish core ridership. LTD has engaged in extensive public outreach in the served communities and plans additional outreach at community events such as farmers’ markets this spring and summer. Please see Attachment 1: LTD Rural Shuttle Community Engagement Plan for additional details on LTD’s public outreach.

Describe any elements of the proposed project that differ from the existing or recently reduced service.

LTD’s Rural Shuttle service is a pilot project that has only been operating since March 1, 2026. At this point, just 1.5 months into the project, LTD does not have sufficient data to determine which, if any, of the proposed project’s elements may differ from the service as it is currently operated. However, because this service is currently in pilot status, LTD plans to evaluate it throughout the 16-month pilot period, including regular monitoring of number of rides, revenue hours, revenue miles, and costs, as well as surveying both Rural Shuttle riders and residents of the selected rural areas. LTD’s intention in designing this pilot was to allow for a great deal of flexibility in order to best serve those who live in rural parts of Lane County. It is possible that ridership data combined with survey results could eventually lead to changes in operating hours, the days of the week assigned to each rural area, and/or the rural areas served by the Shuttle.

Provide the operations costs for the service for the previous fiscal year.

\$420,000.00

If the service operated in 2024, how many rides were provided? Answer N/A if not tracked.
N/A

If the service operated in 2025, how many rides were provided? Answer N/A if not tracked.
N/A

What is the predicted number of rides that will be served in the next full year of service? Answer

N/A if not tracked.

6000

What is the total project cost to support ongoing operations?

\$430,000.00

The total project cost is the award amount plus the 20% match.

Minimum project cost to support ongoing or recently reduced operations?

\$430,000.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$84,000.00	100.00%	Planned
\$84,000.00		100.00%	

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/1/2027

Provide the consultant or contractor contract award date.

Initial start date

7/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your ongoing operations or recently reduced deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

LTD Rural Shuttle Operations

Task description

LTD launched the LTD Rural Shuttle, a new pilot service, in March 2026. This pilot serves three rural areas of Lane County: (1) South Lane County (rural areas surrounding Cottage Grove and Creswell); (2) the Mohawk Valley (serving the towns of Mohawk and Marcola); and (3) the Highway 36 corridor between Deadwood and Mapleton. Each shuttle service seeks to connect rural residents to services in larger rural cities such as Cottage Grove and Florence and to provide connections to public transit into the Eugene-Springfield metropolitan area.

The LTD Rural Shuttle is a prescheduled origin-to-destination service that currently operates on the following schedule:

South Lane County: Mondays and Wednesdays 6:00 a.m. to 4:00 p.m.

Mohawk Valley: Tuesdays 8:00 a.m. to 4:00 p.m.

Highway 36: Thursdays 8:00 a.m. to 3:00 p.m.

LTD contracts with a transportation service provider to operate the LTD Rural Shuttle. LTD's current contract with Direct Medical Transportation Inc. will expire on 6/30/27, so LTD will conduct a public procurement process for Rural Shuttle Operations to ensure that service can continue uninterrupted on 7/1/27. The estimated schedule for that public procurement process is:

- Request for Proposal (RFP) issue date 1/1/27
- Contract award date 7/1/27
- Initial start date 7/1/27
- Final end date 6/30/28
- Contract completion date 6/30/28

LTD plans to evaluate its Rural Shuttle pilot throughout the 16-month pilot period, including regular monitoring of number of rides, revenue hours, revenue miles, and costs, as well as surveying both Rural Shuttle riders and residents of the selected rural areas. Data gathered during this evaluation process will be used to make appropriate adjustments to the scope of work LTD provides in its RFP for Rural Shuttle Operations.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Purchased Service

For each purchased service deliverable, please fill out the following section. If there are multiple purchased service deliverables in your project, please select "Add Deliverable" at the end of the section.

Purchased Service Deliverable 1

Do you have an existing contract?

☒ Yes ☐ No

List the contract parties.

Lane Transit District and Direct Medical Transportation Inc.

What is the sub-contract's expiration date?

06/2027

MM/YYYY

If this date is after the subgrant agreement period begins, a new procurement will be necessary.

What is the total project cost to support the proposed purchased service?

\$0.00

The total project cost is the award amount plus the 20% match.

Minimum project cost for purchased service.

\$0.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$0.00		Planned
\$0.00		0.00%	

If you selected "Other" for match source, please describe in detail.

The operations dollars will identified above will be used for this service.

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/1/2027

Provide the consultant or contractor contract award date.

Initial start date

7/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your purchased service deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

LTD Rural Shuttle Operations

Task description

LTD launched the LTD Rural Shuttle, a new pilot service, in March 2026. This pilot serves three rural areas of Lane County: (1) South Lane County (rural areas surrounding Cottage Grove and Creswell); (2) the Mohawk Valley (serving the towns of Mohawk and Marcola); and (3) the Highway 36 corridor between Deadwood and Mapleton. Each shuttle service seeks to connect rural residents to services in larger rural cities such as Cottage Grove and Florence and to provide connections to public transit into the Eugene-Springfield metropolitan area.

The LTD Rural Shuttle is a prescheduled origin-to-destination service that currently operates on the following schedule:

South Lane County: Mondays and Wednesdays 6:00 a.m. to 4:00 p.m.

Mohawk Valley: Tuesdays 8:00 a.m. to 4:00 p.m.

Highway 36: Thursdays 8:00 a.m. to 3:00 p.m.

LTD contracts with a transportation service provider to operate the LTD Rural Shuttle. LTD's current contract with Direct Medical Transportation Inc. will expire on 6/30/27, so LTD will conduct a public procurement process for Rural Shuttle Operations to ensure that service can continue uninterrupted on 7/1/27. The estimated schedule for that public procurement process is:

- Request for Proposal (RFP) issue date 1/1/27
- Contract award date 7/1/27
- Initial start date 7/1/27
- Final end date 6/30/28
- Contract pilot program completion date 6/30/28

LTD plans to evaluate its Rural Shuttle pilot throughout the 16-month pilot period, including regular monitoring of number of rides, revenue hours, revenue miles, and costs, as well as surveying both Rural Shuttle riders and residents of the selected rural areas. Data gathered during this evaluation process will be used to make appropriate adjustments to the scope of work LTD provides in its RFP for Rural Shuttle Operations.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Mobility Management

For each mobility management deliverable, please fill out the following section. If there are multiple mobility management deliverables in your project, please select "Add Deliverable" at the end of the section.

Mobility Management Deliverable 1

Mobility management task type

Other

Please explain "Other" selection.

Ride Scheduling and Dispatch Software and/or Passenger Mobile App

Mobility management task description

LTD will contract with a mobility management software provider to obtain the ride scheduling and dispatch software required for operating the LTD Rural Shuttle efficiently as well as an accompanying passenger mobile application and driver mobile application. LTD currently contracts with Via Mobility LLC for this mobility management technology, but the current contract expires on 6/30/27. LTD will conduct a public procurement process to ensure that the necessary mobility management technology is in place by 7/1/27 so that service continues uninterrupted on the LTD Rural Shuttle.

Describe your plan for the funds (i.e. we will host five events at locations in our community to explain the transit service available to seniors).

Mobility management task performance goals

LTD's Rural Shuttle contractor uses the ride scheduling and dispatch software for all Rural Shuttle rides (estimated at 6,000 per year), and all Rural Shuttle drivers use the driver mobile application on LTD-provided tablets for their ride schedule and to track rider pickups and drop-offs, for rider information (e.g., accessibility needs), and for trip routing. Because the Rural Shuttle just launched in March of 2026, LTD does not have sufficient data yet to determine how many Rural Shuttle riders will use the mobile app for scheduling. However, LTD uses the same software and mobile app for the LTD Connector, its mobility on demand service in Cottage Grove, and approximately 25% of LTD Connector riders use the app to request their rides. LTD and its Rural Shuttle contractor meet regularly with the mobility management software provider to ensure that the technology is meeting LTD, contractor, and customer needs.

Identify the estimated number of customer contacts, customers trained, or mobility products/services produced. Describe the method you will use to measure output from the project.

What is the total project cost to support mobility management?

\$18,000.00

The total project cost is the award amount plus the 20% match.

Minimum project cost to support mobility management?

\$18,000.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
--------------	--------------	------------------	--------------

State	\$3,600.00	100.00%	Planned
-------	------------	---------	---------

\$3,600.00

100.00%

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/1/2027

Provide the consultant or contractor contract award date.

Initial start date

7/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your mobility management deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

LTD Rural Shuttle Mobility Management Technology

Task description

LTD will contract with a mobility management software provider to obtain the ride scheduling and dispatch software required for operating the LTD Rural Shuttle efficiently as well as an accompanying passenger mobile application and driver mobile application. LTD currently contracts with Via Mobility LLC for this technology, but that contract expires on 6/30/27. LTD will conduct a public procurement process to ensure that the necessary mobility management technology is in place by 7/1/27 to ensure uninterrupted service on the LTD Rural Shuttle. The estimated schedule for this public procurement process is:

- Request for Pricing (RFP) issue date 1/1/27
- Contract award date 7/1/27
- Initial start date 7/1/27
- Final end date 6/30/28
- Contract completion date 6/30/28

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Preventive Maintenance

For each preventive maintenance deliverable, please fill out the following section. If there are multiple preventive maintenance deliverables in your project, please select "Add Deliverable" at the end of the section.

Preventive Maintenance Deliverable 1

What are you going to be maintaining? Select all that apply.

- ☒ Maintaining vehicles used in revenue service
- ☐ Maintaining shelters or facilities
- ☐ Maintaining any other asset

If you selected "Maintaining vehicles used in revenue service", please list the number of vehicles included in this preventive maintenance project.

4

If you selected "Maintaining vehicles used in revenue service", will any of these funds be used to maintain electric vehicles, or their charging infrastructure?

☐ Yes ☒ No

If yes, this may require the applicant to successfully get FTA environmental concurrence before incurring any costs.

If you selected "Maintaining vehicles in revenue service", please attach your current Vehicle Preventative Maintenance Plan when you reach the Supporting Documents and Signature section of this application or describe current fleet policies, procedures, and manufacturer equipment recommendations and maintenance schedules for the assets proposed in this maintenance project.

Attached

A current plan reflecting current fleet policies, fleet procedures, and vehicle and lift equipment manufacturer's recommended maintenance schedule is required.

What is the total project cost to support preventive maintenance?

\$24,000.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$4,800.00	100.00%	Planned
\$4,800.00		100.00%	

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/1/2027

Provide the consultant or contractor contract award date.

Initial start date

7/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each preventive maintenance deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

LTD Rural Shuttle Preventive Maintenance

Task description

The LTD Rural Shuttle fleet currently consists of four cutaway buses. Two of these buses will be replaced later in 2026 by new transit vans that will be easier to navigate in rural areas. LTD is estimating an annual preventive maintenance cost of \$6,000 per vehicle, for a one-year total in FY28 of \$24,000.

LTD's Rural Shuttle contractor is responsible for performing all required preventive maintenance and needed repairs on the Rural Shuttle fleet. LTD leases service vehicles as part of our operations contracts, and generally includes provisions for reimbursement of eligible preventive maintenance expenses. The preventive maintenance plan for LTD's current Rural Shuttle contractor is attached (Attachment 2).

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Operations Project Total

Total Project Cost
\$472,000.00

Match Amount
\$94,400.00

Grant Amount
\$377,600.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$472,000.00	\$94,400.00	\$377,600.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$448,000.00

Is your agency including in-kind match in the application?

☐ Yes ☒ No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

Please explain how operations for the service were previously funded.

The LTD Rural Shuttle is currently funded through 6/30/27 by a STIF Discretionary grant.

Please explain why there are no longer sufficient funds to operate this service?

The STIF Discretionary grant that currently funds the LTD Rural Shuttle expires on 6/30/27.

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

The Rural Shuttle project addresses the need for accessible and reliable transportation options in rural Lane County. Individuals living in rural areas may find it difficult to connect to public transit. A rural transportation option can provide a lifeline for riders living in resource deserts, and far from existing transit stops. This project will provide rural residents access to essential services including food, healthcare, shopping, and transit connections. The project aligns with LTD's mission to improve regional mobility and inclusivity in public transportation.

The Link Lane Transit Development Plan (Attachment 5) identified needs related to unserved and underserved areas and populations within Lane County. LTD's Rural Shuttle has targeted new shuttle service in three areas within rural Lane County to meet the needs of rural residents who have few if any mobility options to reach a connecting transportation service or destinations within the Eugene-Springfield metropolitan area. The Link Lane TDP identified South Lane County and Highway 36 as high priority areas and the Mohawk-Marcola area as a medium priority rural area. Other relevant needs identified include:

- While the City of Florence already has some transportation coverage, additional routes or service are needed to Florence from communities along Highway 36 such as Mapleton, Swisshome, and Deadwood.
- There are no transportation services available in the Marcola/Mohawk area.
- Individuals living in rural areas may find it difficult or impossible to access existing transit lines, and a 40-foot bus may not be an efficient or effective tool in these communities. More flexible transit service, such as a scheduled shuttle service, can help provide a lifeline for riders living far from existing transit stops.
- In rural Lane County, less than 25% of the general population lives within ½ mile of a fixed-route bus stop. This is true for all demographic categories except for people in households below 200% of poverty level. Jobs have slightly higher coverage, as many of the rural job clusters exist near fixed-route services in the rural cities.

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

Determination of need was identified and confirmed during development of the Link Lane Transit Development Plan (Attachment 5). LTD staff participated in a series of conversations hosted by Lane Council of Governments about rural transportation in Lane County and responded to questions and comments from rural residents about their current and desired transportation options, including the schedule, fares, and need for increased access to transportation services.

LTD also engaged with cities and local governments, non-profits, and numerous stakeholders while planning the LTD Rural Shuttle service.

LTD held conversations with representatives of our community to help us prioritize mobility options. What we heard loud and clear is that access, both in and outside of the metro area, is a high priority to contribute to health of our communities and our residents. To that end, LTD consistently strives to assess the current performance of all services and programs; as well as develop a framework of recommendations upon which to improve existing services.

Describe the expected community benefits from this project.

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

LTD's Coordinated Plan (Attachment 3) reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability.

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

LTD intends to evaluate its Rural Shuttle service throughout the current pilot period and during the proposed extension period to ensure that the service is providing the intended community benefits. Number of rides, revenue miles, and revenue hours will be regularly reviewed along with the costs of the service. LTD will also survey both Rural Shuttle passengers and residents of the served areas multiple times to obtain feedback about the service. Goals and performance measures for this project are listed below:

Goal: Facilitate first/last mile connections

Performance Measure: Ridership

Goal: Improve mobility equity and access

Performance Measure: Population Served; general population within ¼ mi of service area.

Goal: Test the viability of technology in a rural setting

Performance Measure: Number of trips booked through application vs by phone/dispatcher. Customer feedback.

Goal: Fill service gaps

Performance Measure: Ridership in each service area. Survey users.

Goal: Experience to develop the right level/mode of service for rural communities

Performance Measure: Annual Operating Costs/Ridership

If this project is not awarded funding from this solicitation, what are the expected impacts?

LTD would expect to conclude the Rural Shuttle pilot effective 6/30/27 if this project is not awarded funding from this solicitation.

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

☒ Yes ☐ No

Please describe.

While not expected to significantly increase the use of active transportation, the Rural Shuttle program could lead to nominally increased walking trips, and active transportation access within the metro area (e.g., bikeshare). Rural transportation is also expected to connect residents from outlying areas to the larger transportation network throughout Lane County. Depending on the service area, LTD is providing round-trip riders on the Rural Shuttle with free day passes for LTD's fixed route service in the Eugene-Springfield metropolitan area or for LTD's fixed route Rhody Express service in Florence to encourage connections to other public transportation. Riders in South Lane County can also connect to the LTD Connector, LTD's mobility on demand service in Cottage Grove.

Select all that apply to your project.

- ☒ Improves the passenger experience.
- ☒ Benefits multiple transportation service providers.
- ☐ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

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

Improves the passenger experience: In 2026, LTD plans to add electronic fare validators to its Rural Shuttle vehicles so that riders can make use of LTD's electronic fare system. While fares would remain the same on the Rural Shuttle, this change will relieve passengers from needing to have the correct cash fare and allow them to use a tap card or mobile app to pay fare instead. Round-trip Rural Shuttle riders who wish continue their trip on LTD's fixed route system will have their complimentary LTD day pass automatically loaded onto their electronic fare account.

Benefits multiple transportation service providers: The Highway 36 Rural Shuttle connects with the Link Lane Eugene-Florence Connector in both Mapleton and Florence, and with the Link Lane Florence-Yachats Connector in Florence. Riders on the South Lane or Mohawk Valley Rural Shuttles can transfer to LTD's metro area fixed route system to make connections with other transportation service providers that stop in the Eugene-Springfield area, including The Point bus, Link Lane, and Amtrak.

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☒ Yes ☐ No

Please describe.

LTD's mission is connecting our community, and a good example of this is how LTD is working with our community to solve food insecurity. Our zip code, as a proxy for social determinants of health, is the single largest factor that predicts our lifespan, even more than receiving clinical care. Lane County's rural residents who lack transportation access to healthy food options may instead have to rely on more expensive and heavily processed foods, contributing to risk factors such as increased blood sugar and cholesterol levels. Current research demonstrates that investments in connecting rural residents living in isolated food deserts with fresh, healthy food options creates exponential savings in health care costs. LTD is working closely with Grow Lane County to address this problem, and is focused on connecting people with food and food with people. Transportation is of course a critical link to make this happen. LTD's Rural Shuttle service will help address transportation in unserved or underserved communities, connecting residents to grocery stores, food banks, and critical social services.

Over 43% of households in Lane County were below the ALICE (Asset Limited, Income Constrained, Employed) threshold, meaning their total income remains under the basic cost of living for the area (Attachment 6, 2025 United Way Lane County ALICE Snapshot). In Lane County, transportation costs for these households make up nearly 13% of the total household survival budget using the ALICE methodology. The rural shuttle looks to directly address a key cost factor preventing many ALICE households from accessing adequate housing, child care, food, and health care

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☐ None
- ☐ Trimming
- ☐ Current arrival time tracker
- ☐ Lighting
- ☒ Cameras
- ☒ Seat belts
- ☐ Pedestrian or bicycle infrastructure
- ☐ Other

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

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

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

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

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the LTD operators. This project utilizes highly professional drivers for passengers who might otherwise be sleepy or experiencing health care needs, and transports older adults who might otherwise be driving themselves. LTD's Rural Shuttle vehicles are equipped with seat belts, which passengers must use while the vehicles are in motion.

In addition, roads in rural areas may be more difficult to travel, with less space, lighting, and consistent maintenance than more frequently traveled roads in urban areas. The Federal Highway Administration attributes higher fatality rates on rural roads to physical characteristics including tighter curves, limited visibility, less lighting, and a lack of paved shoulders and clear zones. Despite accounting for only about 20% of the U.S. population, rural areas account for approximately 40% of all traffic fatalities nationally. According to the National Highway Traffic Safety Administration, the traffic fatality rate per 100 million vehicle miles traveled is 1.5 times higher in rural areas than in urban areas. By providing professional drivers and reliable transit service, LTD's Rural Shuttle reduces the need for individual travelers to navigate these higher-risk road conditions.

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

The Rural Shuttle service helps provide an environmentally sustainable option by creating options to free people from needing to own and drive single occupancy vehicles. Using public transit directly reduces the carbon footprint passengers would impose if they instead utilized single occupancy vehicles for their transportation.

Many people within this project's service areas are relatively isolated geographically and access-wise. With a rural shuttle option, riders are able to schedule rides to meet their transportation needs, including transfers to other transit providers or another transit mode. This service goes beyond providing an alternative to personal car use; it serves as a piece of the transportation fabric that is severely lacking in the majority of rural areas.

Depending on the service area, LTD is providing round-trip riders on the Rural Shuttle with free day passes for LTD's fixed route service in the Eugene-Springfield metropolitan area or for LTD's fixed route Rhody Express service in Florence to encourage connections to other public transportation. Riders in South Lane County can also connect to the LTD Connector, LTD's mobility on demand service in Cottage Grove.

Riders on the South Lane or Mohawk Valley Rural Shuttles can use LTD's metro area fixed route system to make connections with other transportation service providers that stop in the Eugene-Springfield area, including The Point bus, Link Lane, and Amtrak. The Highway 36 Rural Shuttle connects with the Link Lane Eugene-Florence Connector in both Mapleton and Florence, and with the Link Lane Florence-Yachats Connector in Florence.

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

N/A

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

The LTD Rural Shuttle service serves three geographic areas: (1) South Lane County (rural areas surrounding Cottage Grove and Creswell); (2) the Mohawk Valley (serving the towns of Mohawk and Marcola); and (3) the Highway 36 corridor between Deadwood and Mapleton. Maps of each service area are included in Attachment 4.

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

The primary beneficiaries of the Rural Shuttle service are the rural residents of smaller towns in South Lane County (e.g., Saginaw, Lorane, London, Dorena, Culp Creek, Disston), the Mohawk Valley (e.g., Mohawk, Marcola) and along the Highway 36 corridor (e.g, Deadwood, Swisshome, Mapleton). Please see the maps of each service area provided in Attachment 4.

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

The LTD Rural Shuttle was designed to specifically address rural mobility deficiencies identified through engagement activities conducted as part of the Link Lane Transit Development Plan (Attachment 5) and the LTD Coordinated Plan (Attachment 3). Analysis conducted for this TDP showed that most cities within Lane County exceed the statewide average in metrics associated with resource-limited communities including households below 200% poverty level, older adults, and people with disabilities.

During development of the TDP, LTD staff participated in a series of conversations hosted by Lane Council of Governments about rural transportation in Lane County and responded to questions and comments from rural residents about their current and desired transportation options, including the schedule, fares, and need for increased access to transportation services. LTD is also in the process of updating its Coordinated Plan and has been conducting additional outreach activities with rural stakeholders. LTD is using its recently adopted Communications and Outreach Framework to establish an engagement strategy and approach for this project.

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

LTD believes that such engagement is essential.

How may resource-limited groups benefit from this project?

The LTD Rural Shuttle provides expanded access to affordable public transit mobility options for more members of rural Lane County. The Link Lane TDP (Attachment 5) suggests that rural public transit services would “provide a lifeline for riders living far from existing stops.”

LTD has deliberately set low fares for the Rural Shuttle to ensure that this transit service is accessible to resource-limited groups, even though trips within rural areas are longer and take more time than intracity trips. In addition, LTD is including free day passes on its fixed route services to allow rural residents to easily connect to transportation within the metro area without additional financial burden. Fares on the South Lane Rural Shuttle are set at \$5.00 per trip, and round-trip fare includes a complimentary LTD day pass for passengers who plan to continue their travels on LTD’s fixed route system. Fares on the Mohawk Valley and Highway 36 Rural Shuttles are set at an introductory rate of \$2.50 per trip, and round-trip fare includes, respectively, a complimentary LTD day pass or complimentary LTD Rhody Express day pass.

How may resource-limited groups be burdened by this project?

Although the Rural Shuttle pilot adds transportation services to additional locations within rural Lane County, it is still not able to reach all rural areas or individuals. Service days and times remain very limited, so while weekly lifeline services are being created, the rural shuttle schedule is inflexible and remains ineffective for daily commuting.

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☒ Yes ☐ No

Please explain.

The South Lane and Mohawk Valley Rural Shuttles connect riders to LTD’s fixed route service that serves the Eugene-Springfield metropolitan area. LTD provides a complimentary fixed route day pass to Rural Shuttle riders who purchase round-trip fare to make transfers to the rest of LTD’s system easy. In addition, once in the metro area, rural residents can connect to bikeshare, other bus and rail providers such as Link Lane, the Point bus, and Amtrak, as well as the Eugene airport.

The Highway 36 Rural Shuttle makes stops in Mapleton as well as at two locations in Florence, each of which is served by LTD’s fixed route Rhody Express service. Rural shuttle riders who purchase round-trip fare are provided with a free Rhody Express day pass so that they can travel easily around Florence. In addition, riders can connect to the Link Lane Eugene-Florence Connector in either Mapleton or Florence for transportation to the Eugene-Springfield metropolitan area, and they can also connect to Link Lane’s Florence-Yachats Connector in Florence should they wish to travel north on the Oregon Coast.

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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

LTD has successfully operated other rural services throughout Lane County, including operating a successful mobility on demand service in Cottage Grove (the LTD Connector) since 2019. Equipment has already been procured, including two new transit vans that will go into service later in FY26, replacing two aging cutaway buses. LTD would plan to start the public procurement processes for a Rural Shuttle operator and for the needed mobility management technology to ensure that both contracts are in place by the start of the grant period on 7/1/27 and that service continues uninterrupted. Based on these plans, LTD believes that implementation of this project on 7/1/27 will be smooth and timely.

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LTD will continue to assess utilization and performance on the Rural Shuttle in FY28, and if LTD plans to continue the service, it will either seek additional STIF Discretionary funds or use STIF Formula Funds to fund ongoing service.

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

N/A

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

Services can be scaled down if needed, for example by reducing the days and/or hours of operation, or by serving fewer rural areas.

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

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

If awarded a smaller funding amount than requested for operations, the project can reduce the number of service areas and/or the number of days or hours of service. If awarded a smaller funding amount than requested for preventive maintenance or mobility management, LTD could try to pursue using other grant funding to cover those costs, e.g., using 5310 funding to cover preventive maintenance costs on this rural vehicle fleet.

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

For these rural scheduled/on demand services, no GTFS feed would be planned. However, LTD does publicly maintain a GTFS feed for fixed route services which can be used to interline the rural services with the larger transportation network in the area.

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☐ Yes ☒ No

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

FY28 STIF D App Rural Shuttle Operations-FINAL DRAFT.docx

Attachment 1_ LTD Rural Shuttle Community Engagement Plan.docx

Attachment 2 - DMT.LTD Preventive Maintenance Plan.docx

Attachment 3 - 2019 Public Transit Human Services Coord Plan.pdf

Attachment 4 - LTD Rural Shuttle Service Area Maps.docx

Attachment 5 - Link Lane Transit Development Plan.pdf

Attachment 6 - 2025 Lane County ALICE Snapshot.pdf

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

Submitting Your Application

- Click the "Save" button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the "Upload" button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the "Printed Name" section.
- Submit your application by using the "Submit Application" button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

Printed Name

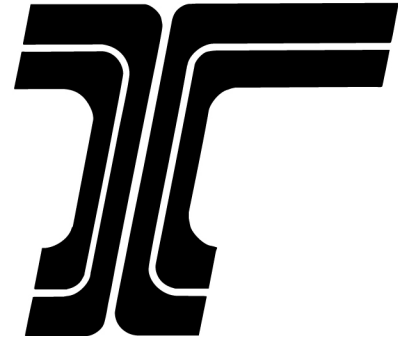
Pamela Strutz

A handwritten signature in black ink that reads "Pamela Strutz". The signature is written in a cursive, flowing style.

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date
4/22/2026

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

Lane Transit District

Agency Legal Street Address

PO Box 7070

City

Springfield

State

OR

Zip

97475-0100

Application Contact First Name

Jack

Application Contact Last Name

Ramsey

Application Contact Position Title

Grants Administrator

Application Contact Email Address

jack.ramsey@ltd.org

Application Contact Phone

(425) 417-7118

First Name of Person Signing Grant Agreement

Pamela

Last Name of Person Signing Grant Agreement

Strutz

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

Chief Financial Officer

FEIN (Federal Employer Identification Number)

930586982

UEID (Unique Entity Identification)

U5LFCFM1A8J5

Transit Agency Type

Special District

Does your agency have any existing grant agreements with ODOT?

☒ Yes

☐ No

Authorized Representative**First Name**

Pamela

Last Name

Strutz

Title

Chief Financial Officer

Email Address

pamela.strutz@ltd.org

Phone Number

(541) 682-6161

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☒ Yes ☐ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

- ☒ Yes
☐ No

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- ☒ Yes
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☒ Automated
☐ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

Does your agency have a system in place that will account for 100 percent of each employee's time?

- ☒ Yes
☐ No

What is the financial software utilized?

PDS Vista

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☒ Yes
☐ No

Will applicant delegate the administration of the grant to a separate agency?

- ☐ Yes
☒ No

Did your agency stay on budget in the past two years?

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☒ Yes

☐ No

Did the audit result in one or more audit findings?

☒ Yes

☐ No

Explain any repeat findings if applicable.

N/A

List the year of your last audit and include a URL to the audit document.

<https://www.ltd.org/wp-content/uploads/2025/09/Lane-Transit-District-2024-Final-Single-Audit-Report.pdf>

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☐ Yes

☒ No

Is the project a capital project or an operations project?

☐ Capital

☒ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Operations Project

Project Information

Project title

Downtown and Riverfront Circulator - Pilot Extension

Project description

The Downtown and Riverfront Circulator is a critical initiative designed to address the evolving transportation needs of Downtown Eugene. As the area undergoes significant changes, including the development of new high-density housing in the Riverfront neighborhood and the establishment of a new City Hall at the Riverfront, it is essential to provide a transit solution that accommodates this growth and enhances mobility for all community members. This project proposes continuing operations for a new, as of the July 1, 2025, circulator service that connects key destinations, including LTD's Downtown Eugene Station, Eugene Depot (Amtrak Station), the Riverfront District, the new City Hall, housing for older adults and people living with disabilities, and other major points of interest within downtown. The service operates frequently (30 minute intervals) to facilitate short trips and will feature low or no fares to ensure accessibility for everyone, especially older adults, people with disabilities, and families with small children. The project is designed as a fixed-route service, aligning with stakeholder recommendations from the recent Downtown and Riverfront Public Transportation and Shared Mobility Study. LTD anticipates the need for up to 7 vehicles and expects to provide 29,000 annual revenue hours (as defined by the National Transit Database). LTD will implement this service adhering to its program guidelines. This circulator significantly improves mobility within the downtown area, making it easier for residents and visitors to navigate the evolving urban landscape.

Does your agency operate a fixed route service?

☒ Yes ☐ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations, such as rail and bus (MB); unlike demand responsive (DR) and vanpool (VP) services.

Would this award support ongoing operations of an existing service or resume a recently reduced service?

☒ Yes ☐ No

Would this award support intercommunity service?

☐ Yes ☒ No

Will this award establish services on corridors that are identified in the Priority Intercity Bus Network Study?

☐ Yes ☒ No

Will this award support a new pilot project?

☐ Yes ☒ No

Pilot operations projects may be considered for funding if the application indicates a feasible financial plan for ongoing operations beyond the initial pilot period, per OAR 732-044-0005.

Would this award support purchased service?

☐ Yes ☐ No

Would this award support mobility management?

☐ Yes ☐ No

Would this award support preventative maintenance?

☐ Yes ☐ No

Project Service Area

Indicate the primary service area for the proposed project.

☒ Large urban

☐ Small urban

☐ Rural

Large Urban (over 200,000 population), Small Urban (50,000-200,000 population), and Rural (under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Please select all that apply for the project.

☐ Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

☐ Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction

☐ Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other

☒ Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

Project Service Type

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

☐ Commuter

☐ Complementary Paratransit

☐ Demand Response

☐ Deviated Fixed Route

☐ Intercity

☒ Fixed Route

☐ Paratransit

☐

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank.

Days of Service	Start Time	End Time
Monday	7:00 AM	11:00 PM
Tuesday	7:00 AM	11:00 PM
Wednesday	7:00 AM	11:00 PM
Thursday	7:00 AM	11:00 PM
Friday	7:00 AM	11:00 PM
Saturday	8:30 AM	10:00 PM
Sunday	8:30 AM	9:00 PM

Project Administration

Will project administration be an element of the proposed project?

☐ Yes ☒ No

Project Delivery

Is this project part of a group of projects that are dependent on each other?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☐ Yes ☒ No

Please describe the task level deliverables.

LTD will measure and report revenue hours, ridership, and productivity to ODOT on a quarterly basis in the same manner that was approved in the 2025-2027 STIF Disc project. No new contracts will be required for the continuation.

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

On-going Operations or Recently Reduced Operations

For each on-going operations or recently reduced operations deliverable, please fill out the following section.

If there are multiple on-going operations or recently reduced operations deliverables in your project, please

select “Add Deliverable” at the end of the section.

Ongoing Operations Deliverable 1

Provide a brief history of the current service or recently reduced service.

Please see attachment for route details.

Describe any elements of the proposed project that differ from the existing or recently reduced service.

It is anticipated that the route will remain the same. Alterations may be considered when taking into account customer and planner feedback.

Provide the operations costs for the service for the previous fiscal year.

\$1,032,871.00

If the service operated in 2024, how many rides were provided? Answer N/A if not tracked.

N/A

If the service operated in 2025, how many rides were provided? Answer N/A if not tracked.

23870

What is the predicted number of rides that will be served in the next full year of service? Answer N/A if not tracked.

24000

What is the total project cost to support ongoing operations?

\$1,032,871.00

The total project cost is the award amount plus the 20% match.

Minimum project cost to support ongoing or recently reduced operations?

\$950,000.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$206,575.00	100.00%	Planned
\$206,575.00		100.00%	

If you selected "Other" for match source, please describe in detail.

N/A

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☒ In-house ☐ Contractor or Consultant

In-house

Start of project activity

7/1/2027

Enter start of project activity date.

Completion of project activity

6/30/2028

Enter completion of project activity date.

Task Level Deliverables

For each task in your ongoing operations or recently reduced deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Quarterly Reporting

Task description

On a quarterly basis, in accordance with the current STIF Disc agreement, LTD will measure and report revenue hours, ridership, and productivity to ODOT on a quarterly basis in the same manner that was approved in the 2025-2027 STIF Disc project. No new contracts will be required for the continuation.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Purchased Service

For each purchased service deliverable, please fill out the following section. If there are multiple purchased service deliverables in your project, please select "Add Deliverable" at the end of the section.

Operations Project Total

Total Project Cost

\$1,032,871.00

Match Amount

\$206,574.00

Grant Amount

\$826,297.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$1,032,871.00	\$206,574.00	\$826,297.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$826,297.00

Is your agency including in-kind match in the application?

☐ Yes ☒ No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

Please explain how operations for the service were previously funded.

STIF Discretionary as well as in-kind match dollars that were previously used for Route 1. Route 1 funding match totaled \$118,714.

Please explain why there are no longer sufficient funds to operate this service?

2025 - 2027 STIF Discretionary funding will be expended by the time the biennium is over, so additional funding will be required to continue service.

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

This funding will be used to continue improvements to mobility in Downtown Eugene that were realized by the pilot project. The project builds on insights from the Downtown and Riverfront Public Transportation and Shared Mobility Study, which included a comprehensive market analysis and extensive stakeholder engagement. The pilot circulator service connects key downtown destinations, including LTD's Downtown Eugene Station, the Amtrak Station, the Riverfront District, the new City Hall, senior and disabled housing, the public library, Lane County Public Health, and more. The route is designed to address several key needs:

Enhance service for seniors and people with disabilities: The route is close to multiple downtown housing developments for older adults and people with disabilities, providing easy access to critical resources.

Attract visitors and families with young children: The service will feature distinctive branding, low-floor vehicles, and low or no fares to make it user-friendly and encourage transit use over driving.

Provide convenient access to pharmacies and grocery stores: The route offers frequent service to pharmacies and affordable grocery stores on E 18th Ave, filling a gap in downtown's offerings.

Connect the Riverfront and new City Hall: The service ensures accessible transit to the Riverfront and new City Hall, benefiting over 500 new housing units, including affordable housing, expected in the area over the next five years.

Serve students and young adults: The pilot created new transit connections for college students and young adults in the west campus area, a demographic less likely to own personal vehicles.

Facilitate access to the Amtrak Station: The circulator provides frequent, all-day service between the downtown transit station and regional train services.

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

Positive feedback from the community has led LTD to seek methods of extending the program. Customers have written to LTD to comment, "Please keep it," with a passenger stating that he, "absolutely loves it". Another customer indicated that it helps them get to their pharmacy. Another customer says that it gives seniors better access to medications, doctor appointments, and grocery shopping. Another customer complimented the planning department for scheduling, "the new Downtown Loop to run every half an hour." The rider went on to say, she feels like she, "Has more availability to do activities and not have to get home after dark." Community feedback is often constituted by constructive criticism, so LTD planners have been pleasantly surprised by the volume of positive comments.

The need for the Downtown loop was identified in LTD's Transportation and Shared Mobility Study. The study aimed to evaluate the transit market and address the transportation needs of Downtown Eugene, including the newly developed Riverfront neighborhood and the new City Hall. The need for the pilot circulator service was determined through comprehensive market analysis, adherence to best practices, and extensive stakeholder engagement.

- Comprehensive market analysis: Assessed the existing transportation network in downtown Eugene, as well as the land use, demographic, and travel conditions that support the transportation network.
- Adherence to best practices: Evaluated services in seven peer regions with downtown transit options to determine best practices for downtown transit service.
- Extensive stakeholder engagement: Stakeholder engagement took place in May and June 2024, comprising focus group sessions, individual stakeholder meetings, and an online questionnaire. Stakeholder groups included community-based organizations focused on transportation and housing, downtown business groups, and regional government and local government partners. Participation in stakeholder meetings included representation from over 30 community-based and government organizations. Feedback gathered during these sessions revealed strong support for a fixed-route transit concept that would connect the new Riverfront District and ensure accessibility for all downtown residents and visitors, particularly older adults, individuals with disabilities, and families with young children.

Describe the expected community benefits from this project.

The pilot service provided a variety of community benefits including helping the city to expand mobility options, improve health outcomes, and meet climate goals. The pilot project increased public transportation options in coordination with current and future land use changes in the Downtown and Riverfront neighborhoods. Coordinated public transportation and land use planning supports implementation of several Eugene City Council adopted plans including the 2035 Eugene Transportation System Plan, Climate Action Plan 2.0, Downtown Plan, and Riverfront Urban Renewal Plan. Downtown is planned for adoption as a Climate-Friendly Area where active transportation will be prioritized in order to meet state and local greenhouse gas reduction targets.

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

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

If this project is not awarded funding from this solicitation, what are the expected impacts?

Alternative and yet to be identified funding would need to be secured. Alternatively, the Downtown Loop would be discontinued.

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

☒ Yes ☐ No

Please describe.

The downtown project encourages Mode shift: The project encourages mode shift to transit and reduce reliance on personal vehicle use for people living, working, and visiting Downtown Eugene. People living downtown, including in senior and low-income housing, have expanded access to downtown services and destinations via transit. People visiting downtown, including tourists and families with young children, are enabled to visit downtown without a personal vehicle or to drive and "park once" in a downtown parking garage and use transit to make multiple stops. Downtown commuters can access the service as part of their trip to work or to access City Hall, County Courthouse, Federal Courthouse, and other civic destinations during the work day. The new downtown transit service provided by the pilot project complements other transportation options available in downtown Eugene including bike share and car share. The loop improves connectivity between regional trains and local buses in Downtown Eugene by creating a new frequent service connecting Amtrak station, LTD's Downtown Eugene Station, and important downtown destinations.

Select all that apply to your project.

- ☒ Improves the passenger experience.
- ☒ Benefits multiple transportation service providers.
- ☐ Involves consolidation, coordination, or resource sharing between agencies.

☐ None apply to my project.

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

As previously indicated, positive feedback from the community has led LTD to seek methods of extending the program. Customers have written to LTD to comment, "Please keep it," with a passenger stating that he, "Absolutely loves it". Another customer indicated that it helps them get to their pharmacy. Another customer says that it gives seniors better access to medications, doctor appointments, and grocery shopping. Another customer complimented the planning department for scheduling, "the new Downtown Loop to run every half an hour." The rider went on to say, she feels like she, "Has more availability to do activities and not have to get home after dark." Community feedback is typically constituted by constructive criticism, so LTD planners have been pleasantly surprised by the volume of positive comments.

The Downtown Loop improves connectivity between regional trains and local buses in Downtown Eugene by creating a new frequent service connecting Amtrak station, LTD's Downtown Eugene Station, and important downtown destinations.

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☒ Yes ☐ No

Please describe.

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

Health: The project provides enhanced public transportation service for seniors and people with disabilities residing downtown and increase access to parks, open space, pharmacies, and affordable grocery stores.

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

☒ None

☐ Trimming

☐ Current arrival time tracker

☐ Lighting

☐ Cameras

☐ Seat belts

☐ Pedestrian or bicycle infrastructure

☐ Other

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

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

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

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

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

N/A

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

See attachment

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

N/A

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

Stakeholder engagement took place in May and June 2024, comprising focus group sessions, individual stakeholder meetings, and an online questionnaire. Stakeholder groups included community-based organizations focused on transportation and housing, downtown business groups, and regional government and local government partners. Participation in stakeholder meetings included representation from over 30 community-based and government organizations. Feedback gathered during these sessions revealed strong support for a fixed-route service that connects the new Riverfront District and ensure accessibility for all downtown residents and visitors, particularly older adults, individuals with disabilities, and families with young children.

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

N/A

How may resource-limited groups benefit from this project?

Primarily older adults, individuals with disabilities, families with young children, and students benefit from the Downtown Loop.

How may resource-limited groups be burdened by this project?

N/A

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☒ Yes ☐ No

Please explain.

The project has the potential to increase the use of public transportation and complements the use of active transportation modes including walking, biking, and bike share in Downtown Eugene. Mode shift: The project encourages mode shift to transit and reduce reliance on personal vehicle use for people living, working, and visiting Downtown Eugene. People living downtown, including in senior and low-income housing, have expanded access to downtown services and destinations via transit. People visiting downtown, including tourists and families with young children are able to visit downtown without a personal vehicle or to drive and “park once” in a downtown parking garage and use transit to make multiple stops. Downtown commuters can access the service as part of their trip to work or to access City Hall, County Courthouse, Federal Courthouse, and other civic destinations during the work day. The new downtown transit service provided by the pilot project will complement other transportation options available in downtown Eugene including bike share and car share. Intermodal trips: The project improves connectivity between regional trains and local buses in Downtown Eugene by creating a new frequent service connecting Amtrak station, LTD’s Downtown Eugene Station, and important downtown destinations.

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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

The project has already been implemented, and 2027 - 2025 STIF Discretionary funding will allow LTD to continue the service.

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

Depending upon the continuation of project success, LTD may opt to fund the project with General Fund dollars or seek alternative sources of funding.

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

N/A

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

LTD will supplement the budget with General Fund dollars.

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

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

LTD would consider reducing route frequency.

Describe the process your agency has for creating and maintaining the public General Transit Feed

Specification (GTFS) data that describe the service.

LTD utilizes our scheduling and CAD/AVL software and data to create the static GTFS that describes the current service. We maintain this data set for any changes and modifications that arise. Each service change, we have an internal process that we follow to define and activate the new service within our various systems. The static data set is made available to the public via one of our web servers for which we have public facing URLs for access to the data set. Our CAD / AVL system is loaded with the current schedule information and is able to provide real-time feed updates. The real-time feed is also made available via public facing URLs. The URLs are how our various data consumers like Google, Transit, Apple Maps, etc access the data for visibility to the public via the respective platforms.

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☐ Yes ☒ No

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

Downtown Circulator Map.pdf

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

Submitting Your Application

- Click the "Save" button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the "Upload" button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the "Printed Name" section.
- Submit your application by using the "Submit Application" button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

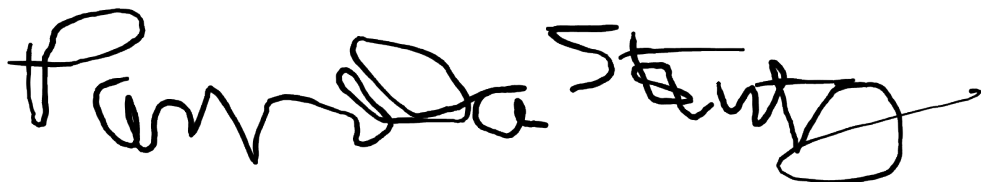
The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

Printed Name

Pamela Strutz

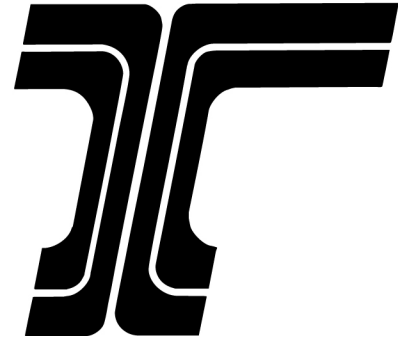
A handwritten signature in black ink, appearing to read "Pamela Strutz", with a stylized, cursive script.

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date

4/22/2026

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

Lane Transit District

Agency Legal Street Address

PO Box 7070

City

Springfield

State

OR

Zip

97475-0100

Application Contact First Name

Jack

Application Contact Last Name

Ramsey

Application Contact Position Title

Grant Administrator

Application Contact Email Address

jack.ramsey@ltd.org

Application Contact Phone

(541) 682-3210

First Name of Person Signing Grant Agreement

Pamela

Last Name of Person Signing Grant Agreement

Strutz

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

Chief Financial Officer

FEIN (Federal Employer Identification Number)

930586982

UEID (Unique Entity Identification)

U5LFCFM1A8J5

Transit Agency Type

Special District

Does your agency have any existing grant agreements with ODOT?

☒ Yes

☐ No

Authorized Representative**First Name**

Pamela

Last Name

Strutz

Title

Chief Financial Officer

Email Address

pamela.strutz@ltd.org

Phone Number

(541) 682-6161

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☒ Yes ☐ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

- ☒ Yes

- ☐ No

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- ☒ Yes

- ☐ No

What type of accounting system does your agency use?

- ☐ Manual

- ☒ Automated

- ☐ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

Does your agency have a system in place that will account for 100 percent of each employee's time?

- ☒ Yes

- ☐ No

What is the financial software utilized?

PDS Vista

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☒ Yes

- ☐ No

Will applicant delegate the administration of the grant to a separate agency?

- ☐ Yes

- ☒ No

Did your agency stay on budget in the past two years?

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☒ Yes

☐ No

Did the audit result in one or more audit findings?

☒ Yes

☐ No

Explain any repeat findings if applicable.

N/A

List the year of your last audit and include a URL to the audit document.

<https://www.ltd.org/wp-content/uploads/2025/09/Lane-Transit-District-2024-Final-Single-Audit-Report.pdf>

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☐ Yes

☒ No

Is the project a capital project or an operations project?

☒ Capital

☐ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Capital Projects

Project Information

Project Title

Diamond Express Replacement Vehicle

Project description, include details about any capital purchases

Lane Transit District is requesting a total project budget of \$900,000 to replace a 2003 refurbished full-size transit bus in marginal condition that is currently used in LTD's Diamond Express service with a new full-size transit bus.

LTD's Diamond Express service is the only public transportation service that connects the geographically-isolated communities of Oakridge and Westfir to the Eugene-Springfield metropolitan area. This service runs a long and challenging route along two-lane Oregon Highway 58, before joining I-5 near Goshen to head into Eugene. The Diamond Express operates an approximately 90-mile round trip four times a day on weekdays and two times on Saturday, for a total of almost 2,000 revenue miles per week. The length of the route, the speeds traveled, and road conditions all take their toll on the vehicles that are used on this year-round service.

The Diamond Express service currently uses two full-size transit buses, Bus 36, a 2023 40-foot Gillig transit bus, and Bus 16, a 2003 40-foot Gillig that is used as a back-up vehicle. LTD has also allocated a cutaway bus to this service as a back-up for Bus 16, which is frequently out of service due to its age and condition.

Diamond Express Bus 16 is a 2003 40-foot Gillig low floor bus, that was purchased refurbished from Complete Coach Works (CCW) in May of 2019. Mileage at the time of delivery was 64,545; currently (i.e., late March 2026), this vehicle has 390,931 miles on it. This vehicle is past its useful life considering the original age of the bus plus the miles and years in use from refurbishment and delivery dates. This vehicle is currently out of service pending repair of a cracked frame, a maintenance issue that is indicative of the age and marginal condition of this vehicle.

The replacement vehicle will be a clean diesel Category A 40-foot transit bus with 31 seats and two ADA wheelchair securement areas.

Capital assets are items that cost at least \$10,000 and have a useful life of at least one year. Your response will be used to help create the statement of work for your grant agreement. Enter a complete description of how project funds will be used to support the administration of your service.

Does your agency operate a fixed route service?

☒ Yes ☐ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations.

Project Type

Please select all that apply for the project.

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

Does the project involve vehicle acquisition?

☐ Yes ☐ No

Does the project involve the purchase of equipment, signs, or amenities?

☐ Yes ☐ No

Does the project include construction or rehabilitation of transit facilities, including bike and pedestrian projects?

☐ Yes ☐ No

Project Service Area

Indicate the type of service area for the proposed project.

☐ Large urban

☒ Small urban

☐ Rural

Large Urban (Over 200,000 population), Small Urban (50,000-199,999 population) and Rural (Under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Project Service Type

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

☐ Commuter

☐ Complementary Paratransit

☐ Demand Response

☐ Deviated Fixed Route

☐ Intercity

☐ Fixed Route

☐ Paratransit

☒ Intercity, Fixed Route, Commuter

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank. Round service times to the nearest quarter hour.

Days of Service	Start Time	End Time
Monday	6:00 AM	7:00 PM
Tuesday	6:00 AM	7:00 PM
Wednesday	6:00 AM	7:00 PM
Thursday	6:00 AM	7:00 PM
Friday	6:00 AM	7:00 PM
Saturday	6:00 AM	7:00 PM
Sunday		

Project Delivery

Does this project include tasks that are dependent on other projects?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☐ Yes ☒ No

Please describe the task level deliverables.

This bus would be procured following LTD's specific procurement process and likely purchased using a state contract already in place. Once LTD has funding approval, we would start by requesting a quote from a bus builder listed on the state contract. Once quoted, we would begin our requisition process, and follow through to Purchase Order (PO) completion. Current delivery times from PO to delivery is 20-24 months.

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

Project Administration

Will project administration be an element of the proposed project?

☐ Yes ☒ No

Vehicle Acquisition

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

☒ Yes

☐ No

Did your agency consider a no-emission vehicle instead (i.e., battery electric, hydrogen fuel cell electric)?

☒ Yes

☐ No

What kind of no-emission vehicle(s) did you consider? Select all that apply.

☒ Battery Electric Vehicle

☐ Fuel Cell Electric Vehicle

☐

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

☒ Vehicle Cost

☒ Infrastructure Needs

☒ Maintenance Requirements

☐ Workforce Skills

☐ Unfamiliarity with Technology

☐ Lack of Support from Governing Body

☐ Vehicle not Available for Procurement Timeline

☒ No Vehicle will Meet Route Needs

☐

If your agency is applying for the purchase of a standard fuel vehicle, describe the efforts your agency made to determine that a no-emission vehicle is not a practical option currently.

The Diamond Express is a rural service that runs 90-mile round trips four times each weekday and twice on Saturdays. Current battery electric and hydrogen fuel cell electric buses do not meet these mileage requirements. The replacement vehicle that LTD intends to purchase will use R99 renewable clean diesel.

Please attach a summary of relevant assessments in the Supporting Documents section of the application.

Is your proposed project a zero-emissions capital project?

☐ Yes

☒ No

If you answered "Yes", attach your complete zero-emissions fleet transition plan in the Supporting Documents section of the application. Instructions and resources on how to create a zero-emission fleet transition plan are included in Appendix B of the solicitation guidance. Attachments are included in the Project Details sections.

Is this a vehicle expansion, replacement, or right-sizing? Select all that apply.

☒ Vehicle Replacement

☐ Vehicle Expansion

☐ Vehicle Right-Sizing

A "vehicle replacement" refers to replacing an existing vehicle with the same size vehicle. A vehicle "right-sizing" refers to replacing a vehicle with a different size vehicle.

Vehicle expansion, replacement, or rightsizing

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for projects that are awarded funding from FTA's Section 5339(a) Grants for Buses and Bus Facilities Program, the target grant period will be October 2027 to September 2031. For capital projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant agreement period will be July 2027 to June 2031.

In the section below, provide project timeline milestones under two scenarios: (1) if the project is awarded STIF Discretionary or STIF Intercommunity funds, and (2) if the project is awarded federal FTA Section 5339(a) funds. Please submit a separate schedule for each funding source and ensure the timelines align with the applicable grant agreement periods listed above.

How will you deliver the proposed project activity?

☒ In-house ☐ Contractor or Consultant

In-house

Start of project activity for federal award

10/15/2027

Enter start of project activity date.

Start of project activity for STIF award

7/15/2027

Enter start of project activity date.

Completion of project activity for federal award

2/15/2030

Enter completion of project activity date.

Completion of project activity for STIF award

11/15/2029

Enter completion of project activity date.

Information for vehicle acquisitions

Please fill in the section below for each vehicle category for the vehicles to be purchased to expand a fleet, replace an existing vehicle, or to right-size an existing vehicle. For replacement and rightsizing projects, you will be prompted to answer questions for the corresponding vehicle to be replaced. To add another vehicle to your application, select "Add Vehicle".

Purchased or Leased Vehicle 1

Will you use the ODOT Department of Administrative Services state price agreement contract for the purchase of this vehicle?

☐ Yes ☒ No

Describe the needs not addressed in state contracts (e.g., no contracts for vehicle size desired, vehicle manufacturer, fuel type, etc.).

Lane Transit District will not be using an ODOT Department of Administrative Services state price agreement for the purchase of this new 40-foot diesel Gillig bus, as there is no contract available for a new vehicle this size. This new bus will replace an existing asset and the only price agreement available for this size of vehicle is for refurbished heavy-duty buses. Lane Transit District will instead use a State Cooperative Bus Agreement, procured through RFP following federal regulations, with California or Washington.

Purchase of vehicles via the Department of Administrative Services ADA vehicle price agreement is required under most circumstances. If you select "no", state the reason your agency will conduct its own procurement. Please be aware that you are required to obtain approval from PTD prior to the procurement.

Vehicle Category

Category A: large, heavy-duty transit bus

[Resource for vehicle category \(A-E\) definitions.](#)

Quantity

1

For fleet expansion, enter number of type of vehicle to be purchased. For replacement or rightsizing projects, enter 1. To add more vehicles to be purchased for replacement projects or rightsizing, select "Add Vehicle" at the end of this section.

Unit Cost

\$900,000.00

Total Cost

\$900,000.00

Total Seats

31

ex. 24

ADA Seats

2

2

Vehicle length (feet)

40

Vehicle propulsion type

Renewable Diesel

Do existing storage and maintenance facilities have capacity to accommodate the purchased vehicles without the need for new or expanded facilities or equipment?

☒ Yes ☐ No

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

50000

Physical address where the vehicle(s) will be stored/maintained.

3500 East 17th Ave, Eugene, OR 97403

Did you complete an independent cost estimate that included an estimate of the total cost of vehicle as well as timeline for procurement?

☒ Yes ☐ No

If you answered "Yes," attach your required independent cost estimate(s) in the Supporting Documents section of the application.

If you answered "No", an independent cost estimate (ICE) must be included with all vehicle acquisition projects (vehicle replacement, right-sizing or expansion). [Access the ODOT ICE form.](#)

Procurement Schedule:**Project start date**

10/15/2027

Request for proposal/Invitation for bid date:

11/15/2027

Provide date for this vehicle's proposal or invitation for bid.

Expected order date:

Provide expected order date of vehicle.

Expected delivery date:

Provide expected delivery date of vehicle.

Project completion date:

Provide completion date for proposed project.

Information for vehicles to be replaced or rightsized

Please fill out the following section for vehicles to be replaced or rightsized. If you would like to add a vehicle to be replaced or rightsized, select "Add Vehicle" at the end of the section.

Purchased vehicle 1 will take the place of replaced vehicle 1 in your fleet, purchased vehicle 2 will take the place of replaced vehicle 2, and so on. This information will be tied together for eligibility considerations and application evaluation.

Replaced Vehicle 1

Is the vehicle being replaced in service?

☐ Yes ☒ No

If the vehicle being replaced is not in service, explain why.

The vehicle being replaced (Diamond Express Bus 16) is currently out of service waiting a on parts for frame repairs.

Has the vehicle met its useful life minimum for miles and/or years?

☒ Yes ☐ No

<https://www.oregon.gov/odot/RPTD/RPTD%20Document%20Library/Vehicle-Useful-Life-Benchmarks.pdf>

Current mileage**Month and year vehicle was put into service**

MM/YYYY

Current vehicle condition

Excellent - The vehicle is new or nearly new, with no visible defects or signs of wear. It operates at full efficiency and does not require any repairs.

Good - The vehicle is in good working order with only minor wear and tear. It may show some superficial signs of aging but requires no significant maintenance.

Adequate - The vehicle is in a state of repair sufficient to meet operational needs. It shows moderate wear and deterioration, and minor repairs may be necessary to maintain functionality.

Marginal - The vehicle is nearing the end of its useful life. It has significant wear, defects, or maintenance

issues that may impact reliability and require frequent or more substantial repairs.

Poor - The vehicle is in very poor condition, with major defects or damage. It is no longer reliable or safe for regular use and requires immediate replacement or extensive repairs to remain operational.

Expected mileage at time of procurement of new vehicle

500000

Expected condition at time of procurement of new vehicle

Poor

Excellent - The vehicle is new or nearly new, with no visible defects or signs of wear. It operates at full efficiency and does not require any repairs.

Good - The vehicle is in good working order with only minor wear and tear. It may show some superficial signs of aging but requires no significant maintenance.

Adequate - The vehicle is in a state of repair sufficient to meet operational needs. It shows moderate wear and deterioration, and minor repairs may be necessary to maintain functionality.

Marginal - The vehicle is nearing the end of its useful life. It has significant wear, defects, or maintenance issues that may impact reliability and require frequent or more substantial repairs.

Poor - The vehicle is in very poor condition, with major defects or damage. It is no longer reliable or safe for regular use and requires immediate replacement or extensive repairs to remain operational.

VIN

15GGD201431073709

Make and model

Gillig 40 Foot Low Floor

Vehicle Maintenance History (Maintenance Issues, Repairs, etc.)

All required OEM preventive maintenance requirements met, and all repairs from operator-reported defects completed.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$180,000.00	100.00%	Planned
\$180,000.00		100.00%	

Vehicle Purchase Totals

Total Project Cost	Match Amount (Total Project Cost x 20%)	Grant Amount
\$900,000.00	\$180,000.00	\$720,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$900,000.00	\$180,000.00	\$720,000.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$720,000.00

Is your agency including in-kind match in the application?

☐ Yes ☒ No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

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

This project, a vehicle purchase to replace a 2003 refurbished full-size transit bus for LTD's Diamond Express service, will allow the Diamond Express to continue to run on its current six-day a week schedule without any service interruptions due to an insufficient number of vehicles in the fleet.

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

According to the U.S. Census Bureau (ACS 5-year, 2024), 29.7% of the population in Oakridge have a disability and 37.3% are age 65 or older, compared to 15.9% and 19.9% of all Oregonians respectively. The Census Bureau also reports that 23.9% of Oakridge's population lives below the poverty line, compared to 11.8% statewide. The 2023 Link Lane Transit Development Plan (TDP), which examined the transportation needs of rural communities in Lane County, also noted the disproportionately high numbers of older adults, people with disabilities, and low-income residents in Oakridge. This TDP reported as well that the percentages of older adults and people with disabilities in Westfir are higher than the respective statewide rates.

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

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

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

LTD continues to engage with local community partners. For example, in 2023, LTD staff participated in a series of conversations hosted by Lane Council of Governments about rural transportation in Lane County and responded to questions and comments from Oakridge and Westfir residents about the Diamond Express, including the schedule, fares, and desire for increased service.

LTD also maintains an ongoing relationship with the City of Oakridge to ensure that the Diamond Express is best serving the needs of the City's residents. In addition, in the recent Oregon legislative session, LTD staff met with Representative Darin Harbick, who represents both Oakridge and Westfir. LTD also hosts quarterly meetings for the entire Lane County legislative delegation to discuss key local transit issues.

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

Describe the expected community benefits from this project.

The impacts and benefits of this project are significant, particularly as it pertains to vulnerable populations, including older adults, people with disabilities, and low-income populations. By ensuring that the Diamond Express service has an adequate fleet of vehicles, this vehicle replacement project will eliminate transportation barriers often experienced by disadvantaged communities.

According to the U.S. Census Bureau (ACS 5-year, 2024), 29.7% of the population in Oakridge have a disability and 37.3% are age 65 or older, compared to 15.9% and 19.9% of all Oregonians respectively. The Census Bureau also reports that 23.9% of Oakridge's population lives below the poverty line, compared to 11.8% statewide.

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

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

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

If this project is not awarded funding from this solicitation, what are the expected impacts?

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

The 2003 refurbished transit bus that is currently used for the Diamond Express service is in marginal condition and will be in poor condition by the time funding from this opportunity is available. This vehicle, which at this point has almost 400,000 miles on it, requires frequent service due to its age and condition. Because of its poor condition, LTD has had to allocate a 19-seat cutaway bus to the Diamond Express fleet as well to serve as a backup when the 2003 vehicle is out of service. Currently, the 2003 vehicle is out of service for several months due to a cracked frame.

Because Oakridge is outside of LTD's payroll tax district, LTD cannot rely on general funds to purchase a replacement vehicle for this service.

Should this project not be awarded funding, it would substantially impact the Diamond Express service and this transit-dependent community.

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

☒ Yes ☐ No

Please describe.

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

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

Select all that apply to your project.

- ☒ Improves the passenger experience.
- ☒ Benefits multiple transportation service providers.
- ☐ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

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

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

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

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

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☒ Yes ☐ No

Please describe.

LTD's Diamond Express service maintains a vital link in the Statewide Transit Network where there otherwise are no other public transportation options.

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☐ None
- ☐ Trimming
- ☐ Current arrival time tracker
- ☒ Lighting
- ☒ Cameras
- ☒ Seat belts
- ☒ Pedestrian or bicycle infrastructure
- ☐ Other

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

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

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

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

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

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

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

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

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

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

Category A – clean diesel, 50,000 miles per year, 4,200 passenger trips per year

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

The Diamond Express travels from Oakridge and Westfir to Eugene primarily along Highway 58. Please see Attachment A (Diamond Express Service Brochure) for a map of the service area, as well as Attachment B, a shapefile of the transit service area.

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

The City of Oakridge is the primary beneficiary of this service; however, it also allows community members in the metropolitan area to travel to Oakridge for tourism and recreation, bringing much needed funds to a community with a high proportion of low-income residents. Please see Attachment A (Diamond Express Service Brochure) for a map of the communities served by this service.

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

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

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

As noted above, the City of Oakridge has disproportionately high percentages of residents who are over 65, have disabilities, and are low-income compared to the rest of the state. LTD maintains an ongoing relationship with the City of Oakridge to ensure that the Diamond Express is best serving the needs of the City's residents. In addition, in the recent Oregon legislative session, LTD staff met with Representative Darin Harbick, who represents both Oakridge and Westfir. LTD also hosts quarterly meetings for the entire Lane County legislative delegation to discuss key local transit issues.

Finally, LTD provides public presentations at LTD Board of Directors meetings and Board Committee meetings as well as at LTD's STIF Advisory Committee to discuss the Diamond Express service and solicit input and feedback from the community.

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

As noted above, LTD believes such engagement is important to the success of this project.

How may resource-limited groups benefit from this project?

The impacts and benefits of this vehicle replacement project are significant, particularly as it pertains to resource-limited communities. The Diamond Express service provides benefits to older adults, people with disabilities, and low-income populations, eliminating transportation barriers often experienced by disadvantaged communities. Replacing the 2003 transit bus that is currently in the Diamond Express fleet will allow LTD to continue to serve these groups who rely on public transit.

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

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

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

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

How may resource-limited groups be burdened by this project?

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

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

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

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related

infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☐ Yes ☒ No

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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

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

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LTD intends to use STIF Formula Funds for the required 20% match for this vehicle purchase.

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

LTD intends to use STIF Formula Funds for the required 20% match for this vehicle purchase. STIF Formula Funds will be allocated in LTD's STIF Formula Plan in the Fall and Winter of 2026-2027.

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

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

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

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

N/A

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

LTD works with Trillium Transit/Optibus to maintain the public GTFS feed for the Diamond Express Service. LTD promptly notifies Trillium Transit of any change in service schedules so that the public GTFS feed remains consistently accurate.

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☒ Yes ☐ No

Please provide additional details.

One Category A Diesel Bus will be purchased with grant funds.

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

Attachment A - Diamond_Express_Brochure_2025.pdf

Attachment B - Diamond Express route.shp

Attachment C - Independent Cost Estimate (ICE) - 40ft Gillig Buses.docx

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

Submitting Your Application

- Click the "Save" button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the "Upload" button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the "Printed Name" section.
- Submit your application by using the "Submit Application" button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature



Printed Name

Pamela Strutz

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date
4/6/2026

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

Lane Transit District

Agency Legal Street Address

PO Box 7070

City

Springfield

State

OR

Zip

97475-0100

Application Contact First Name

Jack

Application Contact Last Name

Ramsey

Application Contact Position Title

Grant Administrator

Application Contact Email Address

jack.ramsey@ltd.org

Application Contact Phone

(425) 417-7118

First Name of Person Signing Grant Agreement

Pamela

Last Name of Person Signing Grant Agreement

Strutz

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

Chief Financial Officer

FEIN (Federal Employer Identification Number)

930586982

UEID (Unique Entity Identification)

U5LFCFM1A8J5

Transit Agency Type

Special District

Does your agency have any existing grant agreements with ODOT?

☒ Yes

☐ No

Authorized Representative**First Name**

Pamela

Last Name

Strutz

Title

Chief Financial Officer

Email Address

pamela.strutz@ltd.org

Phone Number

(541) 682-6161

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☒ Yes ☐ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

- ☒ Yes

- ☐ No

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- ☒ Yes

- ☐ No

What type of accounting system does your agency use?

- ☐ Manual

- ☒ Automated

- ☐ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

Does your agency have a system in place that will account for 100 percent of each employee's time?

- ☒ Yes

- ☐ No

What is the financial software utilized?

PDS Vista

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☒ Yes

- ☐ No

Will applicant delegate the administration of the grant to a separate agency?

- ☐ Yes

- ☒ No

Did your agency stay on budget in the past two years?

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☒ Yes

☐ No

Did the audit result in one or more audit findings?

☒ Yes

☐ No

Explain any repeat findings if applicable.

N/A

List the year of your last audit and include a URL to the audit document.

2024 <https://www.ltd.org/wp-content/uploads/2025/09/Lane-Transit-District-2024-Final-Single-Audit-Report.pdf>

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☐ Yes

☒ No

Is the project a capital project or an operations project?

☒ Capital

☐ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Capital Projects

Project Information

Project Title

Downtown and Riverfront Circulator - Fixed Route Bus

Project description, include details about any capital purchases

Lane Transit District is requesting funds to purchase a replacement 40' Lowfloor Gillig bus that will serve the Downtown and Riverfront Circulator. The Downtown and Riverfront Circulator is a critical initiative designed to address the evolving transportation needs of Downtown Eugene. As the area undergoes significant changes, including the development of new high-density housing in the Riverfront neighborhood and the establishment of a new City Hall at the Riverfront, it is essential to provide a transit solution that accommodates this growth and enhances mobility for all community members. This project proposes continuing operations for a new, as of the July 1, 2025, circulator service that connects key destinations, including LTD's Downtown Eugene Station, Eugene Depot (Amtrak Station), the Riverfront District, the new City Hall, housing for older adults and people living with disabilities, and other major points of interest within downtown. The service operates frequently to facilitate short trips and will feature low or no fares to ensure accessibility for everyone, especially older adults, people with disabilities, and families with small children. The project is designed as a fixed-route service, aligning with stakeholder recommendations from the recent Downtown and Riverfront Public Transportation and Shared Mobility Study. While vehicles, drivers, the project anticipates the need for up to 7 new vehicles and expects to provide 29,000 annual revenue hours (as defined by the National Transit Database). LTD to implement this service, adhering to LTD's Pilot Program Guidelines and Mobility Management Framework. This circulator will significantly improve mobility within the downtown area, making it easier for residents and visitors to navigate the evolving urban landscape. The Downtown Circulator bus will be feature specialized branding that identifies and advertises the Downtown and Riverfront Circulator.

Capital assets are items that cost at least \$10,000 and have a useful life of at least one year. Your response will be used to help create the statement of work for your grant agreement. Enter a complete description of how project funds will be used to support the administration of your service.

Does your agency operate a-fixed route service?

☒ Yes ☐ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations.

Project Type

Please select all that apply for the project.

☐ Predominantly serves or provides access to and from rural communities (communities outside of

urbanized areas with populations of 50,000 people or less)

- ☐ Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction
- ☐ Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other
- ☒ Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

Does the project involve vehicle acquisition?

☒ Yes ☐ No

Does the project involve the purchase of equipment, signs, or amenities?

☐ Yes ☒ No

Does the project include construction or rehabilitation of transit facilities, including bike and pedestrian projects?

☐ Yes ☒ No

Project Service Area

Indicate the type of service area for the proposed project.

- ☒ Large urban
- ☐ Small urban
- ☐ Rural

Large Urban (Over 200,000 population), Small Urban (50,000-199,999 population) and Rural (Under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Project Service Type

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

- ☐ Commuter
- ☐ Complementary Paratransit
- ☐ Demand Response
- ☐ Deviated Fixed Route
- ☐ Intercity
- ☒ Fixed Route
- ☐ Paratransit

☐

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank. Round service times to the nearest quarter hour.

Days of Service	Start Time	End Time
-----------------	------------	----------

Monday	7:00 AM	11:00 PM
Tuesday	7:00 AM	11:00 PM
Wednesday	7:00 AM	11:00 PM
Thursday	7:00 AM	11:00 PM
Friday	7:00 AM	11:00 PM
Saturday	7:00 AM	11:00 PM
Sunday	7:00 AM	11:00 PM

Project Delivery

Does this project include tasks that are dependent on other projects?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☐ Yes ☒ No

Please describe the task level deliverables.

This bus would be procured following LTD's specific procurement process and likely purchased using a state contract already in place. Once LTD has funding approval, we would start by requesting a quote from a bus builder listed on the state contract. Once quoted, we would begin our requisition process, and follow through to Purchase Order (PO) completion. Current delivery times from PO to delivery is 20-24 months.

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

Project Administration

Will project administration be an element of the proposed project?

☐ Yes ☒ No

Vehicle Acquisition

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

☒ Yes

☐ No

Did your agency consider a no-emission vehicle instead (i.e., battery electric, hydrogen fuel cell electric)?

☒ Yes

☐ No

What kind of no-emission vehicle(s) did you consider? Select all that apply.

☒ Battery Electric Vehicle

☐ Fuel Cell Electric Vehicle

☐

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

☒ Vehicle Cost

☐ Infrastructure Needs

☒ Maintenance Requirements

☐ Workforce Skills

☐ Unfamiliarity with Technology

☐ Lack of Support from Governing Body

☐ Vehicle not Available for Procurement Timeline

☒ No Vehicle will Meet Route Needs

☐

If your agency is applying for the purchase of a standard fuel vehicle, describe the efforts your agency made to determine that a no-emission vehicle is not a practical option currently.

LTD is currently right-sizing our Battery Electric Fleet from 30 to 11 vehicles due to range and reliability issues.

Please attach a summary of relevant assessments in the Supporting Documents section of the application.

Is your proposed project a zero-emissions capital project?

☐ Yes

☒ No

If you answered "Yes", attach your complete zero-emissions fleet transition plan in the Supporting Documents section of the application. Instructions and resources on how to create a zero-emission fleet transition plan are included in Appendix B of the solicitation guidance. Attachments are included in the Project Details sections.

Is this a vehicle expansion, replacement, or right-sizing? Select all that apply.

☒ Vehicle Replacement

☐ Vehicle Expansion

☐ Vehicle Right-Sizing

A "vehicle replacement" refers to replacing an existing vehicle with the same size vehicle. A vehicle "right-sizing" refers to replacing a vehicle with a different size vehicle.

Vehicle expansion, replacement, or rightsizing

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for projects that are awarded funding from FTA's Section 5339(a) Grants for Buses and Bus Facilities Program, the target grant period will be October 2027 to September 2031. For capital projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant agreement period will be July 2027 to June 2031.

In the section below, provide project timeline milestones under two scenarios: (1) if the project is awarded

STIF Discretionary or STIF Intercommunity funds, and (2) if the project is awarded federal FTA Section 5339(a) funds. Please submit a separate schedule for each funding source and ensure the timelines align with the applicable grant agreement periods listed above.

How will you deliver the proposed project activity?

☒ In-house ☐ Contractor or Consultant

In-house

Start of project activity for federal award

10/15/2027

Enter start of project activity date.

Completion of project activity for federal award

2/15/2030

Enter completion of project activity date.

Start of project activity for STIF award

7/15/2027

Enter start of project activity date.

Completion of project activity for STIF award

11/15/2029

Enter completion of project activity date.

Information for vehicle acquisitions

Please fill in the section below for each vehicle category for the vehicles to be purchased to expand a fleet, replace an existing vehicle, or to right-size an existing vehicle. For replacement and rightsizing projects, you will be prompted to answer questions for the corresponding vehicle to be replaced. To add another vehicle to your application, select "Add Vehicle".

Purchased or Leased Vehicle 1

Will you use the ODOT Department of Administrative Services state price agreement contract for the purchase of this vehicle?

☐ Yes ☒ No

Describe the needs not addressed in state contracts (e.g., no contracts for vehicle size desired, vehicle manufacturer, fuel type, etc.).

Lane Transit District will not be using an ODOT Department of Administrative Services state price agreement for the purchase of this new 40-foot diesel Gillig bus, as there is no contract available for a new vehicle this size. This new bus will replace an existing asset and the only price agreement available for this size of vehicle is for refurbished heavy-duty buses. Lane Transit District will instead use a State Cooperative Bus Agreement, procured through RFP following federal regulations, with California or Washington.

Purchase of vehicles via the Department of Administrative Services ADA vehicle price agreement is required under most circumstances. If you select "no", state the reason your agency will conduct its own procurement. Please be aware that you are required to obtain approval from PTD prior to the procurement.

Vehicle Category

Category A: large, heavy-duty transit bus

[Resource for vehicle category \(A-E\) definitions.](#)

Quantity

1

For fleet expansion, enter number of type of vehicle to be purchased. For replacement or rightsizing projects, enter 1. To add more vehicles to be purchased for replacement projects or rightsizing, select "Add Vehicle" at the end of this section.

Unit Cost**Total Cost****Total Seats**

ex. 24

ADA Seats

2

Vehicle length (feet)**Vehicle propulsion type**

Do existing storage and maintenance facilities have capacity to accommodate the purchased vehicles without the need for new or expanded facilities or equipment?

☒ Yes ☐ No

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

Physical address where the vehicle(s) will be stored/maintained.

Did you complete an independent cost estimate that included an estimate of the total cost of vehicle as well as timeline for procurement?

☒ Yes ☐ No

If you answered "Yes," attach your required independent cost estimate(s) in the Supporting Documents section of the application.

If you answered "No", an independent cost estimate (ICE) must be included with all vehicle acquisition projects (vehicle replacement, right-sizing or expansion). [Access the ODOT ICE form.](#)

Procurement Schedule:**Project start date****Request for proposal/Invitation for bid date:**

Provide date for this vehicle's proposal or invitation for bid.

Expected order date:

Provide expected order date of vehicle.

Expected delivery date:

Provide expected delivery date of vehicle.

Project completion date:

2/15/2030

Provide completion date for proposed project.

Information for vehicles to be replaced or rightsized

Please fill out the following section for vehicles to be replaced or rightsized. If you would like to add a vehicle to be replaced or rightsized, select "Add Vehicle" at the end of the section.

Purchased vehicle 1 will take the place of replaced vehicle 1 in your fleet, purchased vehicle 2 will take the place of replaced vehicle 2, and so on. This information will be tied together for eligibility considerations and application evaluation.

Replaced Vehicle 1

Is the vehicle being replaced in service?

☒ Yes ☐ No

Has the vehicle met its useful life minimum for miles and/or years?

☒ Yes ☐ No

<https://www.oregon.gov/odot/RPTD/RPTD%20Document%20Library/Vehicle-Useful-Life-Benchmarks.pdf>

Current mileage

597,255

Month and year vehicle was put into service

12/2011

MM/YYYY

Current vehicle condition

Marginal

Excellent - The vehicle is new or nearly new, with no visible defects or signs of wear. It operates at full efficiency and does not require any repairs.

Good - The vehicle is in good working order with only minor wear and tear. It may show some superficial signs of aging but requires no significant maintenance.

Adequate - The vehicle is in a state of repair sufficient to meet operational needs. It shows moderate wear and deterioration, and minor repairs may be necessary to maintain functionality.

Marginal - The vehicle is nearing the end of its useful life. It has significant wear, defects, or maintenance issues that may impact reliability and require frequent or more substantial repairs.

Poor - The vehicle is in very poor condition, with major defects or damage. It is no longer reliable or safe for regular use and requires immediate replacement or extensive repairs to remain operational.

Expected mileage at time of procurement of new vehicle

676889

Expected condition at time of procurement of new vehicle

Poor

Excellent - The vehicle is new or nearly new, with no visible defects or signs of wear. It operates at full efficiency and does not require any repairs.

Good - The vehicle is in good working order with only minor wear and tear. It may show some superficial

signs of aging but requires no significant maintenance.

Adequate - The vehicle is in a state of repair sufficient to meet operational needs. It shows moderate wear and deterioration, and minor repairs may be necessary to maintain functionality.

Marginal - The vehicle is nearing the end of its useful life. It has significant wear, defects, or maintenance issues that may impact reliability and require frequent or more substantial repairs.

Poor - The vehicle is in very poor condition, with major defects or damage. It is no longer reliable or safe for regular use and requires immediate replacement or extensive repairs to remain operational.

VIN

15GGD3012B1180374

Make and model

Gillig G30D102N4

Vehicle Maintenance History (Maintenance Issues, Repairs, etc.)

All required OEM preventive maintenance requirements met, and all repairs from operator-reported

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$180,000.00	100.00%	Planned
\$180,000.00		100.00%	

If you selected "Other" for match source, please describe in detail.

N/A

Vehicle Purchase Totals

Total Project Cost	Match Amount (Total Project Cost x 20%)	Grant Amount
\$900,000.00	\$180,000.00	\$720,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$900,000.00	\$180,000.00	\$720,000.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$720,000.00

Is your agency including in-kind match in the application?

☐ Yes ☒ No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

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

This funding will be used to continue improvements to mobility in Downtown Eugene that were realized by the pilot project. The project builds on insights from the ongoing Downtown and Riverfront Public Transportation and Shared Mobility Study, which included a comprehensive market analysis and extensive stakeholder engagement. The pilot circulator service connects key downtown destinations, including LTD's Downtown Eugene Station, the Amtrak Station, the Riverfront District, the new City Hall, senior and disabled housing, the public library, Lane County Public Health, and more. The route is designed to address several key needs: enhance service for seniors and people with disabilities. The route is close to multiple downtown housing developments for older adults and people with disabilities, providing easy access. Attract visitors and families with young children. The service will feature distinctive branding, lowfloor vehicles, and low or no fares to make it user-friendly and encourage transit use over driving. Provide convenient access to pharmacies and grocery stores. The route offers frequent service to pharmacies and affordable grocery stores on E 18th Ave, filling a gap in downtown's offerings. Connect the Riverfront and new City Hall. The service ensures accessible transit to the Riverfront and new City Hall, benefiting over 500 new housing units, including affordable housing, expected in the area over the next five years. Serve students and young adults. The pilot created new transit connections for college students and young adults in the west campus area, a demographic less likely to own cars. Facilitate access to the Amtrak Station. The circulator provides frequent, all-day service between the downtown transit station and regional train services.

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

Positive feedback from the community has led LTD to seek methods of dedicating a fixed route vehicle to the Downtown Loop to encourage adoption and spread awareness of the program. Customers have written to LTD to comment "Please keep it" and he "absolutely loves it". Another customer indicated that it helps them get to their pharmacy. Another customer says that it gives seniors better access to medications, doctor appointments, and grocery shopping. Another customer complimented the planning department for making the new Downtown Loop run every half an hour. She feels like she has more availability to do activities and not have to get home after dark.

The need for the Downtown loop was identified in LTD's Transportation and Shared Mobility Study. The study aimed to evaluate the transit market and address the transportation needs of Downtown Eugene, including the newly developed Riverfront neighborhood and the new City Hall. The need for the pilot circulator service was determined through comprehensive market analysis, adherence to best practices, and extensive stakeholder engagement.

- Comprehensive market analysis: Assessed the existing transportation network in downtown Eugene, as well as the land use, demographic, and travel conditions that support the transportation network.
- Adherence to best practices: Evaluated services in seven peer regions with downtown transit options to determine best practices for downtown transit service.
- Extensive stakeholder engagement: Stakeholder engagement took place in May and June 2024, comprising focus group sessions, individual stakeholder meetings, and an online questionnaire. Stakeholder groups included community-based organizations focused on transportation and housing, downtown business groups, and regional government and local government partners. Participation in stakeholder meetings included representation from over 30 community-based and government organizations. Feedback gathered during these sessions revealed strong support for a fixed-route transit concept that would connect the new Riverfront District and ensure accessibility for all downtown residents and visitors, particularly older adults, individuals with disabilities, and families with young children.

Describe the expected community benefits from this project.

The pilot service provided a variety of community benefits including helping the city to expand mobility options, improve health outcomes, and meet our climate goals. The pilot project increased public transportation options in coordination with current and future land use changes in the Downtown and Riverfront neighborhoods. Coordinated public transportation and land use planning supports implementation of several Eugene City Council adopted plans including the 2035 Eugene Transportation System Plan, Climate Action Plan 2.0, Downtown Plan, and Riverfront Urban Renewal Plan. Downtown is planned for adoption as a Climate-Friendly Area where active transportation will be prioritized in order to meet state and local greenhouse gas reduction targets. Improve health outcomes: The pilot provides enhanced public transportation service for seniors and people with disabilities residing downtown and increases access to parks, open space, pharmacies, and affordable grocery stores. Meet climate goals: By providing a new public transportation options that complements active transportation, the pilot service helps people living, working, and visiting downtown live a car-light or car-free lifestyle, which helps reduce carbon emissions and meet the city's climate change goals outlined in the Climate Action Plan 2.0.

If this project is not awarded funding from this solicitation, what are the expected impacts?

Alternative and yet to be identified funding would need to be secured. Alternatively, the Downtown Loop would be discontinued.

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

☒ Yes ☐ No

Please describe.

The downtown project encourages Mode shift: The project encourages mode shift to transit and reduce reliance on personal vehicle use for people living, working, and visiting Downtown Eugene. People living downtown, including in senior and low-income housing, have expanded access to downtown services and destinations via transit. People visiting downtown, including tourists and families with young children, are enabled to visit downtown without a personal vehicle or to drive and “park once” in a downtown parking garage and use transit to make multiple stops. Downtown commuters can access the service as part of their trip to work or to access City Hall, County Courthouse, Federal Courthouse, and other civic destinations during the work day. The new downtown transit service provided by the pilot project complements other transportation options available in downtown Eugene including bike share and car share. Intermodal trips: the loop improves connectivity between regional trains and local buses in Downtown Eugene by creating a new frequent service connecting Amtrak station, LTD’s Downtown Eugene Station, and important downtown destinations.

Select all that apply to your project.

- ☒ Improves the passenger experience.
- ☒ Benefits multiple transportation service providers.
- ☐ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

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

As previously indicated. positive feedback from the community has led LTD to seek methods of extending the program. Customers have written to LTD to comment "Please keep it" and he "absolutely loves it". Another customer indicated that it helps them get to their pharmacy. Another customer says that it gives seniors better access to medications, doctor appointments, and grocery shopping. Another customer complimented the planning department for making the new Downtown Loop run every half an hour. She feels like she has more availability to do activities and not have to get home after dark.

The Downtown Loop improves connectivity between regional trains and local buses in Downtown Eugene by creating a new frequent service connecting Amtrak station, LTD’s Downtown Eugene Station, and important downtown destinations.

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☒ Yes ☐ No

Please describe.

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

Health: The project provides enhanced public transportation service for seniors and people with disabilities residing downtown and increase access to parks, open space, pharmacies, and affordable grocery stores.

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☒ None
- ☐ Trimming
- ☐ Current arrival time tracker
- ☐ Lighting
- ☐ Cameras
- ☐ Seat belts
- ☐ Pedestrian or bicycle infrastructure
- ☐ Other

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

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

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

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

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

Category A - Hybrid Diesel - 20,650 miles - avg boardings per year 27,171 per year

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

See attachment

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

N/A

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

Stakeholder engagement took place in May and June 2024, comprising focus group sessions, individual stakeholder meetings, and an online questionnaire. Stakeholder groups included community-based organizations focused on transportation and housing, downtown business groups, and regional government and local government partners. Participation in stakeholder meetings included representation from over 30 community-based and government organizations. Feedback gathered during these sessions revealed strong support for a fixed-route service that connects the new Riverfront District and ensure accessibility for all downtown residents and visitors, particularly older adults, individuals with disabilities, and families with young children.

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

N/A

How may resource-limited groups benefit from this project?

Primarily older adults, individuals with disabilities, families with young children, and students benefit from the Downtown Loop.

How may resource-limited groups be burdened by this project?

N/A

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☒ Yes ☐ No

Please explain.

The project has the potential to increase the use of public transportation and complements the use of active transportation modes including walking, biking, and bike share in Downtown Eugene. Mode shift: The project encourages mode shift to transit and reduce reliance on personal vehicle use for people living, working, and visiting Downtown Eugene. People living downtown, including in senior and low-income housing, have expanded access to downtown services and destinations via transit. People visiting downtown, including tourists and families with young children are able to visit downtown without a personal vehicle or to drive and “park once” in a downtown parking garage and use transit to make multiple stops. Downtown commuters can access the service as part of their trip to work or to access City Hall, County Courthouse, Federal Courthouse, and other civic destinations during the work day. The new downtown transit service provided by the pilot project will complement other transportation options available in downtown Eugene including bike share and car share. Intermodal trips: The project improves connectivity between regional trains and local buses in Downtown Eugene by creating a new frequent service connecting Amtrak station, LTD’s Downtown Eugene Station, and important downtown destinations.

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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

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

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

N/A

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

N/A

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

General Fund dollars may be used to supplement the budget in the event of cost increases.

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

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

N/A

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

LTD utilizes our scheduling and CAD/AVL software and data to create the static GTFS that describes the current service. We maintain this data set for any changes and modifications that arise. Each service change, we have an internal process that we follow to define and activate the new service within our various systems. The static data set is made available to the public via one of our web servers for which we have public facing URLs for access to the data set. Our CAD / AVL system is loaded with the current schedule information and is able to provide realtime feed updates. The realtime feed is also made available via public facing URLs. The URLs are how our various data consumers like Google, Transit, Apple Maps, etc access the data for visibility to the public via the respective platforms.

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☒ Yes ☐ No

Please provide additional details.

One 40ft renewable diesel bus will be purchased.

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

Independent Cost Estimate (ICE) - 40ft Gillig Buses.docx

Downtown Circulator Map.pdf

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

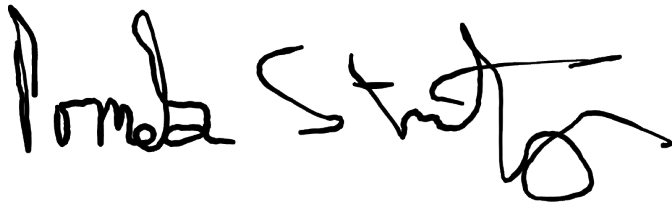
Submitting Your Application

- Click the "Save" button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the "Upload" button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the "Printed Name" section.
- Submit your application by using the "Submit Application" button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature



Printed Name

Pamela Strutz

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date
4/22/2026

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

Lane Transit District

Agency Legal Street Address

PO Box 7070

City

Springfield

State

OR

Zip

97401

Application Contact First Name

Jack

Application Contact Last Name

Ramsey

Application Contact Position Title

Grants Administrator

Application Contact Email Address

jack.ramsey@ltd.org

Application Contact Phone

(425) 417-7118

First Name of Person Signing Grant Agreement

Pamela

Last Name of Person Signing Grant Agreement

Strutz

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

Chief Financial Officer

FEIN (Federal Employer Identification Number)

930586982

UEID (Unique Entity Identification)

U5LFCFM1A8J5

Transit Agency Type

Special District

Does your agency have any existing grant agreements with ODOT?

☒ Yes

☐ No

Authorized Representative**First Name**

Pamela

Last Name

Strutz

Title

Chief Financial Officer

Email Address

pamela.strutz@ltd.org

Phone Number

(541) 682-6161

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☒ Yes ☐ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

- ☒ Yes
☐ No

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- ☒ Yes
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☒ Automated
☐ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

Does your agency have a system in place that will account for 100 percent of each employee's time?

- ☒ Yes
☐ No

What is the financial software utilized?

PDS Vista

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☒ Yes
☐ No

Will applicant delegate the administration of the grant to a separate agency?

- ☐ Yes
☒ No

Did your agency stay on budget in the past two years?

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☒ Yes

☐ No

Did the audit result in one or more audit findings?

☒ Yes

☐ No

Explain any repeat findings if applicable.

N/A

List the year of your last audit and include a URL to the audit document.

<https://www.ltd.org/wp-content/uploads/2025/09/Lane-Transit-District-2024-Final-Single-Audit-Report.pdf>

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☐ Yes

☒ No

Is the project a capital project or an operations project?

☒ Capital

☐ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Capital Projects

Project Information

Project Title

Lane Transit District Fixed Route Vehicle Replacement

Project description, include details about any capital purchases

Lane Transit District is requesting a total project budget of \$900,000 to replace a 2011 40ft transit bus in marginal condition with a new full-size transit bus.

Capital assets are items that cost at least \$10,000 and have a useful life of at least one year. Your response will be used to help create the statement of work for your grant agreement. Enter a complete description of how project funds will be used to support the administration of your service.

Does your agency operate a fixed route service?

☒ Yes ☐ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations.

Project Type

Please select all that apply for the project.

☐ Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

☐ Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction

☐ Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other

☒ Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

Does the project involve vehicle acquisition?

☒ Yes ☐ No

Does the project involve the purchase of equipment, signs, or amenities?

☐ Yes ☒ No

Does the project include construction or rehabilitation of transit facilities, including bike and pedestrian projects?

☐ Yes ☒ No

Project Service Area

Indicate the type of service area for the proposed project.

- ☒ Large urban
- ☐ Small urban
- ☐ Rural

Large Urban (Over 200,000 population), Small Urban (50,000-199,999 population) and Rural (Under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Project Service Type

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

- ☐ Commuter
- ☐ Complementary Paratransit
- ☐ Demand Response
- ☐ Deviated Fixed Route
- ☐ Intercity
- ☒ Fixed Route
- ☐ Paratransit

☐

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank. Round service times to the nearest quarter hour.

Days of Service	Start Time	End Time
Monday	6:00 AM	11:00 PM
Tuesday	6:00 AM	11:00 PM
Wednesday	6:00 AM	11:00 PM
Thursday	6:00 AM	11:00 PM
Friday	6:00 AM	11:00 PM
Saturday	6:00 AM	11:00 PM
Sunday	6:00 AM	11:00 PM

Project Delivery

Does this project include tasks that are dependent on other projects?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☐ Yes ☒ No

Please describe the task level deliverables.

This bus would be procured following LTD's specific procurement process and likely purchased using a state contract already in place. Once LTD has funding approval, we would start by requesting a quote from a bus builder listed on the state contract. Once quoted, we would begin our requisition process, and follow through to Purchase Order (PO) completion. Current delivery times from PO to delivery is 20-24 months.

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

Project Administration

Will project administration be an element of the proposed project?

☐ Yes ☒ No

Vehicle Acquisition

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

☒ Yes

☐ No

Did your agency consider a no-emission vehicle instead (i.e., battery electric, hydrogen fuel cell electric)?

☒ Yes

☐ No

What kind of no-emission vehicle(s) did you consider? Select all that apply.

☒ Battery Electric Vehicle

☐ Fuel Cell Electric Vehicle

☐

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

☒ Vehicle Cost

☐ Infrastructure Needs

☒ Maintenance Requirements

☐ Workforce Skills

☐ Unfamiliarity with Technology

☐ Lack of Support from Governing Body

☐ Vehicle not Available for Procurement Timeline

☒ No Vehicle will Meet Route Needs

☒ LTD is currently right-sizing our Battery Electric Fleet from 30 to 11 vehicles due to range and reliability issues.

If your agency is applying for the purchase of a standard fuel vehicle, describe the efforts your agency made to determine that a no-emission vehicle is not a practical option currently.

LTD currently operates a fleet of Battery Electric Buses (BEB), and our first-hand experience with this fleet has informed our decision to go with a clean diesel bus while we right-size our electric fleet. The battery buses have proven to be unreliable, as an example on extremely hot (or cold) days, the buses will only operate at about 60% of "normal" range -they take longer to charge, suffer battery degradation over-time and require a completely different maintenance skillset from our diesel buses. Using R99 renewable diesel will enable LTD to operate a reliable service while minimizing environmental impact.

Please attach a summary of relevant assessments in the Supporting Documents section of the application.

Is your proposed project a zero-emissions capital project?

☐ Yes

☒ No

If you answered "Yes", attach your complete zero-emissions fleet transition plan in the Supporting Documents section of the application. Instructions and resources on how to create a zero-emission fleet transition plan are included in Appendix B of the solicitation guidance. Attachments are included in the Project Details sections.

Is this a vehicle expansion, replacement, or right-sizing? Select all that apply.

☒ Vehicle Replacement

☐ Vehicle Expansion

☐ Vehicle Right-Sizing

A "vehicle replacement" refers to replacing an existing vehicle with the same size vehicle. A vehicle "right-sizing" refers to replacing a vehicle with a different size vehicle.

Vehicle expansion, replacement, or rightsizing

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for projects that are awarded funding from FTA's Section 5339(a) Grants for Buses and Bus Facilities Program, the target grant period will be October 2027 to September 2031. For capital projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant agreement period will be July 2027 to June 2031.

In the section below, provide project timeline milestones under two scenarios: (1) if the project is awarded STIF Discretionary or STIF Intercommunity funds, and (2) if the project is awarded federal FTA Section 5339(a) funds. Please submit a separate schedule for each funding source and ensure the timelines align with the applicable grant agreement periods listed above.

How will you deliver the proposed project activity?

☒ In-house ☐ Contractor or Consultant

In-house

Start of project activity for federal award

10/15/2027

Enter start of project activity date.

Start of project activity for STIF award

7/15/2027

Enter start of project activity date.

Completion of project activity for federal award*Enter completion of project activity date.***Completion of project activity for STIF award***Enter completion of project activity date.*

Information for vehicle acquisitions

Please fill in the section below for each vehicle category for the vehicles to be purchased to expand a fleet, replace an existing vehicle, or to right-size an existing vehicle. For replacement and rightsizing projects, you will be prompted to answer questions for the corresponding vehicle to be replaced. To add another vehicle to your application, select "Add Vehicle".

Purchased or Leased Vehicle 1

Will you use the ODOT Department of Administrative Services state price agreement contract for the purchase of this vehicle?

☐ Yes ☒ No

Describe the needs not addressed in state contracts (e.g., no contracts for vehicle size desired, vehicle manufacturer, fuel type, etc.).

Lane Transit District will not be using an ODOT Department of Administrative Services state price agreement for the purchase of this new 40-foot diesel Gillig bus, as there is no contract available for a new vehicle this size. This new bus will replace an existing asset and the only price agreement available for this size of vehicle is for refurbished heavy-duty buses. Lane Transit District will instead use a State Cooperative Bus Agreement, procured through RFP following federal regulations, with California or Washington.

Purchase of vehicles via the Department of Administrative Services ADA vehicle price agreement is required under most circumstances. If you select "no", state the reason your agency will conduct its own procurement. Please be aware that you are required to obtain approval from PTD prior to the procurement.

Vehicle Category

[Resource for vehicle category \(A-E\) definitions.](#)

Quantity

For fleet expansion, enter number of type of vehicle to be purchased. For replacement or rightsizing projects, enter 1. To add more vehicles to be purchased for replacement projects or rightsizing, select "Add Vehicle" at the end of this section.

Unit Cost**Total Cost****Total Seats**

ex. 24

ADA Seats

2

Vehicle length (feet)**Vehicle propulsion type**

Do existing storage and maintenance facilities have capacity to accommodate the purchased

vehicles without the need for new or expanded facilities or equipment?

☒ Yes ☐ No

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

50000

Physical address where the vehicle(s) will be stored/maintained.

3500 E 17th Ave, Eugene, OR 97401

Did you complete an independent cost estimate that included an estimate of the total cost of vehicle as well as timeline for procurement?

☒ Yes ☐ No

If you answered "Yes," attach your required independent cost estimate(s) in the Supporting Documents section of the application.

If you answered "No", an independent cost estimate (ICE) must be included with all vehicle acquisition projects (vehicle replacement, right-sizing or expansion). [Access the ODOT ICE form.](#)

Procurement Schedule:

Project start date

10/15/2027

Request for proposal/Invitation for bid date:

11/15/2027

Provide date for this vehicle's proposal or invitation for bid.

Expected order date:

12/15/2027

Provide expected order date of vehicle.

Expected delivery date:

12/15/2029

Provide expected delivery date of vehicle.

Project completion date:

2/15/2030

Provide completion date for proposed project.

Information for vehicles to be replaced or rightsized

Please fill out the following section for vehicles to be replaced or rightsized. If you would like to add a vehicle to be replaced or rightsized, select "Add Vehicle" at the end of the section.

Purchased vehicle 1 will take the place of replaced vehicle 1 in your fleet, purchased vehicle 2 will take the place of replaced vehicle 2, and so on. This information will be tied together for eligibility considerations and application evaluation.

Replaced Vehicle 1

Is the vehicle being replaced in service?

☒ Yes ☐ No

Has the vehicle met its useful life minimum for miles and/or years?

☒ Yes ☐ No

<https://www.oregon.gov/odot/RPTD/RPTD%20Document%20Library/Vehicle-Useful-Life-Benchmarks.pdf>

Current mileage

641,187

Month and year vehicle was put into service

06/2011

MM/YYYY

Current vehicle condition

Marginal

Excellent - The vehicle is new or nearly new, with no visible defects or signs of wear. It operates at full efficiency and does not require any repairs.

Good - The vehicle is in good working order with only minor wear and tear. It may show some superficial signs of aging but requires no significant maintenance.

Adequate - The vehicle is in a state of repair sufficient to meet operational needs. It shows moderate wear and deterioration, and minor repairs may be necessary to maintain functionality.

Marginal - The vehicle is nearing the end of its useful life. It has significant wear, defects, or maintenance issues that may impact reliability and require frequent or more substantial repairs.

Poor - The vehicle is in very poor condition, with major defects or damage. It is no longer reliable or safe for regular use and requires immediate replacement or extensive repairs to remain operational.

Expected mileage at time of procurement of new vehicle

683000

Expected condition at time of procurement of new vehicle

Poor

Excellent - The vehicle is new or nearly new, with no visible defects or signs of wear. It operates at full efficiency and does not require any repairs.

Good - The vehicle is in good working order with only minor wear and tear. It may show some superficial signs of aging but requires no significant maintenance.

Adequate - The vehicle is in a state of repair sufficient to meet operational needs. It shows moderate wear and deterioration, and minor repairs may be necessary to maintain functionality.

Marginal - The vehicle is nearing the end of its useful life. It has significant wear, defects, or maintenance issues that may impact reliability and require frequent or more substantial repairs.

Poor - The vehicle is in very poor condition, with major defects or damage. It is no longer reliable or safe for regular use and requires immediate replacement or extensive repairs to remain operational.

VIN

15GGD3010B1180373

Make and model

Gillig 40' Hybrid Diesel

Vehicle Maintenance History (Maintenance Issues, Repairs, etc.)

All required OEM preventive maintenance requirements met, and all repairs from operator-reported defects completed.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$180,000.00	100.00%	Planned
\$180,000.00		100.00%	

If you selected "Other" for match source, please describe in detail.

N/A

Vehicle Purchase Totals

Total Project Cost	Match Amount (Total Project Cost x 20%)	Grant Amount
\$900,000.00	\$180,000.00	\$720,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$900,000.00	\$180,000.00	\$720,000.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$720,000.00

If the amount requested in this application (and match) does not equal the total amount needed for the project, how will the remainder of the project be financed?

☐ Federal grants

☐ State grants

☐ Local grants

☒ Other

If you specified "Other", please describe.

N/A

Is your agency including in-kind match in the application?

☐ Yes ☒ No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

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

In order to operate its critical service, LTD requires 67 fixed route vehicles. Currently, LTD has 117 buses in its fleet to meet that need. The FTA's recommended Spare Ratio is 20%. LTD's current Spare Ratio is 57%. Part of the reason why LTD has exceeded its recommended Spare Ratio is due to its aged fleet. More vehicles need to be on-hand to ensure that LTD is able to meet the community's service needs. This application is part of LTD's plan to right-size its fleet and lower its spare ratio to FTA's recommended 20%.

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

LTD has adopted a Community Outreach Framework that focuses on two-way dialogue that fosters engagements and commit to communications where both parties, such as LTD and stakeholders, actively participate in a conversation. It involves listening and responding to each other's perspectives and ideas, fostering open and constructive communication. This type of dialogue is more likely to result in outcomes where all parties feel they have been heard and contributed, which is critical for success in the LTD service area. Accessible LTD will make information and meetings easy to understand and attend, especially for people with disabilities or language proficiency. LTD will use plain language and host meetings that are physically and technologically accessible to ensure that everyone can participate. This will ensure that people feel on equal footing with LTD staff. Respectful LTD and the community will be sure to treat one another with courtesy, dignity, and consideration, value and consider diverse perspectives, and maintain a respectful tone during interactions. LTD will also ensure they are making the most of public interactions and demonstrate that they value others' time by scheduling discussions when and where attendance is likely to be higher and using that time efficiently. Finally, LTD will be culturally sensitive and consider the diverse needs of multiple groups with respect to interactions. Active Listening LTD and the community will both employ active listening, a communication skill where one focuses on understanding and empathizing with the speaker. Active listening means giving full attention, asking clarifying questions, and providing feedback to demonstrate that you genuinely care about what the other person is saying.

Through LTD's engagement with the community, their top priority remains consistent. Service needs to be available and on-time. Providing reliable service requires our fleet to be reliable. In order to optimize LTD's service, including bus availability and efficiency of operations, LTD needs a modern, reliable, correctly sized fleet.

Describe the expected community benefits from this project.

The impacts and benefits of this project are significant, particularly as it pertains to vulnerable populations, including older adults, people with disabilities, and low-income populations. By ensuring that LTD has an adequate fleet of vehicles, this vehicle replacement project will eliminate transportation barriers often experienced by disadvantaged communities.

If this project is not awarded funding from this solicitation, what are the expected impacts?

If this project is not awarded funding, fleet modernization efforts will be diminished, leading to reliance on older vehicles that are less dependable and emit more greenhouse gases.

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

☒ Yes ☐ No

Please describe.

A more reliable fleet that provides greater environmental benefits will be a more attractive resource to potential riders in Lane County.

Select all that apply to your project.

☒ Improves the passenger experience.

- ☐ Benefits multiple transportation service providers.
- ☐ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

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

Lane Transit District currently operates an aged fleet that is subject to increased maintenance requirements. Reliability is critical to maintaining service the community can depend on.

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☐ Yes ☒ No

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☐ None
- ☐ Trimming
- ☐ Current arrival time tracker
- ☐ Lighting
- ☒ Cameras
- ☐ Seat belts
- ☐ Pedestrian or bicycle infrastructure
- ☒ Other

If you selected "Other", please describe.

The replacement vehicle will be equipped with rear facing ADA securement that will provide safer transportation for differently abled riders.

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

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

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

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

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

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

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

Utilizing public transit will directly reduce the carbon footprint of these individuals if they instead utilized single occupancy vehicles for their transportation. People who use public transportation increase their daily amount of physical activity by either walking or bicycling to and from their transit stops and their final destination.

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

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

Category A - Hybrid Diesel - 42,745 miles - avg boardings per year 12,500 per year

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

Provided in attachments.

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

N/A

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

LTD is provided with feedback through multiple channels including the STIF Advisory Committee.

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

N/A

How may resource-limited groups benefit from this project?

All members of the community will benefit from increased reliability of LTD's fleet, whether from direct rider experience improvement or reduced road calls and traffic disruption. Regularity of schedule, and environmental benefits will be directly derived from the project.

How may resource-limited groups be burdened by this project?

N/A

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☒ Yes ☐ No

Please explain.

Modernizing LTD's fleet will decrease road calls (on the road maintenance), thereby improving rider experience and resiliency of the transit system.

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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

LTD regularly procures fixed route buses in the timeframe identified. The we use the WA State contract for our procurements, ensuring that projects on on-budget.

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

The PO will be issued to Gillig before June 30, 2028, so additional funding will not be required past that date.

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

This project will utilize STIF funding for match.

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

LTD does not anticipate additional funding being required, but General Fund dollars may be utilized in that instance.

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

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

N/A

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

LTD utilizes our scheduling and CAD/AVL software and data to create the static GTFS that describes the current service. We maintain this data set for any changes and modifications that arise. Each service change, we have an internal process that we follow to define and activate the new service within our various systems. The static data set is made available to the public via one of our web servers for which we have public facing URLs for access to the data set. Our CAD / AVL system is loaded with the current schedule information and is able to provide real-time feed updates. The real-time feed is also made available via public facing URLs. The URLs are how our various data consumers like Google, Transit, Apple Maps, etc access the data for visibility to the public via the respective platforms.

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☒ Yes ☐ No

Please provide additional details.

One 40ft renewable diesel bus will be purchased.

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

System Map_For Print_2025.pdf

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

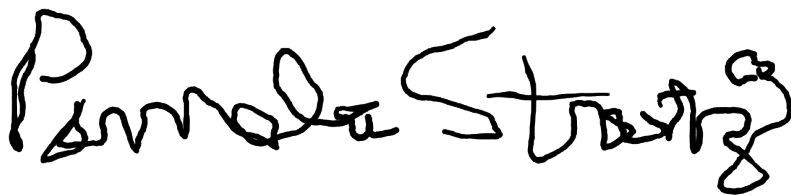
Submitting Your Application

- Click the "Save" button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the "Upload" button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the "Printed Name" section.
- Submit your application by using the "Submit Application" button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature



Printed Name

Pamela Strutz

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date

4/22/2026

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

University of Oregon

Agency Legal Street Address

1585 East 13th Avenue

City

Eugene

State

OR

Zip

97403

Application Contact First Name

Steve

Application Contact Last Name

Mital

Application Contact Position Title

Director of Utilities & Energy and Director of Sustainability

Application Contact Email Address

smital@uoregon.edu

Application Contact Phone

(541) 346-0709

First Name of Person Signing Grant Agreement

Geraldine (Geri)

Last Name of Person Signing Grant Agreement

Richmond

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

Vice President for Research and Innovation

FEIN (Federal Employer Identification Number)

46-4727800

UEID (Unique Entity Identification)

Z3FGN9MF92U2

Transit Agency Type

Municipal corporation

Does your agency have any existing grant agreements with ODOT?

☒ Yes

☐ No

Authorized Representative**First Name**

Steve

Last Name

Mital

Title

Director of Utilities & Energy and Director of Sustainability

Email Address

smital@uoregon.edu

Phone Number

(541) 346-0709

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☐ Yes ☒ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

- ☐ Yes
☒ No

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- ☒ Yes
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☒ Automated
☐ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

Does your agency have a system in place that will account for 100 percent of each employee's time?

- ☒ Yes
☐ No

What is the financial software utilized?

Banner

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☐ Yes
☒ No

Will applicant delegate the administration of the grant to a separate agency?

- ☐ Yes
☒ No

Did your agency stay on budget in the past two years?

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☐ Yes

☒ No

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☒ Yes

☐ No

List the subrecipient(s) and/or contractor(s).

Subcontractors will be determined for the Construction phase of the project, only, and those determinations will be made after grant award and in-line with the UO's established procurement policies for construction project scopes of this size and complexity.

Describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained for grant moneys.

The Design and Construction office will manage the contracting process for this project. D&C has trained professional staff with decades of experience selecting contractors, managing projects, ensuring processes are followed and outcomes achieved on time and within budget. This includes ensuring local, state, and federal requirements are met and properly documented.

Is the project a capital project or an operations project?

☒ Capital

☐ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Capital Projects

Project Information

Project Title

University of Oregon Intercity Electric Bus Charging Project

Project description, include details about any capital purchases

The proposed project aims to electrify the ODOT Cascades Portland-to-Eugene intercity bus corridor through the installation of heavy-duty vehicle charging infrastructure at the southern end of the bus route, enabling the current transit operator to operate electric buses already deployed in local route service.

To accomplish this goal, the University of Oregon (UO) will install one heavy-duty intercity bus line fast charger at the UO-owned site of 1615 E 13th Ave, Eugene, OR 97403, the southern terminus of the ODOT POINT Cascades (Portland-to-Eugene) intercity bus corridor and Oregon's highest-ridership intercity route. The POINT Cascades route is operated by MTRWestern and the southern terminus is located on the UO campus at the above address, near the corner of 13th Avenue and Agate Street in front of the Jacqua Academic Center.

The project includes purchase and installation of charging equipment and bus facility updates through: procurement through in-kind contribution to the project by MTRWestern of (1) one 180 kW dual-port heavy-duty DC fast bus charger; (2) make-ready infrastructure to supply electricity to the charger that will include a pad-mounted transformer, electrical switchgear, underground ductbank, trenching and wiring for installation of the charger and make-ready infrastructure, and protective bollards for the charger, (3) bus facility upgrades that include a new bus shelter and concrete bus parking pad in front of the charging infrastructure.

This proposal to ODOT is the culmination of a multi-year and multi-agency initiative that has evolved into a statewide initiative that traces its roots to 2022, when the University of Oregon and MTRWestern began informal conversations about whether a heavy-duty DC fast charger at UO's on-campus intercity bus stop could unlock electric bus service on the Portland–Eugene ODOT POINT Cascades corridor. Those early conversations evolved into support from all levels of government and private sector. Project partners include the Oregon Department of Transportation (ODOT) Public Transportation Division, the Oregon Department of Environmental Quality (ODEQ), the City of Eugene, the Eugene Water & Electric Board (EWEB), and even the Portland Bureau of Transportation (PBOT) and Portland General Electric (PGE) are supportive of a separate charger being installed at the northern terminus of the Portland–Eugene ODOT POINT Cascades route.

This application to ODOT's Competitive Transit Grant 2 program represents the final piece of capital funding required to make the proposed project a reality and create a first-ever, multi-city electrified intercity transit line right here in Oregon.

Capital assets are items that cost at least \$10,000 and have a useful life of at least one year. Your response will be used to help create the statement of work for your grant agreement. Enter a complete description of how project funds will be used to support the administration of your service.

Does your agency operate a-fixed route service?

☒ Yes ☐ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations.

Project Type

Please select all that apply for the project.

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

Does the project involve vehicle acquisition?

☐ Yes ☒ No

Does the project involve the purchase of equipment, signs, or amenities?

☒ Yes ☐ No

Does the project include construction or rehabilitation of transit facilities, including bike and pedestrian projects?

☒ Yes ☐ No

Project Service Area

Indicate the type of service area for the proposed project.

☒ Large urban

☐ Small urban

☐ Rural

Large Urban (Over 200,000 population), Small Urban (50,000-199,999 population) and Rural (Under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Project Service Type

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

☐ Commuter

☐ Complementary Paratransit

☐ Demand Response

☐ Deviated Fixed Route

☒ Intercity

☐ Fixed Route

☐ Paratransit

☐

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank. Round service times to the nearest quarter hour.

Days of Service	Start Time	End Time
Monday	7:00 AM	11:45 PM
Tuesday	7:00 AM	11:45 PM
Wednesday	7:00 AM	11:45 PM
Thursday	7:00 AM	11:45 PM
Friday	7:00 AM	11:45 PM
Saturday	7:00 AM	11:45 PM
Sunday	7:00 AM	11:45 PM

Project Delivery

Does this project include tasks that are dependent on other projects?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☒ Yes ☐ No

If the project includes multiple tasks, which best describes the relation between activities or tasks?

☒ Critical to the project

☐ Complimentary to the project

If the tasks are critical, how might the project be impacted if one or more activities aren't funded or receive partial funding?

The project's tasks are sequentially interdependent: final engineering must precede procurement, procurement must precede construction, and construction must precede commissioning. Partial funding that eliminates any of the core electrical infrastructure elements (transformer, ductbank, switchboard, bus charger) would prevent the station from reaching an operational state. The proposed project could move forward with partial funding that covers all charging infrastructure-related costs but omits or partially funds the bus shelter and concrete bus parking pad project components.

Please describe the task level deliverables.

Task 1, Final Engineering Design and Utility Coordination

Status: IN PROGRESS, UO-funded with \$100,000 commitment Description: Completion of construction-ready electrical drawings, detailed site design, EWEB utility coordination, and permitting plan. This task is currently underway and will be complete prior to CTG grant award.

Start: Feb-2026

End: Aug-2026

Task 2, Competitive Procurement

Status: Not Started.

Description: Issue Request for Bid (RFP) for construction contractor(s) per public contracting requirements; evaluate bids and award construction contract. Procurement will follow the UO's established procurement policies to implement the project.

Start: Mar-2027

End: Jun-2027

Task 3, Site Construction

Status: Not Started.

Description: Site demolition and preparation, excavation and installation of approximately electrical make-ready infrastructure, concrete charging station pedestal poured, protective bollards, and bus shelter and concrete bus parking pad. Charger will be provided for installation

Start: Aug-2027

End: Nov-2027

Task 4, Charger Installation

Status: Not Started.

Description: Installation of 180kW dual-port heavy-duty DC fast bus charger, provided to project via in-kind contribution by MTRWestern.

Start: Nov-2027

End: Dec-2027

Task 5, Charger Commissioning and Operational Testing

Status: Not Started.

Description: EWEB service cutover, energization, operational testing with MTR Western electric buses, rider-facing communication, and grant closeout.

Start: Dec-2027

End: Feb-2028

Task 6, Project Ribbon Cutting Ceremony and Project Closeout Status: Not Started.

Description: Community event coordinated and hosted by the UO that includes all project partners and funders to commemorate the start of electric bus service on the ODOT POINT Cascades line. Project closeout.

Start: Feb-2028

End: Mar-2028

Where applicable, please include the request for proposal or invitation to bid issue date, contract award

date, initial delivery date, final delivery date, and contract completion date.

Project Administration

Will project administration be an element of the proposed project?

☒ Yes ☐ No

Does your agency intend to charge any indirect cost to this project?

☒ Yes ☐ No

Indirect cost must be contained in a "project administration" activity within the application, and resulting executed subaward and reimbursement requests. Please select the indirect cost rate to be applied to reimbursement requests.

☐ De minimis rate

☒ Annually negotiated rate with a federal cognizant agency

☐ Annually negotiated rate with ODOT

Project administration budget

Please add any project administration costs, noting any indirect costs, to the budget table. Select "Add Item" to add items. Total cost will automatically populate based on information provided.

Item	Item Description	Quantity	Unit	Cost per unit	Total Cost
Project Administration	Facilities/Administrative Costs/Misc Construction-related Services	1	1	\$130,000.00	\$130,000.00
Indirect Costs	Indirect Costs	1	1	\$302,390.00	\$302,390.00

\$432,390.00

Project Administration Match

Match Source	Match Amount	Match Percentage	Match Status
Local	\$169,900.00	98.26%	Secured
Local	\$3,000.00	1.74%	Secured
\$172,900.00		100.00%	

If you selected "Other" for match source, please describe in detail.

Local match of \$169,900 provided in the form of internal UO cash. In-kind administration costs covered by the project include the following construction-related non-equipment and non-facility fees:

D/C ADMIN AND ACCT
D/C PROJECT MANAGEMENT
D/C ENGINEERING SUPPORT
D/C CONSTRUCTION ENGINEER
COST ESTIMATOR
SITE SURVEY
GEOTECH ENGINEERING
SPECIAL INSPECTIONS
LOCATES - CONST SVCS
COMPUTER AND DATA WIRING
PARKING PERMITS
HAZMAT SURVEY
EHS SUPPORT
BOLI FEE
ADVERTISING COST

Local match of \$3,000 provided in the form of in-kind contribution for project right-of-way permitting costs from City of Eugene.

Equipment, Signs, and Amenities

Please fill out the following section for the projects proposing the purchase of equipment, signs, and amenities. To add an additional item, select "Add Item" at the end of the section.

Please provide a detailed list of the equipment, signs, and amenities to be purchased for this project, and explain how they are necessary to fulfill the purpose of the project. Include engineering & design, project management or construction management where applicable.

This project constructs new permanent electrical and site infrastructure on UO-owned land at 1615 E 13th Ave, Eugene, OR 97403, which serves as the Eugene terminus stop for ODOT Point Bus Cascades route serving Portland to Eugene. The facility is being constructed; no land acquisition or facility purchase is involved, as UO already owns the site. Major construction activities include: (1) Site demolition of existing surface materials as needed; (2) Excavation and installation of approximately 215 linear feet of underground electrical ductbank to route power from the UO campus distribution system to the charger location; (3) Setting of a 500kVA pad-mount transformer to step utility voltage down to charging equipment voltage; (4) Trench repair and site paving to restore disturbed surfaces; (5) Installation of protective bollards defining the charging zone and protecting equipment from vehicle incursion; (6) Installation of charger equipment, switchboard, and utility meter; and (7) EWEB utility interconnection. EWEB has confirmed in writing (letter attached) that 200kW of electrical load is available at the UO Substation with no service modifications required. Final engineering and construction documents are being developed under UO's currently funded engineering initiative. Engineering inspection and permitting coordination with the City of Eugene are included in project scope.

This activity may require the applicant to successfully get FTA environmental concurrence before incurring any costs.

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for projects that are awarded funding from FTA's Section 5339(a) Grants for Buses and Bus Facilities Program, the target grant period will be October 2027 to September 2031. For capital projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant agreement period will be July 2027 to June 2031.

In the section below, provide project timeline milestones under two scenarios: (1) if the project is awarded STIF Discretionary or STIF Intercommunity funds, and (2) if the project is awarded federal FTA Section 5339(a) funds. Please submit a separate schedule for each funding source and ensure the timelines align with the applicable grant agreement periods listed above.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date for federal award

10/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date for federal award

11/1/2027

Provide the consultant or contractor award date.

Initial start date for federal award

12/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date for federal award

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date for federal award

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Request for Pricing (RFP) issue date for STIF award

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date for STIF award

8/1/2027

Provide the consultant or contractor award date.

Initial start date for STIF award

9/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date for STIF award

3/31/2028

Provide the final end date for the consultant or contractor work.

Contract completion date for STIF award

4/22/2028

Provide the date that the consultant or contractor contract is complete.

Equipment, Signs, and Amenities to be Purchased

Item 1

Item Name

Item 1: Heavy-Duty Dual-Port DC Fast Bus Charger

Item Description

Heavy-duty DC fast charger with dual connectors, rated at [180kW], sized per route analysis to maintain the existing ODOT POINT Cascades Portland-Eugene timetable without schedule adjustments. Enables MTR Western battery-electric intercity coaches to charge at the Eugene terminus between runs. Charger hardware will be competitively procured per Oregon public contracting requirements.

Select item type

- ☒ Equipment
☐ Signs
☐ Amenities

Street address or latitude and longitude coordinates of planned installation.

Address: 1615 E 13th Ave, Eugene, OR 97403
Latitude: 44.044840 / Longitude: -123.072530

If "on-bus" this needs to be specified.

Quantity	Unit Cost	Total Cost
1	\$165,000.00	\$165,000.00

Estimated order date:

3/1/2027

Estimated delivery date:

6/30/2027

Item 2**Item Name**

Item 2: 500kVA Transformer

Item Description

Installation of a 500kVA pad-mount transformer connecting the UO substation to the charging equipment. This is a facility being constructed on UO-owned land. Project would prefer to order upon ODOT notice of award if pre-award costs can be allowed since delivery times can be long for transformers.

Select item type

- ☒ Equipment
☐ Signs
☐ Amenities

Street address or latitude and longitude coordinates of planned installation.

Address: 1615 E 13th Ave, Eugene, OR 97403
Latitude: 44.044840 / Longitude: -123.072530

If "on-bus" this needs to be specified.

Quantity	Unit Cost	Total Cost
----------	-----------	------------

1	\$115,000.00	\$115,000.00
---	--------------	--------------

Estimated order date:

3/1/2027

Estimated delivery date:

9/30/2027

Item 3

Item Name

Item 3: Electrical Switchgear, Make-Ready Electrical, and Installation

Item Description

Main electrical switchgear for powering the charging infrastructure. Project would prefer to order upon ODOT notice of award if pre-award costs can be allowed since delivery times can be long for switchgear.

Conduit and PVC, concrete for pedestals, protective bollards, and other miscellaneous materials required for make-ready infrastructure to safely and reliably power bus charging being installed by the project. Project would prefer to order upon ODOT notice of award if pre-award costs can be allowed so materials can be delivered with other materials ordered.

Select item type

☒ Equipment

☐ Signs

☐ Amenities

Street address or latitude and longitude coordinates of planned installation.

Address: 1615 E 13th Ave, Eugene, OR 97403

Latitude: 44.044840 / Longitude: -123.072530

If "on-bus" this needs to be specified.

Quantity	Unit Cost	Total Cost
1	\$517,847.00	\$517,847.00

Estimated order date:

3/1/2027

Estimated delivery date:

9/1/2027

Item 4

Item Name

Item 4: Project Contingency

Item Description

UO policy requires a certain percentage of total project costs are secured before starting a construction project. This total reflects this required amount.

Select item type

☒ Equipment

☐ Signs

☐ Amenities

Street address or latitude and longitude coordinates of planned installation.

Address: 1615 E 13th Ave, Eugene, OR 97403

Latitude: 44.044840 / Longitude: -123.072530

If "on-bus" this needs to be specified.

Quantity	Unit Cost	Total Cost
1	\$83,485.00	\$83,485.00

Estimated order date:

7/1/2027

Estimated delivery date:

7/1/2027

Project Match

Match Source	Match Amount	Match Percentage	Match Status
Local	\$30,000.00	14.55%	Secured
Other	\$165,000.00	80.01%	Secured
Local	\$11,222.00	5.44%	Secured
\$206,222.00		100.00%	

If you selected "Other" for match source, please describe in detail.

Local Match of \$30,000: local utility Eugene Water & Electric Board (EWEB) grant that will cover a portion of the transformer equipment cost. Grant is awarded to the UO and under contract.

Other Match of \$165,000: the value of the 180KW dual-port charging station that project partner MTRWestern (a for-profit private company and POINT Cascades transit operator) will provide as an in-kind contribution to the project.

Local Match of \$11,222: provided by the UO from internal cash already secured to cover a portion of make-ready electrical and construction costs.

Transit facilities

Please fill out the following section for projects proposing the purchase of transit facilities, signs, and amenities, purchase of land for facilities, and/or construction or rehabilitation of facilities. To add an additional facility item, select "Add Facility" at the end of the section.

Please describe the proposed transit facility in detail.

The proposed transit facility consists of two elements constructed on UO-owned land at 1615 E 13th Ave, Eugene, OR 97403, which serves as the Eugene terminus stop for the ODOT POINT Cascades route. No land acquisition or facility purchase is involved. The first element is a 1,200-square-foot reinforced concrete bus pad providing a stable, ADA-compliant, all-weather surface for electric bus boarding and charging operations, constructed to support heavy vehicle loads. The second element is a bus shelter providing weather protection for waiting passengers. Both elements are permanent improvements to the existing terminus stop.

Describe major activities, including siting and right-of-way, planning, architecture, engineering, project management, construction contracting, inspection and permitting, interior surfaces and furnishings, etc.

This activity may require the applicant to successfully get FTA environmental concurrence before incurring any costs.

Please provide the location in longitude and latitude format. If you have the address and/or tax lot provide that here as well. Format (Latitude= 45.214940/ Longitude = -123.969360)

Address: 1615 E 13th Ave, Eugene, OR 97403

Latitude: 44.044840 / Longitude: -123.072530

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for projects that are awarded funding from FTA's Section 5339(a) Grants for Buses and Bus Facilities Program, the target grant period will be October 2027 to September 2031. For capital projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant agreement period will be July 2027 to June 2031.

In the section below, provide project timeline milestones under two scenarios: (1) if the project is awarded STIF Discretionary or STIF Intercommunity funds, and (2) if the project is awarded federal FTA Section 5339(a) funds. Please submit a separate schedule for each funding source and ensure the timelines align with the applicable grant agreement periods listed above.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date for federal award

11/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date for federal award

Request for Pricing (RFP) issue date for STIF award

8/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date for STIF award

11/30/2027	8/31/2027
<i>Provide the consultant or contractor award date.</i>	<i>Provide the consultant or contractor award date.</i>
Initial start date for federal award	Initial start date for STIF award
10/1/2027	7/1/2027
<i>Provide the initial start date for the consultant or contractor work.</i>	<i>Provide the initial start date for the consultant or contractor work.</i>
Final end date for federal award	Final end date for STIF award
6/30/2028	3/31/2028
<i>Provide the final end date for the consultant or contractor work.</i>	<i>Provide the final end date for the consultant or contractor work.</i>
Contract completion date for federal award	Contract completion date for STIF award
6/30/2028	4/22/2028
<i>Provide the date that the consultant or contractor contract is complete.</i>	<i>Provide the date that the consultant or contractor contract is complete.</i>

Facility Items

For each separate facility item or structure, such as a maintenance building, bus stop, or bus barn, or pedestrian improvement, please answer the following questions. To add another facility or structure, click "Add Facility" at the bottom of the section.

Facility 1

Facility Item Name

Facility Item 1: Bus Shelter

Facility Item Description

The bus shelter is a permanent, covered passenger waiting structure installed at the existing bus stop to provide weather protection for riders. The shelter will be open-sided for accessibility and ventilation, with seating, and will serve passengers boarding on the ODOT POINT Cascades intercity bus service at the 1615 E 13th Ave location.

Please provide details regarding if this is land being purchased, a facility being purchased, or a facility being constructed.

If the proposed facility has elements in more than one location, please provide the street address or latitude and longitude coordinates for this project element.

Address: 1615 E 13th Ave, Eugene, OR 97403

Latitude: 44.044840 / Longitude: -123.072530

Example 632 E. Apple Dr., The Dalles 97058 OR Tax Lot 820 (3N-11E-35DB) at the Port of Hood River and Latitude= 45.214940/ Longitude = -123.969360

Project deliverable start date:

9/1/2028

Project deliverable proposal/invitation for bid date:

3/1/2027

Expected order date. Write N/A if not applicable.

04/2027

MM/YYYY

Expected delivery date. Write N/A if not applicable.

08/2027

MM/YYYY

Project deliverable completion date:

12/1/2027

Facility Budget

For each facility, include detailed budget with item description for facility items. Include any items related to zero-emission vehicles as a separate line item. Select "Add Item" to add additional items.

Item Description	Quantity	Measurement	Unit Cost	Total
Bus Shelter	1	1	\$158,000.00	\$158,000.00
1				\$158,000.00

Facility 2

Facility Item Name

Facility Item 2: Concrete Bus Pad

Facility Item Description

The concrete bus parking pad is a reinforced concrete surface constructed in front of the bus stop in the street, and in lieu of asphalt, to provide sufficient stability and support for heavy buses. Asphalt tends to warp and subside under the weight of buses and concrete surfaces are preferred when possible, granted they cost more to install than asphalt but have a much longer life than asphalt surfaces for bus stop parking. The concrete bus pad is estimated to be 1,400 feet in area.

Please provide details regarding if this is land being purchased, a facility being purchased, or a facility being constructed.

If the proposed facility has elements in more than one location, please provide the street address or latitude and longitude coordinates for this project element.

Address: 1615 E 13th Ave, Eugene, OR 97403

Latitude: 44.044840 / Longitude: -123.072530

Example 632 E. Apple Dr., The Dalles 97058 OR Tax Lot 820 (3N-11E-35DB) at the Port of Hood River and Latitude= 45.214940/ Longitude = -123.969360

Project deliverable start date:

9/1/2028

Project deliverable proposal/invitation for bid date:

3/1/2027

Expected order date. Write N/A if not applicable.

04/2027

MM/YYYY

Expected delivery date. Write N/A if not applicable.

08/2027

MM/YYYY

Project deliverable completion date:

12/1/2027

Facility Budget

For each facility, include detailed budget with item description for facility items. Include any items related to zero-emission vehicles as a separate line item. Select "Add Item" to add additional items.

Item Description	Quantity Measurement		Unit Cost	Total
Concrete Bus Parking Pad	1	1	\$25,000.00	\$25,000.00
1				\$25,000.00

Project Match

Match Source	Match Amount	Match Percentage	Match Status
	\$0.00	0.00%	

Facility Totals

Total Project Cost	Match Amount (Total Project Cost x 20%)	Grant Amount
\$183,000.00	\$36,600.00	\$146,400.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$1,496,722.00	\$299,344.00	\$1,197,378.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$1,315,722.00

Is your agency including in-kind match in the application?

☒ Yes ☐ No

If you answered "Yes", please indicate the type of in-kind match.

The 180KW dual-port Direct Current Fast Charger (DCFC), also known as a Level 3 charger, will be provided to the project by transit service operator MTRWestern and operated by the UO. The City of Eugene will also contribute \$3,000 of in-kind match by covering a portion of permitting fees for the project.

In-kind match needs to be approved by PTD prior to award.

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

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

This project addresses the critical need for electric bus charging infrastructure at the Eugene terminus of the ODOT POINT Cascades route, Oregon's highest-ridership intercity bus corridor, in order to electrify the route. The need for electrification is rooted in three compounding imperatives: reducing transportation-sector greenhouse gas emissions and advancing Oregon's statewide zero-emission vehicle adoption mandates; eliminating the involuntary diesel exhaust exposure that transit-dependent riders currently absorb at the boarding area and on board every trip; and improving the ridership experience in ways that attract new riders, support mode shift away from single-occupancy vehicles, advance statewide VMT reduction goals, and improve the long-term financial performance of the route through increased fare revenue.

The riders who depend on the ODOT POINT Cascades route are the Oregonians for whom all three of these imperatives matter most. Oregon's EV transition has to date primarily benefited those with the means to purchase personal electric vehicles. POINT Cascades riders are disproportionately the people who cannot access an EV. According to the ODOT POINT Intercity Bus Research Quantitative Research Report, 24% of POINT riders lack access to a personal vehicle for intercity travel, compared to just 8% of non-riders; a rate three times higher. Eighteen percent do not drive at all, compared to 6% of non-riders. Twenty-five percent have disabilities affecting their ability to drive, compared to 12% of non-riders, and twenty-seven percent earn less than \$50,000 per year. Forty-seven percent of riders are age 55 or older, including 27% who are 65 or older. POINT riders are also nearly 2.5 times more likely to be BIPOC than non-riders, with 39% of riders identifying as such versus 16% of non-riders. For 6% of POINT riders, the bus is their only travel option and 8% of riders use it specifically for medical appointments. The results of this survey show users of the transit service are not just discretionary travelers and this is a ridership base for whom the bus is essential, and for whom the quality and sustainability of that service has profound positive impacts when compared to higher-resource groups already accessing EVs.

Need 1 — Climate and Zero-Emission Mandates.

Oregon needs to reduce its greenhouse gas emissions with electrification in order to meet aggressive emission reduction and zero-emission vehicle adoption targets. Transportation currently generates 39% of Oregon's total greenhouse gas emissions, the largest of any sector, and Oregon law now requires reductions of at least 45% below 1990 levels by 2035 and 80% by 2050. Governor Brown's Executive Order 17-21 (2017) directed state agencies to accelerate zero-emission vehicle adoption, and Oregon's Advanced Clean Trucks rule requires manufacturers to sell increasing percentages of zero-emission Class 8 vehicles, which includes the heavy-duty buses operated by the Point Bus route.

Electrifying the POINT Cascades route reduces greenhouse gas emissions while accelerating zero-emission vehicle adoption that the community has demanded through statewide and local policy and planning. Each electric bus supported by the proposed project's charging infrastructure displaces a diesel bus with a real greenhouse gas emission reduction impact. Electric bus operation made possible by the proposed project would eliminate the combustion of approximately 21,520 gallons of diesel fuel annually and reduce approximately 242 tons of CO₂ per vehicle per year (U.S. EPA Diesel Emissions Quantifier). At full electrification of the three daily round trips enabled by the Eugene charger alone, the project prevents over 720 tons of CO₂ per year, contributing directly to Oregon's statewide GHG reduction targets, the Advanced Clean Trucks mandate, and Eugene's Climate Recovery Ordinance, which the City's 2035 Transportation System Plan targets through a tripling of transit mode share.

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☐ None
- ☐ Trimming
- ☐ Current arrival time tracker
- ☐ Lighting
- ☐ Cameras
- ☐ Seat belts
- ☐ Pedestrian or bicycle infrastructure
- ☒ Other

If you selected "Other", please describe.

The project will deliver several Other benefits in the form of Public Health and Safety benefits, via diesel emissions elimination and noise/vibration reduction from the switch to electric buses from diesel buses that is supported by the project's charger, the installation of protective bollards (at the station loading zone that will protect the charger and waiting riders, and the installation of riders waiting for the bus due to the proposed new bus shelter that will shield riders from the harsh elements.

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

This project will improve safety for vulnerable road users and transit riders through two direct mechanisms:

1. Rider Health and Safety: Elimination of Harmful and Carcinogenic Diesel Exhaust Emissions by Facilitating Transition to Zero-Emission Bus Operation

The project's primary safety benefit is the removal of diesel exhaust from the boarding environment at the Eugene terminus, where transit riders, who disproportionately include people with disabilities, older adults, and low-income individuals, currently wait adjacent to idling diesel buses. While the transit service operator strives to limit idling, this can be challenging when cabin heating or air conditioning is needed for those still on board the bus during loading and unloading. Diesel exhaust is classified by ODEQ as a known carcinogen containing PM2.5 and NOx and mitigating human exposure to it provides a notable public health benefit.

The project site at 1615 E 13th Ave carries an ODEQ Environmental Justice diesel exhaust burden score of 3.2 out of 5.0, placing this neighborhood in the top tier of diesel-burdened communities in Oregon. Each electric bus replacing a diesel bus eliminates approximately 600 lbs of NOx and 90 lbs of PM2.5 annually (U.S. EPA Diesel Emissions Quantifier). Across 5 daily bus visits to this location, the project eliminates approximately 3,000 lbs of NOx and 450 lbs of PM2.5 per year from this terminus environment. The 25% of POINT riders with disabilities that affect their ability to drive and the 22% who are caregivers of persons with mobility disabilities are individuals who may spend more time at bus stops and are more medically vulnerable to air pollutants, making this a direct and measurable health safety improvement for them. For the 47% of riders who are age 55 or older, reduced PM2.5 exposure lowers cardiovascular and pulmonary disease risk, which is particularly elevated in older adults.

2. Physical Safety Improvements for Riders at Project Site

The proposed project would install a bus shelter where none currently exists to shield riders from the elements while they wait for bus loading and unloading. Across many communities, access to shelter at bus stops is surprisingly rare given the number of bus stops and cost to construct shelters.

The protective bollards installed as part of this project define and protect the active charging and bus pad area, preventing accidental vehicle incursion into the zone where buses charge and riders board. This improvement protects road users as a result.

Sources: Oregon DEQ, The Concerns about Diesel Engine Exhaust, February 2015; U.S. EPA Diesel Emissions Quantifier; ODOT POINT Research Report, January 2023.

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

The project primarily delivers ongoing climate benefits through its operation to minimize the project's impacts on the climate. The project would further reduce the climate impact of facility construction during the construction phase by encouraging contractors to use renewable diesel (R99) in their on-road vehicles and off-road construction equipment involved with the project's construction. The UO encourages all construction providers to do this since renewable diesel produces around 60% fewer lifecycle carbon emissions than fossil diesel. The project will also use EWEB's power supply for construction site electrical needs, which means electricity is sourced from 90% renewable electricity sources, minimizing electricity-related construction emissions.

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

This project reduces GHG emissions by supporting transition from diesel intercity bus service to zero-emission, all-electric bus operations on one of Oregon's busiest and most carbon-intensive transit corridors, enabled by the UO's strategically placed charger.

The Portland-Eugene ODOT POINT Cascades corridor currently operates 5 daily round trips (10 total trips) on diesel buses, consuming approximately 105,444 gallons of diesel and producing approximately 1,184 tons of CO₂ per year (10 one-way trips × 130 miles × 365 days = 474,500 annual bus miles; 474,500 ÷ 4.5 mpg = 105,444 gallons; 105,444 × 22.45 lbs CO₂/gallon ÷ 2,000 = 1,184 tons CO₂ annually).

Each electric bus on this route eliminates the combustion of approximately 21,089 gallons of fossil diesel fuel and 237 tons of CO₂ annually. The Eugene charger immediately enables 3 of 5 daily round trips to operate on zero-emission power, preventing approximately 711 tons of CO₂ per year upon commissioning, growing to full route elimination of 1,184 tons of CO₂ per year once the complementary Portland Union Station charger is installed. That trajectory contributes directly to Oregon's legally binding greenhouse gas reduction targets of at least 45% below 1990 emission levels by 2035 and 80% reductions by 2050 from a transportation sector that generates 39% of all state emissions; the largest source of emissions in the state. The proposed project facilitates a fuel switch on the POINT Cascades service that delivers a lower carbon form of transportation in electrified buses.

The project's emissions benefits extend beyond direct fuel displacement. The route is a proven alternative to personal vehicle travel: ODOT's POINT Research Report (2023) found that 36% of riders would have driven a personal car if the service hadn't been available. Electric bus service that is cleaner, quieter, and more reliable further accelerates mode shift away from single-occupancy I-5 travel, one of Oregon's highest-VMT highway segments. Finally, EWEB, which supplies power to the UO substation serving this project, derives over 90% of its generation from clean, renewable energy sources, meaning each kWh consumed by the electric buses carries near-zero lifecycle emissions, a fraction of the 22.45 lbs of CO₂ produced by every gallon of diesel it replaces.

Sources: MTRWestern sustainability data; EWEB power supply data; ODOT POINT Research Report, January 2023.

Beyond the direct displacement of diesel fuel on electrified trips, this project takes several additional steps that compound its GHG reduction potential and broaden its climate impact.

Encouraging Ridership Through Electric Technology

The transition to electric motorcoach service could meaningfully increase ridership on the Portland–Eugene corridor. Peer-reviewed research by Flaris et al. (2023) found that battery electric bus comfort attributes such as quieter operation, better acceleration, and no diesel fumes had a highly significant positive effect on the general public's behavioral intentions to use public transit. The study also found that 71% of surveyed transit riders supported their agency electrifying its fleet, and 77% would consider an agency with electric buses to be more innovative. Applied to the Portland–Eugene corridor, this evidence base suggests that electrification is not merely an environmental upgrade but also a ridership growth strategy. MTRWestern's own experience on the Bellingham–Seattle Amtrak connector supports this: ride quality improvements on that electric route have expanded seat utilization. A similar effect on the Portland–Eugene Cascades corridor, which already serves over 400,000 annual riders, could drive more

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

The specific geographic boundaries of the transit service area include the I-5 corridor starting in Portland, OR near Union Station and running south to end in the City of Eugene, specifically at 1615 E 13th Ave where the project would be located. The project site is located within the City of Eugene urban growth boundary (Lane County). The intercity bus service enabled by this charging infrastructure, in the form of the ODOT POINT Cascades bus route, connects five communities across approximately 110 miles of the I-5 and Willamette Valley corridor: the City of Portland (Multnomah County), Tualatin (Washington County), Salem (Marion County), Albany (Linn County), and Eugene (Lane County).

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

The project serves multiple communities and the geographic boundaries of the project include five communities located along the Interstate-5 corridor between Portland and Eugene Oregon. Specifically, the communities served by the project include Portland (Multnomah County), Tualatin (Washington County), Salem (Marion County), Albany (Linn County), and Eugene (Lane County). Together these communities span the length of Oregon's most-populated corridor outside the Portland Metro, with the route passing through or adjacent to several rural communities with limited alternative transportation options.

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

The project engaged resource-limited groups through four documented channels:

1. ODOT POINT Rider Research.

The most comprehensive and direct engagement with resource-limited groups on this corridor was conducted by ODOT through its POINT Intercity Bus Research Quantitative Research Report. This study was explicitly designed to capture the needs and preferences of underserved populations, with targeted recruitment of people with limited mobility, people without access to personal vehicles, people with low household incomes, and BIPOC community members. The study surveyed participants recruited through mailed invitations to a random sample of 4,000 households within 15 miles of Cascades Route stops, targeted social media outreach via ODOT's POINT channels, and digital recruitment. The project team reviewed these findings in full and used them to define project scope and priorities, including the covered bus shelter, and the emphasis on maintaining existing service frequency without disruption with more reliable electrified buses and sufficient charging infrastructure, and the importance of investing in intercity bus service through the proposed project. The UO campus where the project's charger would be located was identified as the fourth most-requested stop by non-riders in that survey, with 34% of non-riders expressing interest in a UO stop, directly affirming demand from the transit-dependent population this project serves.

2. City of Eugene Community Planning Processes.

This project implements transportation and climate actions developed through years of structured community engagement in Eugene. The City's Climate Action Plan 2.0 (2020) was developed over two years through multiple public forums held across Eugene and a dedicated Sustainability Equity Panel, convened from June 2021 to May 2022 and composed of eight organizations representing marginalized and resource-limited communities including St. Vincent de Paul Society of Lane County. That panel reviewed and shaped the transit and climate actions this project fulfills. The City's 2035 Transportation System Plan, adopted through a formal public hearing before both Eugene City Council and Lane County Commissioners, established the mode share and transit investment goals this project advances. The Electric Vehicle Strategy (2019), directed by City Council and developed through LCOG stakeholder engagement, set the electrification targets this project directly serves.

3. University Community Engagement.

The University of Oregon's transportation planning processes have documented student and campus community demand for intercity bus service, particularly among lower-income students traveling between Eugene and the Portland metro without personal vehicles. Stakeholder meetings conducted during the concept design phase in 2023 included regular POINT Cascades riders from the UO community, and input from those sessions informed the project's commitment to zero service disruption during construction and clear rider communication before and during construction activity. The project team met with the UO's Associated Students of the University of Oregon (ASUO) leadership to share the proposed project's plan to electrify the route and was met with overwhelming support for electrifying the route, upon which many UO students depend for transportation between Portland and Eugene.

4. Planned Engagement Upon Project Completion.

The UO will hold a public ribbon-cutting event upon commissioning that will specifically invite community organizations, student groups, and partner agencies serving transit-dependent populations to mark the launch of zero emission intercity bus service. The event will be promoted in advance through the UO

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☒ Yes ☐ No

Please explain.

This project improves both bus-related infrastructure and multimodal connectivity, transforming an existing curbside stop into a functional intercity transit hub integrated with the surrounding active transportation network.

Bus-Related Infrastructure

The project delivers direct upgrades to the physical bus stop at 13th Avenue and Agate Street as part of the overall charging infrastructure installation. The concept design, developed with design consultant KPFF, includes the following bus stop improvements:

- Addition of a new 15-foot covered bus shelter providing defined, weather-protected waiting space at the curb for arriving and departing intercity passengers
- Retention and improvement of existing seating at the stop
- New concrete paving in the bus parking zone, replacing the existing surface with a stable, level, ADA-compliant boarding area suited to the needs of the route's transit-dependent ridership
- Removal and relocation of three existing bicycle racks that currently create conflict between cyclists and boarding passengers, clarifying and improving the bus boarding zone

These improvements directly upgrade the functional quality of the stop for the intercity services it and establishes a proper boarding environment commensurate with Oregon's highest-ridership intercity corridor. The charging infrastructure itself is integrated directly into the bus stop footprint, with the charger positioned within the bus parking zone so that buses can connect to the charger during their scheduled dwell time without any operational disruption to the boarding area or E. 13th Avenue traffic flow.

Multimodal Connectivity

The project site at 13th Avenue and Agate Street is the primary eastern gateway to the University of Oregon campus and is already embedded in a dense multimodal context that this project reinforces and activates. The site sits just one city block (<100 yards) from Lane Transit District's EmX Bus Rapid Transit stop on Franklin Boulevard, which is Eugene's primary BRT corridor connecting the campus to downtown Eugene, Springfield, and the broader Lane County transit network. A rider arriving from Portland on an electric POINT bus can step off the bus and walk less than two minutes to an EmX stop, completing an all-electric, multi-leg trip from virtually anywhere in the Portland metro area to any destination served by LTD's network. Riders with bicycles can bring them on board MTRWestern's coaches, arriving at the UO stop with their bike and continuing directly to their destination without any additional connection. This seamless transfer capability between intercity and regional transit services, and the bike-on-bus option, are direct connectivity benefits of the project's siting that no other location in Eugene could replicate.

The site also sits adjacent to existing bicycle storage infrastructure and is in close proximity to a PeaceHealth Rides bike-share station near Agate Street, as well as the Ruth Bascom Riverbank Path, one of Eugene's primary shared-use recreational and commuter cycling corridors.

The site's walkability is similarly strong. The existing sidewalk along E. 13th Avenue measures roughly 17.5 feet in width on the primary approach, and a secondary pedestrian path through the site connects the bus stop to the interior of the UO campus, dormitories, and key destinations including Matthew Knight Arena and Hayward Field. Visitors arriving by electric intercity bus for campus events can walk directly to their destination without relying on a car, reducing vehicle demand and reinforcing the site's role as a sustainable mobility gateway to the university and its surrounding neighborhoods.

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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

This project will be successfully completed on budget and within the grant agreement period because the project team has spent more than three years in active planning, design, and engineering work to arrive at this funding request, a development timeline that substantially de-risks execution and positions the project to move into construction immediately upon award. Each of the primary variables that most commonly cause infrastructure projects to stall or fail has been resolved in advance and are discussed in detail, below.

Site and Utility Readiness

The University of Oregon owns the project site at 1615 E 13th Ave, Eugene. No property acquisition is required, removing the single most common cause of transit project delays. Utility capacity has been confirmed in writing and attached in the supporting documentation: EWEB's Systems Engineering Supervisor confirmed in August 2025 that 200kW of additional electrical load is available at the UO Substation with no service modifications required. Utility capacity uncertainty is the most common cause of electrical infrastructure cost overruns, and this variable has been fully eliminated.

Design and Engineering Status

A comprehensive concept design and feasibility study funded by EWEB's 2023 Electric Mobility Grant was completed in late 2024 and is included in the supporting documentation. The study produced a validated and preferred site layout, preliminary electrical design, and contractor-bid-informed cost estimates that directly informed this application. Building on that foundation, the UO has committed \$200,000 of internal funds to the project, of which \$100,000 has recently been used to initiate final site design and engineering. This effort is currently underway and, upon completion in 2026, will position the project to move forward immediately into procurement and construction upon award from ODOT in 2027. This work will produce construction-ready drawings and updated cost estimates before the CTG final application deadline of June 15, 2026, meaning the project will enter the procurement phase immediately upon grant award without any intervening design work required.

Permitting Pathway

The City of Eugene permitting requirements were identified during the concept design phase and the City has expressed strong support for the project, as documented in the attached letter, and is committed to permitting the project within the City of Eugene right-of-way. Standard City of Eugene permitting timelines have been factored into the project schedule and present no risk to the grant agreement period.

Funding Certainty and Contingency

The University of Oregon requires that all construction projects have a minimum of 20% of total project costs secured as contingency reserves before construction can be initiated. This institutional requirement is not discretionary and is a financial control applied to every capital project the UO undertakes, ensuring that projects do not break ground until sufficient reserves exist to absorb cost overruns without stopping work mid-construction. The complete local match funding stack is fully committed and carries zero funding uncertainty: the UO's \$200,000 internal cash contribution and the \$30,000 EWEB 2025 Electric Mobility Grant award are both secured. Together with the requested CTG Phase 2 funds, this funding stack satisfies the UO's 20% contingency threshold, meaning the project will meet the university's own internal construction initiation standard at the time of award and will be cleared to proceed immediately. The project budget was developed using contractor bids obtained during the 2024 concept design phase and is being updated through the final engineering currently in progress, with contingency budgeted for

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☒ Yes ☐ No

Please provide additional details.

The project proposes to purchase construction materials across four categories, as documented in the KPFF and Wood Harbinger engineering cost estimates: electrical distribution materials including heavy-gauge XHHW conductors, medium-voltage cable, a 500 kVA pad-mount transformer, switchboard components, breakers, and metering equipment; underground conduit and ductbank materials including 4" and 2" conduit runs, precast concrete manholes, and trench fill; the primary charging equipment consisting of one 180 kW heavy-duty DC fast charge dispenser with associated vandalism protection; and civil and site materials including concrete for a 1,400 square foot bus charging pad, site paving, trench repair aggregate, bollards, and a bus stop shelter. Combined, these materials represent the core physical inputs required to construct a dedicated heavy-duty electric bus charging facility at the University of Oregon's ODOT POINT Cascades terminus at 1615 E 13th Avenue, Eugene.

Purchase of rolling stock

☐ Yes ☒ No

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☒ Yes ☐ No

Please provide additional details.

The project includes some excavation and trenching related to the construction of the concrete bus pad (transit facility) and installation of underground electrical make-ready infrastructure, including electrical conduit, PVC conduit piping, and ductbank. The project will also involve pouring of concrete for the concrete bus pad (transit facility), pedestal for electrical switchgear, transformer, and charging station, and pavement repairs to the sidewalk and any surrounding street surfaces requiring such repairs. The project will also construct one bus shelter (transit facility).

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

UOCharge-ConceptDesign.pdf

Letter of Support_EWEB.pdf

Letter of Support_ODOT.pdf

EWEB Ability-to-Serve Electric Load Confirmation.pdf

MTRWestern Letter of Support-signed.pdf

epcs_budget36706.xlsx

Letter of Support-City of Eugene.pdf

F_A_Rate_Agreement.pdf

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

Submitting Your Application

- Click the "Save" button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the "Upload" button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the "Printed Name" section.
- Submit your application by using the "Submit Application" button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

A handwritten signature in black ink, appearing to read "Steve Mital", with a long horizontal stroke extending from the end.

Printed Name

Steve Mital

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date
4/22/2026

Lane Coordinated Public Transportation Plan

2019 UPDATE



Table of Contents

Executive Summary.....	2
Section 1: Present Conditions.....	4
Local Economy	4
Cost of Fuel	5
State and Federal Revenue	6
Health Care Reform in Oregon	7
LTD Accessible and Customer Services	9
Section 2: Needs Assessment and Local Planning	11
Needs Assessment.....	11
Veterans Transportation Initiative.....	12
Transportation for Lane County Veterans	13
Local Planning	13
LTD Planning	14
Section 3: Coordination Practices and Projects.....	16
Coordination Practices.....	16
Linking Needs and Priorities with Practices and Projects	17
Section 4: Resources	27
Funding Sources.....	27
Accessible Services Fund Two-Year Revenue and Expense Budget for FY18 and FY19	29
Medicaid Fund Two-Year Revenue and Expense Budget for FY18 and FY19 ..	30
Section 5: Public Review and Comments	31
Special Transportation Fund Committee Review	31
Community Outreach and Public Comment:	31
Adoption by the LTD Board of Directors.....	33

Executive Summary

The *Lane Coordinated Public Transit-Human Services Transportation Plan* (Lane Coordinated Plan) was first prepared by Lane Transit District (LTD) and adopted by the Lane Transit District Board of Directors in January 2007. Because the original plan was developed prior to the issuance of guidance by the Federal Transit Administration (FTA), it was revised in June 2009 to include additional information to meet both FTA and State of Oregon planning expectations. An update to the 2009 plan was completed and adopted by the LTD Board of Directors in 2013. Both versions have been incorporated as source documents for this and subsequent updates.

The Lane Coordinated Plan satisfies federal requirements enacted through the passage of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). It is specific to funds administered through the FTA and the Oregon Department of Transportation (ODOT) Public Transit Division with expectations for planning and coordination of these resources. The federal requirements for the coordinated transportation planning process are retained under legislation signed into law on July 6, 2012, by President Barack Obama titled *Moving Ahead for Progress in the 21st Century* (MAP-21). In December 2015, President Obama reauthorized transportation programs through Fiscal Year (FY) 2020 with the passage of the Fixing America's Surface Transportation (FAST) Act.

The FAST Act took effect October 1, 2015, and made some changes to federal grant programs. The FAST Act is the new five-year surface transportation authorization that provides FTA an authorization level of \$11.78 billion in FY 2016 and a total of \$61.56 billion from FY 2016 through FY 2020 (<https://www.transit.gov/FAST>). The FAST Act realigns several transit programs, provides significant funding increases specifically for bus and bus facilities, creates several new discretionary programs, and changes several crosscutting requirements. The law continues and expands FTA authority to strengthen the safety of public transportation systems (<https://www.transit.dot.gov/regulations-and-guidance/regulations-and-guidance>).

This 2019 update to the Lane Coordinated Plan will:

1. Update important information in order to ensure that the Lane Coordinated Plan is relevant to **present conditions**;
2. Reference relevant **needs assessment and local planning** information, including LTD service initiatives;
3. Match needs with preferred **coordination practices and projects**;
4. List projects and **resources**; and
5. Report on **public review and comments** about the Lane Coordinated Plan.

Additional resource documents are:

Attachment 1: ECONorthwest Report – Recent Economic Performance of the Eugene-Springfield Metropolitan Statistical Area (MSA), April 2014

- Attachment 2:** Oregon Economic and Revenue Forecast, September 2018. Volume XXXVIII, No. 3
- Attachment 3:** CCO 2.0 Recommendations of the Oregon Health Policy Board
- Attachment 4:** National Center for Transit Research: Improving Veteran Mobility in Small Urban and Rural Areas, February 2014
- Attachment 5:** Senior & Disability Services 2016 Community Needs Assessment
- Attachment 6:** 2015-2016 Lane County Regional Community Health Needs Assessment
- Attachment 7:** 2016-2019 Lane County Regional Community Health Improvement Plan
- Attachment 8:** Fact Sheet: Enhanced Mobility for Seniors and Individuals with Disabilities Section 5310, U.S. Department of Transportation Federal Transit Administration
- Attachment 9:** Fact Sheet: Formula Grants for Rural Areas Section 5311, U.S. Department of Transportation Federal Transit Administration
- Attachment 10:** Fact Sheet: Oregon Department of Transportation Statewide Transportation Improvement Fund

Since the initial Plan and subsequent updates were adopted, there have been changes and new initiatives that influence local transportation, such as an economic recovery resulting in a very low unemployment rate, continuing fluctuations in fuel costs, and continued uncertainty about federal and state transportation resources. Responding to unmet service needs and increasing demand for new transportation patterns is quite challenging. This plan focuses on transportation linked to health care reform, families and individuals with low incomes, students, and providing transportation to the growing number of older adults in need of transportation services to help sustain, support, or enhance personal independence.

Section 1: Present Conditions

Local Economy

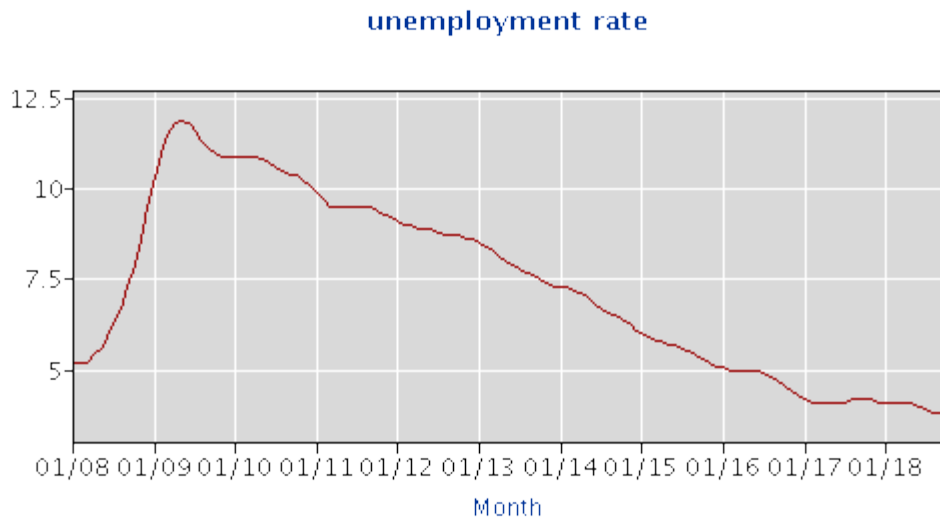
Lane Transit District (LTD) was founded in 1970 under the laws of the State of Oregon that allowed the formation of transit districts as special taxing entities. LTD was empowered by State Statutes to impose an excise tax on employers to fund local transit. In 2008, a downturn in the local economy, with associated job losses, led to a significant reduction in LTD's payroll tax revenues. The State of Oregon Economic and Revenue Forecast, published in September 2009, predicted that Oregon jobs lost since 2007 would not be regained until 2013. When only small improvements in the local economy were noticeable after 2009, there was continued speculation that job recovery would not occur until 2015. As of 2018, the local economy is stronger and the local job market is seeing the lowest level of unemployment in over 10 years.

In 2009 a significant LTD service reduction was avoided by the application of federal stimulus funds in support of fixed-route operations. Federal stimulus funds were a one-time infusion, so the need for the service reduction that was averted in 2009 was not eliminated. The poor local economy at the time necessitated a service reduction of 11.2 percent, carried out in September 2010. The health of the local economy remains a critical factor in assessing LTD's ability to preserve and improve service. The economy began to improve in 2012 and 2013, earlier than originally anticipated.

Economic recovery began to emerge in Lane County during the 2013/14 period. This was evident through increases in payroll tax revenues and job growth in the Eugene-Springfield metropolitan area. The perceived beginnings of economic recovery led the LTD Board of Directors to commission a study in 2014 to determine if local economic conditions supported an increase in the payroll tax (see Attachment 1, ECONorthwest Report). The previous increase was in 2003 when the Oregon Legislature provided LTD with the authority to incrementally raise the rate over 10 years from .006 to .007. The 2014 study found that economic conditions in Lane County had improved and were expected to continue to improve. The unemployment numbers had decreased and personal income had increased; however, the income increase was not near pre-2007 levels. While the report itself did not provide any recommendations, the LTD Board decided to increase the payroll tax beginning in 2016.

In the fall of 2014, another step was taken to restore service in the District. One of the most impactful changes was adding back service on four national holidays, including New Year's Day, Memorial Day, the Fourth of July, and Labor Day. Additionally, some routes were expanded and frequency was increased. In the fall of 2016, a service enhancement of 14,000 hours was added, increasing service along LTD's most used routes and corridors. A third service enhancement became finalized in September 2017 with the opening of the EmX West bus rapid transit line.

Currently, the economic forecast for Oregon continues to be positive. Job gains in Oregon have exceeded what is needed for population growth. Wages are growing faster and unemployment continues to drop from its high in 2009, and Oregon is currently seeing the lowest unemployment rates on record since 1976.



Source: https://data.bls.gov/timeseries/LASST4100000000000003?amp%253bdata_tool=XGtable&output_view=data&include_graphs=true

Wages are rising slowly while the need for more skilled workers has increased. The increase in jobs has resulted in higher payroll tax revenues for LTD, further allowing service enhancements. (See Attachment 2, Oregon Economic Forecast Report.)

Cost of Fuel

The rising cost of fuel was a significant concern as of the 2013 Plan update. As of this publication, the cost of fuel has decreased and begun leveling out over the past year. While down from previous years, 2018 did begin the year with the highest gas prices seen since 2014. Previous estimates were for fuel prices to increase by 6 percent per year from Fiscal Year (FY) 2013 through FY 2019. Not only did the gas prices not increase as expected past 2014, prices have dropped significantly from that time. In December 2018, the national gas price average continued to decline to a rate of \$2.37 compared with \$2.31 just one year ago. This is a relief for small operators of taxis or specialized vehicles as just a few years ago they were forced to raise their prices in order to afford the cost of fuel. (See Figure 1 – National Average Gas Price Comparison 2015 to 2018.) Projecting future fuel costs is difficult at best since fuel prices are affected by many factors.

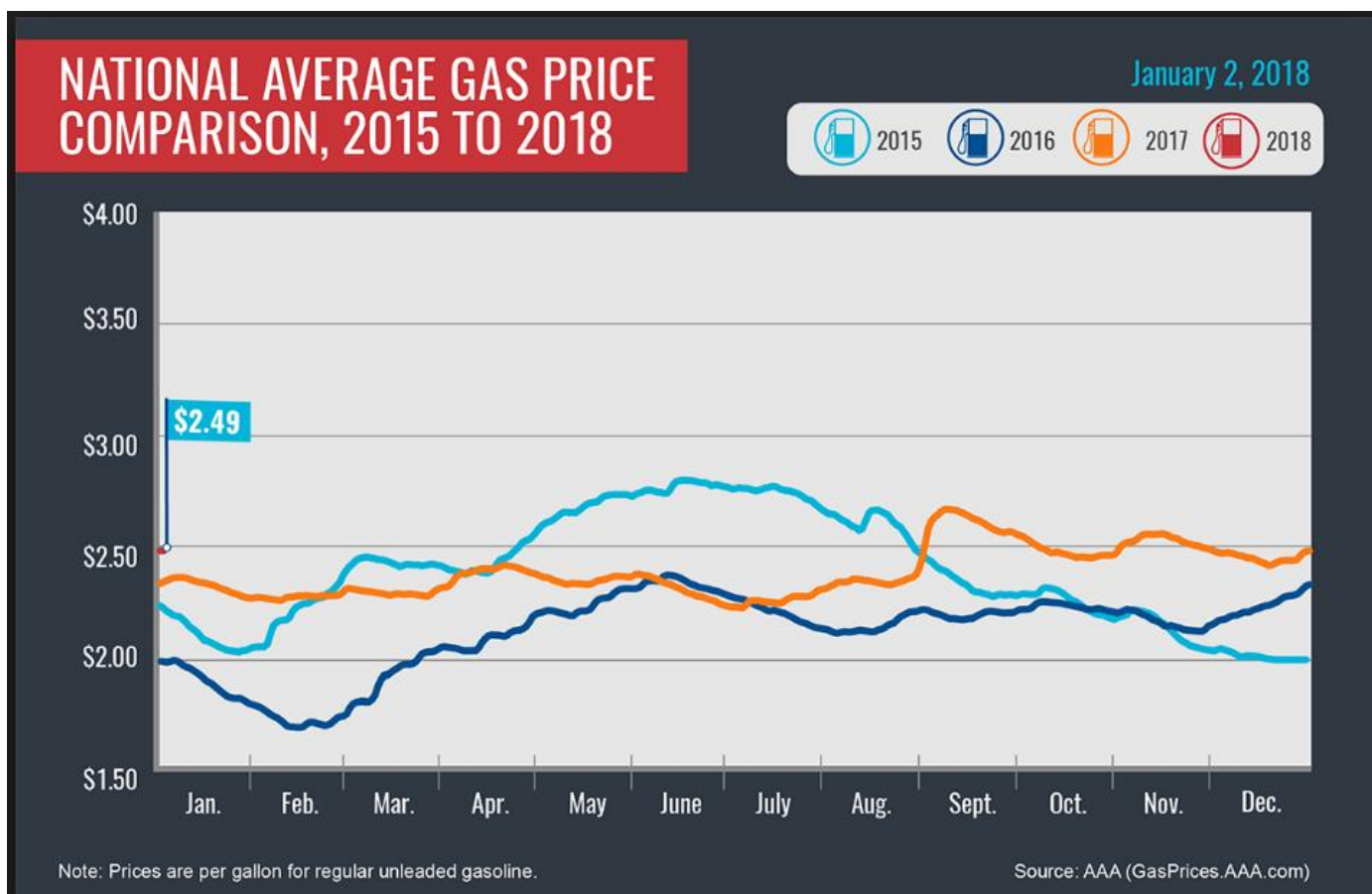


Figure 1 – National Average Gas Price Comparison 2013-2016

State and Federal Revenue

Each year, Congress passes legislation which, when signed by the President, appropriates funds for the U.S. Department of Transportation and associated agencies. MAP-21, the two-year transportation authorization that took effect in 2012, consolidated certain transit programs to improve efficiencies and provided significant funding increases specifically for improving the state of good repair of transit systems. It placed new emphasis on restoring and replacing aging transportation infrastructure and streamlined processes for large capital project eligibility and development. The bill highlighted safety by granting FTA the authority to strengthen the safety of public transportation throughout the country. Most significant to this Plan is the consolidation of some programs.

Two programs, §5316 Job Access and Reverse Commute (JARC) and §5317 New Freedom were repealed and expired on September 30, 2012. No new funding was authorized beyond 2012 for these programs. JARC activities are now eligible under the Urbanized Area Formula program (§5307) as well as the Rural Area Formula program (§5311). Activities eligible under the former New Freedom program are now eligible under the Enhanced Mobility Program (§5310). (More information about these programs is provided in Section 4: Resources, starting on page 25.)

MAP-21 was reauthorized through May 31, 2015, but did not provide any funding increases over the 2013-14 levels. In June 2014, U.S. Transportation Secretary Anthony Foxx announced the availability of additional funding through a Ladders of Opportunity Initiative (http://www.fta.dot.gov/newsroom/news_releases/12286_16007.html). LTD was successful in receiving funding from this grant opportunity in the amount of \$2 million. This funding supports enhancing access to work, supporting partnerships, and economic opportunities through vehicle replacement and safety enhancements. In December 2015, President Obama established the Fixing America's Surface Transportation (FAST) Act, reauthorizing transportation funding through fiscal year 2020.

In 2017, the Oregon Legislature passed HB-2017, authorizing a payroll tax for all employees in the state to fund public transportation. In 2018, this funding is to be used for new and innovative services focusing on improving and enhancing public transportation services. The Special Transportation Improvement Fund (STIF) Plans have been in development and include recommended services such as a low-income fare program, student bus pass program, Mobility on Demand, and other projects to enhance transportation services in the district.

Funding levels for the 2019-2021 biennium are projected to be relatively stable from the previous biennium.

Health Care Reform in Oregon

A growing body of evidence supports the connection between successful health outcomes and access to affordable and appropriate transportation options resulting in synergy between health and transportation availability.

Oregon began carrying out a significant change to provide health care services for people who receive health care coverage under the Oregon Health Plan (Medicaid) by creating coordinated care organizations (CCOs) in 2012. As described by the Oregon Health Authority (OHA), CCOs are:

- Replacing managed care organizations, mental health organizations, and dental care organizations for Oregon Health Plan (OHP) members. The CCOs will focus on improved wellness, prevention, and integration of behavioral and physical health care. These local health entities will deliver health care and coverage for people eligible for the Oregon Health Plan (Medicaid), including those also covered by Medicare. CCOs are a new way of doing business for the Oregon Health Authority. They will be the umbrella organizations that govern and administer care for OHP members in their local communities.
- CCOs must be accountable for health outcomes of the populations they serve. They will have one budget that grows at a fixed rate for mental, physical, and ultimately, dental care. CCOs will bring forward new models of care that are patient centered and team focused. They will have flexibility within the budget to deliver defined outcomes. They will be governed by a partnership among health care providers, community

members, and stakeholders in the health systems that have financial responsibility and risk.

The RideSource Call Center (RSCC) is one of eight regional call centers within Oregon that handles transportation services for Medicaid recipients through an agreement with the Oregon Health Authority. Unique to the RSCC are features that offer a comprehensive approach to coordinating local transportation services:

- Approved cost allocation methodology
- Cost sharing and integration of human service transportation
- Personal in-the-home interviews by trained transportation coordinators from Senior & Disability Services (S&DS) and Alternative Work Concepts (AWC)
- Interagency collaboration with case managers
- Innovative program development using a community care model
- Sophisticated application of technology and software

Development of the RSCC has been the overarching strategic and accountability model for coordinating transportation services for older adults and people with disabilities in Lane County. In essence, the RSCC serves as a one-call center for different transportation services using an assortment of resources and providers. Since 2008, the RideSource Call Center has provided Non-Emergency Medical Transportation (NEMT) for people eligible under the Oregon Health Plan. Under Oregon's emerging CCO structure, these newly formed entities will now be primarily responsible for NEMT transportation.

In July 2013, LTD began a relationship with the local CCO, Trillium Community Health Plans to provide NEMT services for their members. The service area for the CCO expanded slightly outside of Lane County into small rural areas of Linn, Benton, and Douglas Counties. The partnership with the CCO has brought unique challenges to the RideSource Call Center, including the formalization of partnerships with other agencies and the introduction of strong HIPAA requirements as a Business Associate of the CCO.

Under the fee for service model utilized by OHA, RSCC functioned as a gatekeeper to transportation services by ensuring the customer was receiving services only when all other resources had been exhausted. With the focus of the CCOs on health outcomes for members, many (including Trillium) are working to enhance access to transportation. In effect, RSCC is evolving into a service to enhance access to health care services with respect to NEMT.

In the summer of 2015, Trillium was purchased by The Centene Corporation and now operates as a wholly owned subsidiary. To date, minimal changes have taken place with regard to service provision and have been more behind the scenes consisting of data exchange and new procedures for inquiries and service approvals.

The introduction of this new relationship changes the landscape of NEMT coordination across Lane County, and also to some degree within the state of Oregon. To what degree the changes will continue to be and if those changes are positive or negative remains to be seen. In any event,

RSCC remains well positioned to continue providing NEMT transportation services, enhancing individual opportunities for accessing multiple transportation programs from a single location.

CCO 2.0 enhances the existing CCO model pushing the focus more from the triple aim of better health, better care, and lower costs into looking at other factors affecting health. CCO 2.0 is the next iteration of coordinated care for Oregon. The four recommended focus areas for the next five years for CCOs include improving the behavioral health system, increasing value and pay for performance, focusing on social determinants of health and health equity, and maintaining sustainable cost growth. (See Attachment 3 – CCO 2.0 Recommendations of the Oregon Health Policy Board.)

LTD Accessible and Customer Services

Co-location of Accessible Services and Customer Services staff has proven to be an improvement in the quality of service to LTD customers with better coordination of services for older adults, people with disabilities, and persons of low income. For example, integrated improvements have been possible for downtown Eugene Station staff responsible for the data management system (LTD's Not-for-Profit, Half-Fare, and other programs that offer assistance to these groups).

LTD has two discounted fare programs aimed at providing lower-cost, fixed-route, public transportation:

- **Half-Fare and Honored Rider Programs:** LTD provides free fares to customers age 65 and older, and half-price discounted bus fares to customers with disabilities requiring an accommodation, or who receive Medicare or certain other benefits. The latter is in accordance with and exceeds the FTA half-fare requirements.
- **Private Not-for-Profit Agency Program:** LTD offers private, not-for-profit agencies the opportunity to purchase LTD fare media at a 50 percent discount. This discount is granted in recognition of a community need for transportation services for low-income individuals and families who are working with an agency(s) to seek employment, housing, and medical services. LTD is considering an update to this program with a 75 percent subsidy.

In July 2017, new software was implemented at RideSource incorporated the function of 4 databases and 17 different applications and processes that previously managed all the services at RideSource from call intake to service delivery and billing. The NOVUS software now provides all these features in a single database.

In September 2017, a new vendor was selected to operate the RideSource programs and internal fleet services. Medical Transportation Management, along with their subsidiary Ride Right, took over management of all RideSource services. This is the first time in over 30 years that LTD has worked with a different contractor.

In January 2018, LTD changed the design of the half-fare and honored rider cards. Cards are easier to see, and the larger expiration date allows operators to inform customers when they need to get their card renewed. During the 2018 calendar year, nearly 6,000 people received or renewed half-fare and honored rider cards.

Also in January 2018, LTD began an innovative new service animal pilot project. The intention of this voluntary program is to streamline the boarding process for riders who have service animals. LTD now provides the option to include a “paw print” endorsement on rider cards. This informs drivers that the individual has had a conversation with LTD Accessible Services staff to ask if the animal is a service animal and to discuss the tasks the animal performs to assist the person with a disability. This also provides LTD the opportunity to discuss with the rider the expectation of the transit agency. The program is voluntary, is not a certification, and is designed to make boarding procedures easier on riders and drivers alike. Since it began, 115 individuals have participated in the service animal pilot.

LTD, in conjunction with ODOT Rail and Public Transit, assisted in the development of a pilot service between Yachats and Florence. The Florence/Yachats Connector runs four times a day, Monday through Friday, and began service in September 2018. The service is operated by River Cities Taxi, the organization also responsible for operating the Rhody Express fixed-route service in Florence. At the time of this writing, this pilot appears to be successful, and people are accessing the service daily.

Section 2: Needs Assessment and Local Planning

Needs Assessment

Senior & Disability Services (S&DS), a division of the Lane Council of Governments, periodically conducts research in conjunction with their responsibility as the Area Agency on Aging.

Based on population estimates from the US Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, 105,618 adults age 60+ and individuals with reported disabilities age 18-59 reside in Lane County. Based on this, a total of 1,030 surveys needed to be returned to make a statistically valid survey with a 99 percent confidence level and a margin of error confidence interval of plus or minus 4. A total of 1,409 useable surveys were returned.

Among the stated concerns identified in the needs assessment is not only a lack of transportation (particularly in rural areas) but also the availability of affordable specialized transportation services. Of all survey respondents, over 30 percent of those with a disability stated they did not have dependable transportation, just under 30 percent need a different specialized transportation service, and just under 20 percent do not use transportation due to the cost. Community planning, which results in placing new living facilities near bus lines, has shown to increase access for medical and shopping needs. More information can be found in Attachment 5: Senior & Disability Services 2016 Community Needs Assessment.

Lane Transit District also conducts research. LTD uses origin and destination surveys to ask riders about various elements of LTD fixed-route service that is not working for them and where they would like to see improvements. A new survey was conducted in October 2015. An on-board survey was administered to riders on a random sampling of LTD buses. Surveyors provided self-administered questionnaires to every rider on those runs.

The report presents results of a survey of 6,447 LTD passengers. The survey tracks many of the same factors addressed in previous surveys conducted since 1999. A significantly revised questionnaire was utilized in 2015 to provide expanded origin/destination information.

The biggest change to the survey was presenting the survey in a more graphic format to customers that in years previous. Fewer questions regarding customer satisfaction were asked and more questions arose around information sources related to marketing and communications.

Of all LTD riders, 6.3 percent indicated that they needed some type of assistance in using the bus on the day of the survey and increase from the 2011 result of 4.8%. Conversely, of course, this means that 93.7% percent did not need assistance. While relatively few riders need assistance, some of those, particularly those in need of travel training, those who use service animals, and those who require a personal assistant, all have very small subsamples within the study.

Among those who needed assistance, the most common need is for bus stop announcements (2.6 percent). The second most common need is for a lift or ramp to board the bus (1.9 percent). The needs vary among the rider segments. Further questions regarding assistance needed by riders were not addressed.

Older adults did seem to have a higher level of satisfaction with service, with the top 2 categories being helpfulness of customer service employees and helpfulness of drivers. The lowest satisfaction levels related to comfort while waiting for the bus.

Such findings provide insight into the service needs and satisfaction of current LTD riders who say they need some type of assistance and illuminates system characteristics that are important to these older adults and younger people with disabilities.

Looking at age in general, LTD ridership tends to fall in a relatively younger, economically active age group. That is, riders are primarily employed or preparing for employment. In 2015, 10 percent of all LTD riders were over 60 years of age, which is 4 percent higher than in 2011. The increase may continue to be related to the baby boomers entering their 60s and constituting a larger proportion of the population.

Veterans Transportation Initiative

President Obama called on federal agencies to support veterans and military families through a coordinated network of support systems. Staff members of the Federal Interagency Coordinating Council on Access and Mobility (CCAM), which includes the U.S. Departments of Transportation, Veterans Affairs (VA), Labor, and Health and Human Services, worked with the Defense Department's Office of Wounded Warrior Care and Transition Policy to move this initiative forward.

CCAM acknowledges that access to reliable and affordable transportation is an essential ingredient to empower today's service members, veterans, and their families to participate fully and successfully in their communities and achieve economic stability. Many families are struggling to meet mobility needs with one or more family members deployed overseas. Moreover, our fighting forces returning from overseas face a range of physical, mental health, and economic challenges that directly affect their families as they strive to rejoin their communities.

The Veterans Transportation and Community Living Initiative (VTCLI) focused on these challenges:

- Support the creation or expansion of community-based "one-call" transportation centers and mobility management strategies to include veteran and military family-directed resources.
- Target outreach efforts to the military and veteran communities through veterans service organizations and military family support organizations.
- Provide technical assistance to selected communities to improve awareness, effectiveness, and coordination of existing transportation resources.

Under this initiative, LTD was awarded a capital grant to replace and augment the 25-year-old communications structure and systems used in the RideSource Call Center with current technology. The software system was replaced to (1) ensure seamless interaction with modern software technologies, (2) allow for growth and adding new services, and (3) take into account significant data security needs for privacy and asset protection. A new telephone system with advanced capabilities replaced the old service. Along with the capital elements of the project, a work group has convened to explore transportation options and choices for local veterans and military families. The new phone system became operational in the fall of 2015, and the software began operation in the summer of 2017.

Transportation for Lane County Veterans

LTD teamed up with Lane County Veteran's Services to offer transportation to and from VA medical and Lane County Veterans Services appointments. Funding from LTD's Accessible Services Fund was reprogrammed to pay and arrange for trips through the RideSource Call Center.

In calendar year 2010 (before starting the Veterans' Transportation Program), 76 veterans made a total of 548 one-way trips for total average of 45 trips per month through the RideSource Call Center. Service was incidental with no special attempt to identify veterans within the system or to promote transportation specifically to veterans. Transportation is now offered to veterans for medical and local Veteran's Services appointments at no cost. Non-veteran family members needing to get to service appointments also can use the service. Veterans are now identified through the assessment process as well as self-identification upon requesting services and can get rides through this and other programs offered through the Call Center. Most trips funded are for critical medical needs or to provide a short-term, stop-gap solution while a permanent transportation plan is implemented in conjunction with the VA hospitals, Disabled American's Veteran's transportation program, and volunteers. During the calendar year 2018, 197 veterans made a total of 2,314 one-way trips.

Local Planning

In an effort to enhance the health of the community, in 2016 four agencies, including Lane County Public Health, PeaceHealth Oregon West, Trillium CCO, and the United Way of Lane County, teamed up to perform and complete a comprehensive community health assessment (CHA) and from that assessment develop a Community Health Improvement Plan (CHIP). The focus of the study was to determine strategies for improving health outcomes of Lane County residents. (See Appendix 6 and 7 for the CHA and CHIP.)

Some transportation related findings include the following:

- Transportation access issues are of particular interest, especially in rural areas of the county.
- Affordable transportation options was an issue. Access to care for rural consumers are greater for those receiving services under the Oregon Health Plan than the general public.

- Key informants (5.8 percent) felt transportation was a barrier to improving health and quality of life in Lane County (total number of informants = 36).

The CHA provided support for the development of the CHIP. The CHIP identified five priorities for Lane County agencies to focus on to improve the health of Lane County Residents. Health priorities with a transportation strategy included the following:

- Priority 3, Strategy 6: Prevent and reduce obesity by supporting statewide efforts to secure funds and support active transportation projects.
- Priority 5, Strategy 5: Improve access to care by improving access to health care for rural Lane County residents.

Trillium has begun to reach out to area organizations, as they get ready to implement CCO 2.0 and prepare for the next CHA in 2020. LTD is expecting to play a larger role in supporting this process and providing solutions to those identified as transportation disadvantaged.

LTD Planning

In 2017, LTD embarked on a comprehensive operational analysis looking at all aspects of LTD service including Accessible Services. This planning process, now called Transit Tomorrow, is looking at the changing face of public transit and determining, with a lot of public input, the direction of the transit agency in the future. The decisions will come down to selecting services that provide coverage or frequency. Any change in coverage will affect ADA paratransit. As of this writing, planning staff and consultants are using the information they have gathered to date to develop distinct system alternatives for public transportation in the future.

The MovingAhead initiative is a collaborative project between LTD and the City of Eugene, looking at the transportation needs of six corridors within the Eugene city limits. The opportunity here is to improve connections for residents for work, school, shopping, and other activities. The options for most of these include adding bus rapid transit, enhanced corridor, or no build. A focus on increasing bike and pedestrian access is included. Some of these changes may also affect ADA paratransit.

Additional related initiatives include Mobility on Demand (MOD). A pilot project for MOD happening in the community of Cottage Grove began in January 2019. Using a mobile application, residents of the Cottage Grove area are able to request a curbside pick-up within a short time period (up to 30 minutes) and be delivered to their requested destination. Should the results of the pilot project be favorable, other areas in Lane County may see this type of service in their community. MOD is being funded through the STIF program.

Two additional services in development to begin within the next two years include a youth fare and low income programs. The youth fare program will enable youth in middle school and high school to use LTD's fixed-route services for free. STIF funding will be used to subsidize fares for students as well as develop planning for service increases needed to serve student ridership, and marketing and administration of the program. The low-income fare program, also using STIF funding, will

enable social service agencies to purchase LTD's fare media at a 75 percent discount to facilitate free access to LTD's fixed-route services for low-income populations.

Section 3: Coordination Practices and Projects

Coordination Practices

As noted in the 2009 Lane Coordinated Plan (pages 1-5 and 1-6):

From the 1970s to the mid-1980s, a number of administrative and service changes within local public transit and human services laid the groundwork for the expansion of a human services transportation network. During this period, a protracted economic recession in Lane County forced the consolidation of services through coordination and cost savings measures.

The coming together of a consortium of small, human services agencies to pool resources and make agreements to use Dial-a-Ride service rather than competing with each other for limited grant dollars was a significant development. These individual agencies no longer had to purchase and maintain their own vehicles, employ driving staff, or obtain insurance. The foundation of that enterprise is present today in the RideSource program that includes multiple relationships, contracts, and understandings that represent 25 years of coordination between public transportation and human service agencies in Lane County.

Cost savings through grouped purchasing, cost sharing, ride sharing, and creating economies of scale are the underpinnings of these core practices:

- One-Call Center with multiple transportation providers
- Consolidated vehicle purchasing and equipment acquisition
- Consolidated fleet management and vehicle preventive maintenance
- Cost-sharing agreements
- Ride sharing
- Supporting an external transportation provider network

Matching a person's needs and capabilities with the most appropriate and least cost service available, reducing service duplication, reaching beyond the metropolitan area, and offering a range of options through a single contact happens through:

- One-Call Center with a variety of transportation services
- Personalized evaluation of transportation needs and capabilities
- Multiple service options for older adults, people with disabilities, and low-income
- Interagency partnerships
- Rural and small city services

Linking Needs and Priorities with Practices and Projects

A number of unmet transportation needs were identified in the 2009 Lane Coordinated Plan (pages 5-1 through 6-3). This list of unmet transportation remains current and continues to be the focus of current and future services falling within the following categories:

1. Unserved or underserved areas (service not available where it is needed)
2. Lack of availability (service not available when it is needed)
3. Unconventional services (people need services different than traditional fixed route and paratransit)
4. Affordability (cost of public transportation is difficult for some)
5. Lack of awareness (need additional information about transportation services)
6. Training (need assistance using transportation services)

The priorities established ensure services remain functional at current levels, with growth, expansion, and new service coming as funding opportunities are present.

- **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.

It remains a priority for LTD to ensure consistent and reliable service, and plan for economic challenges through establishment of a reserve. In addition to the projects listed below, LTD will establish and fund a reserve to meet this priority.

For the period of July 1, 2017, through June 30, 2019, a variety of transportation projects were supported. All were considered high-priority projects because of helping to maintain the established transportation service network. Projects dealt with a previously identified service need and contributed to an integrated service approach.

In the recognition of Priority 2 and Priority 3, LTD will consider opportunities to respond to growth and emerging needs within current projects, and remain flexible to respond to emerging needs within the community, which may not have been specifically identified at the development of this plan.

The following table connects service needs and system goals with coordination practices or strategies and specific projects:

Need	Practice (Strategy)	Project Description
• Maintain and improve transportation services throughout Lane County • Manage costs	• Consolidated vehicle purchasing • Cost-sharing agreements • Ride sharing • Interagency partnerships • Right-size vehicle type and quantity to provide appropriate service	Replacement/Expansion Vehicles – LTD buys and then leases accessible vehicles to nonprofit and for-profit businesses and local government agencies that serve older adults or people with disabilities and operate in Lane County. These agencies include, but are not limited to: • Medical Transportation Management (RideSource) • Pacific Crest Bus Lines (Oakridge) • South Lane Wheels (Cottage Grove/Creswell/South Lane County) • River Cities Taxi (Florence) • Willamalane Senior Center • City of Eugene – Hilyard Community Center Adaptive Recreation Program
• Maintain and improve transportation services throughout Lane County • Manage costs	• Consolidated fleet management and vehicle preventive maintenance • Cost-sharing agreements • Interagency partnerships	Vehicle Preventive Maintenance (PM) – This covers some costs for preventive maintenance for the fleet of accessible vehicles that serve older adults and people with disabilities in Lane County. These agencies include: • Medical Transportation Management (RideSource) • Pacific Crest Bus Lines (Oakridge) • South Lane Wheels (Cottage Grove/Creswell/South Lane County) • River Cities Taxi (Florence)

Need	Practice (Strategy)	Project Description
• Unconventional services • Unique needs and circumstances associated with mental health issues and disabilities	• Interagency partnerships	Mental Health Transportation - White Bird Clinic (WBC) is a crisis intervention, mental health counseling, and information and referral center. The counseling program serves adults on the Oregon Health Plan (Medicaid). Grants fund low-income and homeless individuals. WBC arranges transportation primarily to mental health treatment and other essential activities.
• Lack of awareness • Training • Manage costs	• One-Call Center with a variety of transportation services • Personalized evaluation of needs and capabilities • Interagency partnerships	Transit Training & Hosts – Alternative Work Concepts (AWC) provides one-on-one training on how to effectively use TheBus! and EmX. AWC employs transit hosts who assist with prescheduled transfers, support training activities, and provide ride and schedule information at the downtown Eugene Station each weekday. AWC also conducts in-person visits to evaluate transportation needs and capabilities to transitions riders from paratransit to fixed route or Mobility on Demand.
• Meet demand for Americans with Disabilities Act (ADA) complementary paratransit service	• One-Call Center with multiple transportation providers • Ride sharing • One-Call Center with a variety of transportation services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships	RideSource ADA – This is origin-to-destination service within the metro area for people unable to use regular bus service (some or all of the time) because of a disabling condition. RideSource ADA meets ADA requirements. It is operated by Medical Transportation Management. Transportation coordinators from Alternative Work Concepts, Senior and Disability Services (S&DS), and White Bird Clinic perform in-person evaluations to determine eligibility. S&DS is a division of the Lane Council of Governments and the local Area Agency on Aging.

Need	Practice (Strategy)	Project Description
• Unconventional services – riders need assistance with packages • Affordability • Manage costs	• Ride sharing • One-Call Center with a variety of transportation services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships	RideSource Shopper – The Shopper is a low cost, once-a-week neighborhood shopping shuttle operating within the metro area. The driver assists people with their groceries and packages. It is operated by Medical Transportation Management. Transportation coordinators from Alternative Work Concepts, Senior & Disability Services, and White Bird Clinic make in-person evaluations to determine eligibility.
• Unserved or underserved areas • Unconventional services – riders need high level of assistance in order to travel	• One-Call Center with a variety of transportation services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships • Rural and small city services	Volunteer Escort – This is a door-through-door service for people who need a high level of assistance and do not have other transportation options. Medical Transportation Management (MTM), Senior and Disability Services, and the Senior Companion Program all participate in the support and recruitment of volunteers. Volunteer drivers using their own cars receive a per mile reimbursement. MTM volunteers may use agency vehicles. The program serves older adults and people with disabilities throughout Lane County. Transportation coordinators from Senior & Disability Services make in-person evaluations to determine eligibility.

Need	Practice (Strategy)	Project Description
• Unconventional services – parents with disabilities who have young children need transportation support to help optimize child development	• Cost-sharing agreements • Ride sharing • One-Call Center with a variety of transportation services • Interagency partnerships	Pearl Buck Center (PBC) Preschool Transportation – PBC’s preschool program is designed to support parents with disabilities and foster optimal development in their children. Most children whose parents have special needs are born with the potential for average and above-average intelligence. Preschool transportation is a shared cost, dedicated service offered through the RideSource Call Center, and the children do better when they are able to participate regularly. ¹
• Unconventional services • Manage costs	• Cost-sharing agreements • Ride sharing • One-Call Center with a variety of transportation services • Interagency partnerships	Transportation to Work for Persons with Developmental Disabilities – Transportation for eligible individuals who get vocational benefits through Lane County Developmental Disabilities Services. This shared-cost service is offered through the RideSource Call Center. Service is managed through an intergovernmental agreement with the Oregon Department of Human Services.
• Unserved or underserved areas • Unconventional services – riders need high level of assistance in order to travel	• Consolidated vehicle purchasing • Consolidated fleet management and vehicle preventive maintenance • Ride sharing • Interagency partnerships • Rural and small city services • Mobility on Demand • Planning services	South Lane - The nonprofit agency, South Lane Wheels (SLW), is supported by the City of Cottage Grove and the Rural General Public Program for areas with a population less than 50,000. SLW provides local Dial-a-Ride services and a metro shuttle to take people into Eugene and Springfield. These services are open to the general public in Cottage Grove, Creswell, and surrounding rural areas. SLW is a provider for the RideSource Call Center. SLW also participates in a one-year pilot program for Mobility on Demand service beginning in January 2019 to

Need	Practice (Strategy)	Project Description
		better serve residents in the Cottage Grove city limits. Support South Lane to perform a planning assessment to determine opportunities and strategies to meet the needs of southern Lane County.
• Unserved or underserved areas • Unconventional services – riders need high level of assistance in order to travel	• Consolidated vehicle purchasing • Consolidated fleet management and vehicle preventive maintenance • Ride sharing • Interagency partnerships • Rural and small city services	West Lane – The Rhody Express is a local shuttle service within the city of Florence that is operated by River Cities Taxi. The shuttle is supported by the City of Florence and the Rural General Public Program for areas with a population less than 50,000. River Cities Taxi is also a provider for the RideSource Call Center. River Cities Taxi also operates the pilot program for general public service between Florence and Yachats, traveling Monday through Friday, four times per day to connect these two coastal areas. Evaluate and implement as needed expansion of Rhody Express service to best meet the needs of the community and connect to the broader transportation network.
• Unserved or underserved areas	• Consolidated vehicle purchasing • Consolidated fleet management and vehicle preventive maintenance • Ride sharing • Interagency partnerships • Rural and small city services	East Lane – Service for the community of Oakridge includes demand-response service and an intercity shuttle called the Diamond Express, both operated by Pacific Crest Bus Lines. The Diamond Express makes three runs each weekday between Oakridge and the metro area as an intercity connection and is open to the general public. It is supported by the City of Oakridge and the Intercity Passenger Program that connects communities with a population of 2,500 to the next larger market economy and to other transportation services. Evaluate and implement as needed expansion of Diamond Express service to best meet the needs of the

Need	Practice (Strategy)	Project Description
		community and connect to the broader transportation network.
• Unconventional services – short-term transportation intervention	• One-Call Center with a variety of transportation services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships • Rural and small city services	Crucial Connections - Transportation to relieve an immediate (non-emergency) or evolving situation when no other transportation option can be identified; offers quick relief to allow time to formulate long-term resolution. Crucial Connections pays for a limited number of trips that are situation specific. Service involves cooperation with human service workers and creative problem-solving.
• Lack of awareness	• One-Call Center with a variety of transportation services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships	Veterans Services Transportation – Transportation for veterans to get to VA medical and local Veteran's Services appointments at no cost. Non-veteran family members needing to get to service appointments can also use the service.
• Unserved or underserved areas • Unconventional services • Lack of awareness	• Cost-sharing agreements • One-Call Center with a variety of transportation services • Personalized evaluation of needs and capabilities • Interagency partnerships	Mobility Management and Service Coordination – In-person (most often in the home) transportation assessments to determine the transportation needs and capabilities of older adults, people with disabilities, veterans and their families, and people with low incomes. Transportation coordinators from Alternative Work Concepts and Senior & Disability Services make these evaluations. Results are recorded in a centralized database (TAMS).
• Unconventional services • Manage costs	• One-Call Center with multiple transportation providers • Cost-sharing agreements	Medical and Community Non-Medical Transportation under Medicaid – The RideSource Call Center administers three Medicaid programs: (1) Non-Emergency

Need	Practice (Strategy)	Project Description
	• One-Call Center with a variety of transportation services • Interagency partnerships	Medical Transportation (NEMT) for the Oregon Health Authority; (2) NEMT for Trillium Community Health Plan; and (3) Community Non-Medical transportation. Medicaid NEMT is for people who qualify for Oregon Health Plan (OHP) medical coverage and receive that service either directly through the Oregon Health Authority or through Trillium. In addition, some non-medical trips are arranged for Medicaid recipients who have a qualifying care plan that is managed through a Senior & Disability Services case worker. The latter is based on a cost-sharing agreement between LTD and the Oregon Department of Human Services.

Need	Practice (Strategy)	Project Description
• Unconventional services • Manage costs	• One-Call Center with multiple transportation providers • Cost-sharing agreements • Ride sharing • One-Call Center with a variety of transportation services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships • Rural and small city services	Lane County Coordination – The <i>RideSource Call Center System Improvement</i> project was a necessary upgrade to call taking, scheduling, and dispatch systems. This project involved replacing and augmenting a 30-year-old structure and systems with current technology. LTD determined the software system must be replaced for effective operations and continuity to (1) ensure seamless interaction with modern software technologies, (2) allow for growth and adding new services, and (3) take into account significant data security needs for privacy and asset protection. The initial project is nearly complete, with focus to move to ongoing service and support costs ensuring the system remains up to date with current technologies and services. Future enhancements include providing trip request service via the Internet, better on-time performance information with external providers, notifying customers of upcoming rides via phone, text, or e-mail, and possible connected with Transportation Network Companies (TNCs). Coordination also includes training of external providers and providing the community with information on RideSource services.

Section 4: Resources

Funding Sources

There is a mix of federal, state, and local funds that pay for transportation projects that help meet mobility needs of older adults and people with disabilities and are managed through LTD's Accessible Services Fund.

Money coming from the following federal programs is anticipated over the next two to three years.

- **Older Americans Act** – Senior & Disability Services (S&DS) is the local Area Agency on Aging and is authorized by the Older Americans Act to receive funds to develop, coordinate, and arrange for services. Older Americans Act programs serve older adults age 60 and over. Transportation remains a priority in the Area Plan, and there is an annual allocation that supports Volunteer Transportation.
- **§5310 Enhanced Mobility of Seniors and Individuals with Disabilities** - This program is intended to enhance mobility for older adults and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. MAP-21 combined the §5317 New Freedom funding with §5310. For more information, refer to Attachment 4: Fact Sheet: Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310, U.S. Department of Transportation, Federal Transit Administration.
- **§5311 Formula Grants for Rural Areas** – This funding goes to States for the purpose of supporting public transportation in rural areas with population of less than 50,000. In 2012, MAP-21 combined §5316 Job Access Reverse Commute with §5311 funding. For more information, refer to Attachment 5: Fact Sheet: Formula Grants for Rural Areas Section 5311, U.S. Department of Transportation Federal Transit Administration.

Dedicated to projects that meet formerly established program criteria. For more information, refer to Attachment 6: Fact Sheet: Program Consolidation, U.S. Department of Transportation Federal Transit Administration.

- **Medicaid Non-Emergency Medical (NEMT), Community Transportation, and Vocational Transportation for Persons with Developmental Disabilities** - NEMT is a benefit for some people who are eligible for Medicaid to make sure that they can get to covered medical appointments and treatment. In Oregon, people who qualify for Oregon Health Plan (OHP) medical coverage and do not have any other transportation are provided with the least cost, most appropriate transportation option available. Oregon is known for having developed community-based residential options under Medicaid using *waivered services* as an alternative to nursing home placements. Transportation for trips other than to medical services is provided as an important support service for community-based housing choices. Under a different type of waiver program for eligible individuals

with developmental disabilities transportation to and from work is provided. These latter two programs are under cost-sharing agreements with local matching resources covering approximately 32 percent of the full cost of these trips.

The sole dedicated resource from the State of Oregon to support public transportation comes from the Special Transportation Fund (STF) for Older Adults and People with Disabilities, and further funding for service enhancements for Older Adults, Persons with Disabilities and Low Incomes comes from the Special Transportation Improvement Fund (STIF):

- **Special Transportation Fund (STF)** - Agencies designated by statute (transportation districts, county governments, and Native American tribal governments) are given an annual formula-based allocation from the cigarette tax and other state resources approved by the Legislature that go into the Fund. This money often is used as local match for federal grants. A portion of the STF funds that are allocated for Lane County are dedicated to projects that operate within LTD's service district (In-District), and the remaining funds are distributed to providers who operate outside of LTD's service district (Out-of-District). On a biannual basis, there typically are discretionary grant funds that also are available from this program.
- **Special Transportation Improvement Fund (STIF)** - Improving public transportation for Oregonians with the passage of House Bill 2017, Keep Oregon Moving, the Oregon Legislature made a significant investment in transportation to help advance the things that Oregonians value—a vibrant economy, strong communities, high quality of life, a clean environment, and safe, healthy people. This historic investment in Oregon's transportation system will produce benefits for decades to come. Multiple benefits, a centerpiece of Keep Oregon Moving, is the Statewide Transportation Improvement Fund (STIF). This fund provides a new dedicated source of funding to expand public transportation to access jobs, improve mobility, relieve congestion and reduce greenhouse gas emissions around Oregon.

Other resources include fares collected from passengers, local contributions from small cities and agencies to support specific projects of interest, and a significant contribution from the LTD General Fund. These local revenues help pay for ADA complementary paratransit and associated services and meet local match requirements for federal and state grants, as needed.

The following charts show revenues and project budgets for the 2017-2019 Biennium (Fiscal Years 2018 and 2019) for LTD's Accessible Service and Medicaid Funds:

Accessible Services Fund Two-Year Revenue and Expense Budget for FY18 and FY19

Accessible Services Fund Two-Year Revenue Budget FY18 and FY19		
Revenue	FY18 Actual	FY19 Budget
Older American Act	\$ 10,200.00	\$ 10,200.00
§5310 Enhanced Mobility	\$ 938,651.32	\$ 1,090,669.00
§5311 Formula Grants for Rural Areas	\$ 77,168.00	\$ 78,328.00
§5311(f) Innercity Transit	\$ 123,049.00	\$ 88,128.00
Developmental Disabilities Services	\$ 888,514.00	\$ 1,188,000.00
Special Transportation Fund (STF)	\$ 785,770.23	\$ 959,150.00
Fares	\$ 310,125.85	\$ 379,290.00
Small City (Cottage Grove/Florence/Oakridge)	\$ 44,000.00	\$ 63,121.00
Agency - Pearl Buck Center	\$ 66,640.00	\$ 67,000.00
Discretionary 5310/STF Grant	\$ -	\$ 185,050.00
LTD General Fund	\$ 3,135,748.72	\$ 3,646,638.00
TOTAL	\$ 6,379,867.12	\$ 7,755,574.00

Accessible Services Fund Two-Year Project Budget FY18 and FY19		
Project	FY18 Actual	FY19 Budget
Vehicle Preventative Maintenance	\$ 179,684.62	\$ 272,809.00
Mental Health Transport - White Bird Clinic	\$ 90,822.99	\$ 98,350.00
Transit Training & Hosts	\$ 118,583.04	\$ 154,439.00
RideSource ADA Paratransit & Shopper	\$ 3,016,541.35	\$ 2,830,371.00
Volunteer Escort	\$ 64,552.14	\$ 94,446.00
Pearl Buck Preschool	\$ 152,387.70	\$ 154,100.00
Developmental Disabilities Services	\$ 1,899,055.79	\$ 2,382,000.00
South Lane - Cottage Grove*	\$ 137,893.49	\$ 152,014.00
West Lane - Florence**	\$ 197,315.58	\$ 222,098.00
East Lane - Oakridge***	\$ 233,366.78	\$ 229,738.00
Lane County Coordination	\$ -	\$ 33,000.00
Crucial Connections & Veterans	\$ 13,104.64	\$ 25,000.00
Mobility Mgmt & Service Coordination	\$ 132,582.43	\$ 189,670.00
Service Animal Pilot	\$ 2,317.86	\$ 86,500.00
Florence/Yachats Pilot	\$ 572.78	\$ 286,410.00
TOTAL	\$ 6,238,781.19	\$ 7,210,945.00

* Includes all South Lane expenses

** Includes all Rhody Express and ADA expenses

*** Includes all Diamond Express and Dial-A-Ride expenses

Medicaid Fund Two-Year Revenue and Expense Budget for FY18 and FY19

Medicaid Fund Two-Year Revenue Budget FY18 and FY19		
Revenue	FY18 Actual	FY19 Budget
Oregon Health Authority NEMT	\$ 327,600.00	\$ 527,175.00
Medicaid Waivered Non-Medical	\$ 1,030,760.00	\$ 1,195,000.00
Trillium CHP NEMT	\$ 8,393,560.69	\$ 10,252,600.00
TOTAL	\$ 9,751,920.69	\$ 11,974,775.00

Medicaid Fund Two-Year Project Budget FY18 and FY19		
Project	FY18 Actual	FY19 Budget
Oregon Health Authority NEMT	\$ 521,831.29	\$ 527,175.00
Medicaid Waivered Non-Medical	\$ 1,071,621.92	\$ 1,063,000.00
Trillium CHP NEMT	\$ 9,974,533.97	\$ 10,252,000.00
TOTAL	\$ 11,567,987.18	\$ 11,842,175.00

Section 5: Public Review and Comments

Special Transportation Fund Committee Review

Committee Members

Hoover Chambliss

Lise Schellman

Ed Necker

Alan Baas

Ruth Linoz

Pete Barron

Public Meeting Schedule

11/20/18

12/11/18

12/18/18

1/8/19

1/15/19

1/24/19

Community Outreach and Public Comment:

- 04/10/2019 Presentation United Way Human Services Forum Meeting
- 4/12/2019 Plan emailed to United Way Human Services Forum Group List
- 04/15/2019 Email feedback received from Ophelia's Place

*We enthusiastically support the addition of service hours (especially on holidays) and service areas/routes.

*Ideally, you would not use a stigmatizing word like "obesity" and would be considering accommodation for larger bodied riders as part of inclusion of body diversity; access to public spaces, activities, outdoors etc. through public transportation supports the physical and mental well-being of riders of all sizes, ages, and abilities.

*Given this plan's clear commitment to accessibility and support of disabled riders, any ongoing training that helps drivers be supportive and empathetic to disabled riders who deal with harassment from non-disabled riders who have to give up seats or wait for the lift would be very helpful. This could also be some kind of PSA that is more prominent on the interior of buses and in LTD literature.

We appreciate all that LTD offers to our county and community

- 04/16/2019 LTD Comprehensive & Accessible Transportation Committee
- 04/22/2019 Trillium CCO Community Advisory Committee

*Thank you LTD for all that you do for Trillium members.

*Please consider changing how rides are scheduled from medical appointments. Requiring a return time is very stressful when we don't know how long an appointment will last and we don't want to miss a ride.

- 05/02/2019 VetNet Conference Call
- 05/09/2019 RideSource Call Center Advisory Committee
- 05/09/2019 Trillium CCO Rural Advisory Committee Conference Call

*If LTD can look at providing more service to and from rural areas there would be more people who would use the bus in Eugene. I hope to see a bus between Florence and Eugene soon.

- 05/22/2019 Email feedback from Kate Scott at Senior & Disability Services

*I took a very quick look at the sections that referenced us and have a few suggested edits. Mainly, updating our name to 'Disability' services as I think back when they wrote the original, we had our prior name. {There is] also had a section on OAA, and stated it served younger people with disabilities, so I corrected that and added a comment that it is our Medicaid funds that primarily fund the under 60 adults with disability programs. They quote and will be attaching as reference our most recent needs assessment

Adoption by the LTD Board of Directors

June 19, 2019

This document fulfills the necessary requirements for the Coordinated Public Transit-Human Services Transportation Plan.



**2027-2029 5310 Supplemental Grant Project Proposal
Enhanced Mobility for Older Adults and People with Disabilities**

GENERAL INFORMATION – PART 1

Agency Name: **Circle of Friends School**

Agency Name (dba): **Circle of Friends**

Mailing Address: **514 E Whiteaker Ave., Cottage Grove, OR 97424**

Federal Tax ID#: **84-4437766**

Agency Website: www.coforegon.org

Contact Name and Title: **Michael Aguilar**

Email: michael@coforegon.org

Telephone Number: **(541) 321-0962**

Type of Agency / Business: ☒ Private Non-Profit

☐ Federally Recognized Tribal Entity

☐ Local Government (City/County/Other)

Legal Name of Partner Agency (for multi-agency applications; add more pages, if needed)

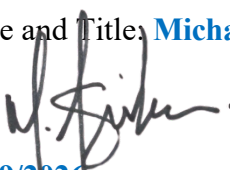
Contact Name and Title: **N/A**

Email: **N/A**

Telephone Number: **N/A**

By my signature below, I certify that the attached proposal, budget, and information is complete and accurate to the best of my knowledge, and that I have been authorized to submit this proposal on behalf of the organization.

Print Name and Title: **Michael Ramon Aguilar, Executive Director**

Signature: 

Date: **04/09/2026**

PROJECT TYPE – PART 2

Capital Projects

☐ Replacement Vehicles (must replace existing vehicle that has been in service)

☒ New Vehicles (expansion to add capacity to existing fleet or introduce new service)

- ☐ Vehicle Preventive Maintenance (oil changes, tune-ups, tires, & routine service)
- ☐ Vehicle Component Rehabilitation (replacement / rebuild of engine, transmission)
- ☐ Equipment
- ☐ Signs and Other Amenities
- ☐ Passenger Shelters
- ☐ Other (identify) _____

Operations Projects

- ☐ Operating: ☐ Maintain Service ☐ Expand Service ☐ New Service
- ☐ Mobility Management: ☐ Maintain Service ☐ Expand Service ☐ New Service
- ☐ Mobility Manager
- ☐ One-Stop Referral Center
- ☐ Trip / Itinerary Planning
- ☐ Travel / Mobility Training
- ☐ Internet-based Information System
- ☐ Information Materials / Marketing
- ☐ Coordinated System Planning

Agency, Project, and Coordination Information – Part 3

Does the proposing agency provide transportation services to older adults and/or people with disabilities as a primary or secondary mission of the agency?



Primary – providing transportation is part of the agency's mission

☐ Secondary – agency provides other services and transportation is one part

☐ Neither – agency provides other services that supports transportation for older adults and/or people with disabilities.

Describe main mission of agency: _____

Describe the proposed project (maximum 500 words). For vehicle replacements, include year, make model, and current mileage:

Circle of Friends is requesting funding to purchase a wheelchair-accessible vehicle to provide safe, reliable, and specialized transportation for children and youth with complex disabilities across Lane County.

Transportation is one of the most significant barriers facing the students we serve. Many of our students require mobility supports, medical equipment, or 1:1 and 2:1 staffing to travel safely. Traditional transportation options are often unavailable, inconsistent, or not equipped to meet these needs. As a result, students miss school, therapies, and critical opportunities for social connection.

Circle of Friends is currently based in Cottage Grove, a rural community where access to public transportation connecting to the Eugene and Springfield urban core is limited. For individuals with disabilities, particularly those who rely on wheelchairs or specialized supports, these limitations are even more pronounced. Existing transit options often do not align with school schedules, lack the necessary accommodations, or require extended travel times that are not feasible for students with complex medical or behavioral needs. This creates a significant access gap for families seeking consistent, high-quality services.

This project will fund the acquisition of a dedicated, ADA-accessible vehicle designed to safely transport students with physical, developmental, and medical complexities. The vehicle will be used daily for student pick-up and drop-off, ensuring consistent access to education and reducing absenteeism caused by transportation gaps.

Beyond daily routes, the vehicle will expand access to essential services and community-based experiences. It will be used to transport students to:

- After-school and summer enrichment programs
- Mental and behavioral health services
- Community-based learning opportunities
- Recreational and social activities
- Field trips that build independence and real-world skills

Currently, transportation limitations restrict participation in these opportunities, particularly for students living in rural areas or those requiring specialized support. This vehicle will directly address those gaps by providing a reliable and flexible transportation solution tailored to our population.

The project aligns with the goals of the FTA Section 5310 program by enhancing mobility for individuals with disabilities, improving access to essential services, and promoting independence and community integration. It also supports priorities outlined in the Lane Coordinated Public Transportation Plan by addressing unmet transportation needs for vulnerable populations and strengthening coordination between human service providers.

By investing in this vehicle, Circle of Friends will increase access, reduce missed services, and improve overall quality of life for students and their families. This is not simply a transportation solution. It is a pathway to education, healthcare, independence, and belonging for some of the most underserved youth in our community.

What is the population to be served by the proposed project?

☐ General Public (service open to anyone in the community or defined service area including older adults and people with disabilities.

☒ Older adults and people with disabilities (designated service only for seniors and people with disabilities.

☐ Agency Clientele (serves a specific clientele determined by program, housing, or activity, such as a senior center or work program). Please specify type of clientele: _____

☐ Other: (specify) _____

What geographic area within Lane County is covered by the proposed project?

☒ Lane County (county-wide project)

☐ Metro Eugene Springfield

☒ Rural (outside of metro area, please specify): Circle of Friends is based in Rural Cottage Grove, but serves youth with complex disabilities from across Lane County.

Describe how this project is derived from and supports the Lane Coordinated Plan. (Include page references in the Lane Plan that are relevant to the Project. (The Lane Coordinated Plan can be found on the LTD Website at www.ltd.org/wp-content/uploads/2025/10/Public-Transit-Human-Services-Coordinated-Plan.pdf. List all agencies that will be involved in and are central to the project.

Project Alignment with the Lane Coordinated Public Transportation Plan

The proposed Circle of Friends transportation project is directly derived from and aligned with the priorities outlined in the Lane Coordinated Public Transportation Plan (2019 Update), particularly those focused on reducing transportation barriers for people with disabilities, improving access to essential services, and strengthening coordination between transportation providers and human service organizations.

The Lane Coordinated Plan identifies individuals with disabilities as a priority population experiencing significant transportation gaps, especially in rural communities such as Cottage Grove (see Sections 3 and 4: Needs Assessment and Priority Populations). The plan highlights that transportation barriers limit access to education, healthcare, and social services, particularly for individuals requiring mobility aids or specialized support.

This project directly responds to those identified needs by providing a dedicated, ADA-accessible vehicle to transport children and youth with complex disabilities who are unable to reliably access existing transportation systems.

Additionally, the plan emphasizes the need for improved connectivity between rural communities and the Eugene-Springfield urban core (Section 4: Barriers and Gaps). Circle of Friends is based in Cottage Grove, where public transportation options are limited and often not feasible for individuals who rely on wheelchairs or require individualized supervision. This project addresses that gap by ensuring safe, reliable transportation to educational programming, healthcare services, and community-based opportunities.

The project also aligns with several of the plan's priority strategies, including:

- Expanding accessible transportation options for individuals with disabilities (Section 5: Strategies and Actions)
- Supporting partnerships with human service providers to deliver transportation solutions tailored to high-need populations

- Improving access to employment, education, and healthcare services through coordinated transportation efforts
- Reducing service fragmentation by integrating transportation into broader systems of care

By operating transportation internally, Circle of Friends is able to provide a level of consistency, safety, and individualized support that cannot be achieved through traditional fixed-route or paratransit systems alone.

Agencies and Partners Involved

This project will involve coordination and alignment with several key agencies and partners, including:

- Lane Transit District (LTD), as the Lead Agency and regional transportation provider
- Oregon Department of Transportation (ODOT) Public Transportation Division, as the administering agency for Section 5310 funds
- Local school districts including South Lane, Springfield, Bethel, and Creswell School Districts, which refer and fund student placements
- Lane County Human Services Division (Developmental Disabilities Services), as a referral and coordination partner
- Healthcare and therapy providers supporting students (including OT, PT, behavioral health providers)
- Community-based organizations such as Bridgeway House, Direction Service, and other disability service providers

Through this project, Circle of Friends strengthens the coordinated network envisioned in the Lane Plan by bridging transportation gaps for a highly underserved population and ensuring that mobility is integrated into a broader system of education, healthcare, and community support.

Estimate the number of older adults and/or people with disabilities who will be supported by this project for the grant period and describe how you arrived at this figure.

Year 1: (Oct 1 2027-Sept 30 2028) Older adults 0 People with disabilities 60

Year 2: (Oct 1 2028-Sept 30 2029) Older adults 0 People with disabilities 85

Describe how you arrived at these figures:

These estimates reflect Circle of Friends' planned expansion from a K–8 school into a comprehensive K–12 disability services hub that includes education, mental health services, Direct Support Professional (DSP) supports, and after-school and summer programming . The requested vehicle will be a shared, core infrastructure asset that supports all program areas, ensuring that transportation is not a barrier to participation at any point across a student's day or continuum of care.

By October 2027, Circle of Friends anticipates serving approximately 25 students in its core K–12 education program. In addition, expanded programming will serve youth through after-school enrichment, summer programming, and disability-informed mental and behavioral health services. This transportation resource will operate throughout the full day

and year, providing morning and afternoon school routes, mid-day transportation for therapy and appointments, and extended hours for after-school and community-based programming. Because transportation needs vary by service type, timing, and level of support, the same student may require different transportation solutions across programs. Accounting for unduplicated individuals while recognizing multiple access points, we estimate approximately 60 individuals with disabilities served in Year 1.

Critically, this vehicle will allow Circle of Friends to extend its reach beyond Cottage Grove into communities across Lane County, including Eugene, Springfield, Creswell, and surrounding rural areas. For many families, particularly those living in rural parts of the county, transportation is the single greatest barrier to accessing consistent education, healthcare, and support services. This is especially true for youth who rely on wheelchairs, adaptive equipment, or require 1:1 or 2:1 supervision during transport. By providing a reliable, accessible, and program-integrated transportation option, Circle of Friends will ensure that geography does not determine access to care.

By Year 2, continued growth in enrollment, full implementation of 3–5 full-time therapists, and expansion of DSP and community-based services will significantly increase reach. The vehicle will support not only daily school attendance, but also transportation to mental health services, community-based learning, workforce development experiences, and social engagement opportunities. With expanded capacity and deeper community integration, we conservatively estimate 85 unduplicated individuals with disabilities served annually.

These projections prioritize sustainable growth while maintaining the intensive staffing ratios (1:1 and 2:1 when needed) required to safely serve students with complex medical, behavioral, and developmental needs. The addition of this vehicle is essential to ensuring that all services are accessible, coordinated, and equitably available to youth with disabilities across Lane County.

Estimate the number of one-way rides (or other units of service) that the project proposes to provide for the grant period and describe how you arrived at this figure.

Year 1: (Oct 1 2027-Sept 30 2028): One-way rides / Other units of service

One-way rides: 21,600

Year 2: (Oct 1 2028-Sept 30 2029): One-way rides / Other units of service

One-way rides: 30,600

Describe how you arrived at these figures:

If you used other units of service, please identify those units

One-way ride estimates reflect the vehicle's role as shared infrastructure supporting all Circle of Friends program areas, including K–12 education, mental health services, Direct Support Professional (DSP) supports, after-school programming, summer programming, and community-based learning.

Transportation demand is not limited to traditional school hours. The vehicle will operate across the full day and calendar year, providing:

- Morning and afternoon school transportation
- Midday transportation for therapy, medical, and mental health services
- Transportation for after-school and summer programming
- Community-based instruction, field trips, and workforce development experiences
- DSP-supported transportation for skill-building and community integration

Year 1 Estimate (21,600 one-way rides) is based on:

- 60 unduplicated participants
- Average of 2 one-way rides per day (pickup and drop-off)
- 180 service days annually

Year 2 Estimate (30,600 one-way rides) reflects:

- Growth to 85 participants
- Same baseline utilization assumptions

These estimates are intentionally conservative and reflect only baseline daily transportation. They do not fully capture additional rides generated by expanded programming, staggered service schedules, or multi-trip days for participants accessing multiple services.

Project Budget – Part 4

Project Title: Access Without Barriers: Lane County Inclusive Transportation Initiative
Agency: Circle of Friends

PROJECT BUDGET For the specific project being proposed, complete a line item cost summary along with a full list of other resources that will be used to support the proposed project. If the request is for a project that is currently being funded, include the current year's budget as well as that for Grant Year 1 and Year 2. In addition to this Project Cost Summary, a reconciliation of Current Agency revenue and expenses and an approved Agency budget must be submitted with the application.

The proposed budget reflects the acquisition and operation of a dedicated, ADA-accessible vehicle that will serve as critical infrastructure supporting transportation access for youth with disabilities across Lane County. Consistent with the intent of the FTA Section 5310 program, the primary request is for capital funding to purchase a specialized vehicle designed to safely transport individuals with mobility, medical, and behavioral support needs.

The requested vehicle is a custom-built, wheelchair-accessible bus configured to accommodate both ambulatory passengers and multiple wheelchair users, including securement systems and a commercial-grade lift. Based on manufacturer estimates, the total capital cost is projected at approximately \$225,000, representing a mid-range estimate for a 38-foot vehicle on an F-650 chassis with specialized accessibility features.

This project prioritizes maximizing the impact of a single capital investment by utilizing the vehicle across multiple service areas, including daily school transportation, mental and behavioral health services, after-school and summer programming, and community-based

learning opportunities. By operating the vehicle across multiple service blocks throughout the day and year, Circle of Friends will achieve a high level of utilization, ensuring cost-effective service delivery and broad community benefit.

In alignment with Section 5310 funding requirements, Circle of Friends is leveraging a combination of philanthropic support, program revenue, and agency resources to meet local match expectations and ensure long-term sustainability. Grant funds are primarily allocated toward capital acquisition, while operating costs including staffing, fuel, insurance, and maintenance are supported through diversified revenue streams. This approach demonstrates both financial readiness and the organization's capacity to sustain the project beyond the grant period.

The budget also reflects a phased growth model, with higher initial costs in Year 1 associated with vehicle acquisition, followed by stabilized operating costs in Year 2. As program enrollment and service delivery expand, cost efficiencies are achieved through increased ridership and multi-use scheduling of the vehicle.

Circle of Friends is committed to coordinating with Lane Transit District and other regional partners to ensure that this project complements existing transportation services rather than duplicating them. The proposed vehicle fills a critical gap by serving individuals whose needs cannot be met through fixed-route or traditional paratransit systems, particularly those requiring specialized equipment, flexible scheduling, and individualized support.

Overall, this budget is designed to be realistic, sustainable, and aligned with regional transportation priorities. It ensures that the requested investment directly translates into increased mobility, improved access to essential services, and expanded opportunities for individuals with disabilities, particularly those living in rural and underserved areas of Lane County.

EXPENSE (By Line Item) Description	Current Year Revised	Grant Year 1 Budget 10/1/27- 9/30/28	Grant Year 2 Budget 10/1/28- 9/30/29	TOTAL Year 1 & Year 2
ADA-Accessible Bus Purchase (Custom Build, F-650 Chassis, 38 ft)	\$0	\$225,000	\$0	\$225,000
Vehicle Upfit & Accessibility Equipment (wheelchair lift, securement, safety systems)	\$0	Included	\$0	\$0
Delivery & Dealer Fees	\$0	Included	\$0	\$0
Licensing, Title, Registration	\$0	\$3,000	\$0	\$3,000
Mobility Management / Coordination (Transportation Scheduling & Access Support)	\$0	\$10,000	\$0	\$10,000
Maintenance & Repairs	\$0	\$5,000	\$6,500	\$11,500
TOTAL PROJECT COST	\$0	\$243,000	\$6,500	\$249,500

	Current Year Revised	Grant Year 1 Budget 10/1/27- 9/30/28	Grant Year 2 Budget 10/1/28- 9/30/29	TOTAL Year 1 & Year 2
Resources				
LTD Grant funds requested/needed:	\$0	\$197,200	\$0	\$197,200
Other project revenue or resource:	\$0	\$50,000	\$25,000	\$75,000
Other project revenue or resource:	\$0	\$15,000	\$20,000	\$35,000
Your local agency match contribution:	\$0	\$8,000	\$39,000	\$47,000
TOTAL PROJECT RESOURCES	\$0	\$270,200	\$84,000	\$354,200

Will you be charging a fare for the service you offer? **No**

If so, what are your fares? **NA**

Do you offer fares that reduce the barrier for older adults and people with disabilities? Please explain.

Circle of Friends does not charge fares for transportation services. Transportation is provided as an integrated component of our programming to ensure that cost is not a barrier to access for youth with disabilities and their families.

The individuals we serve often experience significant financial, medical, and logistical challenges. Many require specialized equipment, individualized supervision, or support that makes traditional transportation options inaccessible or cost-prohibitive. By embedding transportation into our service model, we remove a critical barrier and ensure consistent access to education, mental health services, and community-based opportunities.

Our approach aligns with the intent of the Section 5310 program by prioritizing equitable access for individuals with disabilities, particularly those in rural and underserved areas of Lane County. Rather than implementing a fare structure, we leverage a combination of public funding, philanthropic support, and program revenue to subsidize transportation costs.

This model ensures that all participants, regardless of income or level of need, can fully access services without financial burden, while maintaining a sustainable and coordinated transportation system.

Please list any additional considerations for reviewers:

Circle of Friends serves a population whose transportation needs are often not fully met through existing systems. Many of the youth we support require wheelchair-accessible transportation, medical equipment accommodations, and individualized supervision, including 1:1 or 2:1 staffing. These needs often exceed the capacity and flexibility of traditional fixed-route and paratransit services, particularly when consistent scheduling and specialized support are required.

This project is designed to complement, not duplicate, existing transportation infrastructure. By providing program-integrated transportation, Circle of Friends is able to coordinate routes around education, therapy, and community-based services in a way that maximizes efficiency and ensures continuity of care.

We are also a financially strong and growing organization with a demonstrated ability to secure philanthropic and institutional funding. Circle of Friends is well-positioned to sustain this vehicle over its full useful life, including ongoing operating costs such as staffing, fuel, maintenance, and insurance. This request represents a one-time capital investment that will yield long-term impact.

In the past year, transportation barriers have directly contributed to missed instructional time and delayed access to services for students we serve, underscoring the urgency of this investment. For many families across Lane County, particularly those in rural communities, the burden of transportation falls entirely on parents and caregivers. Families are often required to drive long distances, multiple times per day, to ensure their child can access education and services. This creates significant strain on employment, household stability, and overall family wellbeing.

Additionally, this project advances equity by expanding access for youth with disabilities living in rural communities across Lane County, including Cottage Grove and surrounding areas where transportation options are limited or inaccessible for individuals who rely on wheelchairs or specialized supports

The requested vehicle will also support long-term system-level impact by reducing reliance on fragmented transportation solutions, increasing attendance and engagement, and improving overall outcomes for youth with complex needs.

This investment represents a high-impact opportunity to leverage a single capital asset across multiple programs, services, and years of operation, ensuring that transportation is no longer a barrier to access, participation, and belonging.

Please indicate:

- ☒ Proposer has positive history of past grant management – reports are accurate and on time, match is available as required, etc.
- ☒ (If a non-profit agency) Proposer is current in agency incorporation, registration, and annual report submissions to state and federal governments.
- ☒ Applicant is fiscally responsible and capable of managing grant funds.
- ☒ Agency has a budget which includes all sources and uses of funds; and the budget is adopted, managed, and revised as necessary by the governing board.
- ☒ Applicant has adequate staff and resources to manage the project.
- ☒ Applicant staff has basic knowledge of transportation and receives training as required for duties
- ☒ Project design is for, or benefits, older adults and/or people with disabilities.
- ☒ Project design is appropriate to purpose and type of project.
- ☒ The project is derived from the adopted Coordinated Plan.
- ☒ Service is accessible to people with disabilities in conformance to ADA.
- ☒ Vehicles are appropriate for type of service.
- ☒ Service is efficient and effective for the type of service.
- ☒ Applicant has adequate revenue to maintain services

Checklist of attachments:

- ☒ Current Federal Certifications and Assurances
- ☒ Current Reconciled Agency Revenue and Expense Budget
- ☒ Current Approved Agency Budget executive



CIRCLE OF FRIENDS

**A MISSION-DRIVEN
501(C)(3) NONPROFIT
SERVING CHILDREN
WITH DISABILITIES IN
RURAL OREGON.**

OUR MISSION:

Circle of Friends School's mission is to provide a highly specialized, inclusive educational program for children and youth with complex disabilities whose needs cannot be met in traditional school environments. We exist first and foremost as a school, grounded in the belief that every child, regardless of disability or medical complexity, deserves access to meaningful, high-quality education in a setting designed around their full humanity.

WHO WE SERVE:

Circle of Friends serves children with significant medical, physical, and developmental disabilities whose educational and health needs exceed what local districts can safely provide. Many of our students would otherwise face prolonged homebound instruction or lack any viable local school option. We partner annually with school districts and provide 172 days of safe, in-person education each year for students who would not otherwise have access to an appropriate learning environment.

WHAT MAKES CIRCLE OF FRIENDS DIFFERENT:

Circle of Friends is built on an intensive, integrated model that blends education, medical care, and therapeutic support throughout the school day.

EDUCATION AND INSTRUCTION

- **1,605 instructional hours per year** delivered in one-to-one and small-group settings
- **87 active IEP goals** embedded into daily routines and instruction
- An average of **560 minutes per day per student of individualized instruction** across academics, communication, social skills, and functional learning
- AAC-supported communication integrated into every school routine, with an **estimated 1 to 3 AAC interactions per student per routine** across 11 daily routines

MEDICAL AND PHYSICAL SUPPORT

- **99 hours per month of nursing** and medically informed care
- **74 hours per month dedicated exclusively to G-tube feeding** and care
- **98 mobility transfers** or positioning supports per day to ensure safety and access
- Daily use of adaptive equipment including standers, walkers, wheelchairs, adaptive seating, trikes, and toileting supports

FAMILY PARTNERSHIPS

- At least **35 direct coordination touchpoints** with families each week, including daily notes home, texts, and calls related to health, behavior, and care coordination
- **Circle of Friends enables caregivers to maintain employment** and stability by providing a safe, consistent school option for their children

WHY CIRCLE OF FRIENDS MATTERS:

Circle of Friends exists because some children do not fit within traditional systems, yet still deserve access to education, community, and opportunity. Through a highly specialized, student-centered model, we prevent extended homebound instruction, with students avoiding up to 10 months of isolation due to lack of appropriate placement. For families, this means stability, dignity, and true partnership. For school districts, it means a trusted, compliant, and mission-aligned solution for students with the most complex needs.

Circle of Friends demonstrates that with the right design, expertise, and commitment, even the most medically and educationally complex needs can be met with excellence and humanity.



April 9, 2026

Kathleen Flynn
Grant Specialist
Lane Transit District
MobilityServices@LTD.org

Dear Ms. Flynn,

On behalf of Circle of Friends, I am pleased to submit our application for Section 5310 funding through Lane Transit District in support of our project, ***Access Without Barriers for Youth With Disabilities: Lane County Inclusive Transportation Initiative.***

Circle of Friends is a nonprofit organization serving children and youth with disabilities across Lane County, with a focus on those with the most complex medical, behavioral, and developmental needs. Our program exists to ensure that students who are often excluded from traditional systems have access to safe, consistent, and meaningful education, as well as the therapeutic and community-based supports that allow them to thrive.

Transportation remains one of the most significant barriers facing the families we serve. Many of our students require wheelchair-accessible vehicles, specialized equipment, and individualized staffing support during transport. Without these accommodations, students miss school, therapies, and critical developmental opportunities. In some cases, students have missed weeks of instruction simply because appropriate transportation was not available.

This project proposes the acquisition of a fully accessible, purpose-built vehicle designed to safely transport youth with disabilities across both rural and urban areas of Lane County. This vehicle will support daily school transportation, access to occupational and physical therapy, behavioral health services, and participation in after-school and community-based programming.

The requested vehicle is a highly specialized, wheelchair-accessible bus equipped to safely transport up to 10 passengers using mobility devices, along with necessary support staff. This level of accessibility and customization is essential to meeting the needs of our students, many of whom require 1:1 or 2:1 support and cannot be served through traditional transit options.

In addition to vehicle acquisition, this project includes preventive maintenance and mobility management components to ensure long-term reliability, safety, and efficient coordination of transportation services. Together, these elements create an integrated transportation model that reduces missed services, improves access, and strengthens outcomes for individuals with disabilities across our region.

Circle of Friends is committed to the long-term sustainability of this project. Our organization operates with a strong financial foundation, with over \$1.2 million in projected annual revenue and diversified funding streams that include district tuition, philanthropy, and community



support. We have secured and planned matching funds through a combination of internal resources and philanthropic partnerships, demonstrating both readiness and commitment to this investment.

This project directly aligns with the goals of the Section 5310 program by expanding transportation access for individuals with disabilities, particularly those living in rural and underserved areas. It also reflects the priorities of the Lane County Coordinated Plan by addressing critical gaps in accessible, reliable transportation.

To help bring this work to life, I have included photos within this cover letter of some of the children who will directly benefit from this investment. Additionally, you will find our Executive Summary and Annual Report included in the attachments section to provide further context on our organization, impact, and growth.

We are grateful for Lane Transit District's leadership in advancing mobility solutions across our region and for your consideration of this request. This investment will not only provide transportation, but will unlock access to education, healthcare, and community for children who too often go without.

If you have any questions or need additional information, I would welcome the opportunity to connect.

With appreciation,

--

MICHAEL AGUILAR

Executive Director

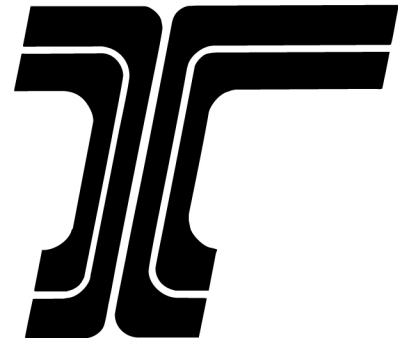
O: 541.321.0962 // M: 801.819.6096

PO Box 2811, Eugene, OR 97402

www.coforegon.org



Oregon Department of Transportation



2027-2029 Section 5310 Formula Subrecipient Grant Application

This form is for subrecipient agencies to apply to Lead Agencies for Section 5310 funding. If your agency is NOT a Subrecipient, please do not use this form. Instead, use the [5310 application form](#).

Additional information on how to apply can be found in the 5310 application instructions which are available from the Funding Opportunities webpage.

Agency Details

Select the 5310 funding source applying for this application.

- ☐ Small urban apportionment
- ☒ Rural apportionment
- ☐ Surface Transportation Block Grant funding (STBG)

Submit one application for each applicable funding source for each subrecipient.

Subrecipient Agency Information

Agency legal name

Circle of Friends School

Agency DBA (Doing Business As) name

Circle of Friends

Agency provider type

Non-profit

Agency legal address

Address Line 1

Address Line 2

City

State

Zip Code

Application contact name**Application contact title****Application contact email address****Application contact phone****Lead Agency Information****Lead agency legal name****Lead agency DBA (Doing Business As) name****Lead agency contact name****Lead agency contact title****Lead agency contact email address****Risk Assessment Information****Will administration of the grant be delegated to a separate agency?**☐ Yes☒ No**Subrecipient financial and audit information****Is the agency subject to Single Audit requirements?**☐ Yes☒ No

If an agency expends \$1M or more federal assistance funds annually they are required to have a Single Audit.

Attach a copy of the most recent financial audit.**Does your agency have established financial management policies and procedures?**☒ Yes

☐ No

Does your agency have an established accounting system for federal grants?

☒ Yes

☐ No

What type of accounting system does your agency use?

☐ Manual

☐ Automated

☒ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

What is the financial software utilized?

QuickBooks

Can your system separately identify the federal awards and programs that are recieved?

☒ Yes

☐ No

Can your system identify the source and application of awarded funds and support documentation?

☒ Yes

☐ No

Does the system account for 100 percent of each employee's time?

☒ Yes

☐ No

Does the agency compare expenditure with budget amounts throughout the life of the grant?

☒ Yes

☐ No

Does the agency know the guidance on allowable costs associated with this award?

☒ Yes

☐ No

2 CFR 200, FTA C 9040.1H

Was your agency audited by the State and/or Federal government in the past two years?

☐ Yes

☒ No

Subrecipient staffing and resources

Does the agency have adequate staff and resources to deliver the project?

- ☒ We have adequate staff to comply with the terms of this agreement.
- ☐ Need to hire new staff for this work.
- ☐ Will have to contract a vendor to carry out the program activities.
- ☐ We have experienced significant turnover - limited resources.

Did your agency have any turnover of management staff in the last two years?

- ☐ Yes
- ☒ No

Did your agency have turnover or vacancies in program related key positions in the last two years?

- ☐ Yes
- ☒ No

Does the agency provide ongoing training for program and finance personnel?

- ☒ Yes
- ☐ No

Subrecipient procurement

Does the agency have established procurement policies?

- ☒ Yes
- ☐ No
- ☐ Will adopt 2 CFR 200 during this grant cycle.

Project Information

Project 1

Subgrantee legal name

Circle of Friends School

Subgrantee DBA (Doing Business As) name

Circle of Friends

Does the subgrantee have any existing grant agreements with ODOT?

- ☐ Yes
- ☒ No

Subgrantee Authorized Representative

The person authorized to sign the subgrant agreement.

Authorized representative first and last name

Michael Aguilar

authorized representative title

Executive Director

Official who has authority to indebted agency or company

Authorized representative email

michael@coforegon.org

Authorized representative phone

(541) 321-0962

Project Details

Project name

Access Without Barriers: Lane County Inclusive Transportation Initiative

Describe project service area and where does the majority of service happen.

The project serves Lane County, Oregon, including both rural communities and the Eugene–Springfield metropolitan area. Circle of Friends is based in Cottage Grove but serves youth with disabilities from across the county, including Creswell, Eugene, Springfield, and surrounding rural areas.

The majority of service occurs along travel corridors connecting rural communities to the Eugene–Springfield urban core, where students access education, therapy, and community-based programs. Transportation routes will primarily support daily school transportation, as well as access to after-school, mental health, and community-based services throughout the region.

Select the type(s) of service that will be supported by this award. Select all that apply.

- | | |
|--|--|
| ☐ Open to the general public at all times | ☐ Deviated Fixed Route |
| ☐ Open to the general public on a space-available basis | ☐ Fixed Route (excluding commuter and intercity routes) |
| ☒ Open only to seniors and individuals with disabilities | ☐ Demand Response (Excluding ADA complementary Paratransit) |
| ☐ Limited to defined clientele (e.g. residential home) | ☐ ADA Complementary Paratransit |

Indicate the type of service area for the proposed project (Rural, Small Urban or Large Urban) to determine funding eligibility.

Rural

Large Urban (Over 200,000 population), Small Urban (50,000-200,000 population) and Rural (Under 50,000 population)

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Does the majority of the operations occur within one of these areas?

Not Applicable

Select "Not Applicable" if operations are not in these areas. This helps PTD determine if additional STIP keys are needed.

Select the counties served by this project.

- | | | | |
|------------------------------------|----------------------------------|--|------------------------------------|
| ☐ BAKER | ☐ DOUGLAS | ☐ LAKE | ☐ SHERMAN |
| ☐ BENTON | ☐ GILLIAM | ☒ LANE | ☐ TILLAMOOK |
| ☐ CLACKAMAS | ☐ GRANT | ☐ LINCOLN | ☐ UMATILLA |
| ☐ CLATSOP | ☐ HARNEY | ☐ LINN | ☐ UNION |

- | | | | |
|------------------------------------|-------------------------------------|------------------------------------|-------------------------------------|
| ☐ COLUMBIA | ☐ HOOD RIVER | ☐ MALHEUR | ☐ WALLOWA |
| ☐ COOS | ☐ JACKSON | ☐ MARION | ☐ WASCO |
| ☐ CROOK | ☐ JEFFERSON | ☐ MORROW | ☐ WASHINGTON |
| ☐ CURRY | ☐ JOSEPHINE | ☐ MULTNOMAH | ☐ WHEELER |
| ☐ DESCHUTES | ☐ KLAMATH | ☐ POLK | ☐ YAMHILL |

Select all that apply.

Select the activity type(s) for this project.

- | | |
|---|--|
| ☒ A. Vehicle Acquisition | ☒ D. Preventive Maintenance |
| ☐ B. Equipment, Signs and Amenities, Shelters | ☒ E. Mobility Management |
| ☐ C. Facilities: Bus Barns and Other Buildings | ☐ F. Purchased Service (competitively procured via RFP) |

Select all that apply. All deliverables and tasks within a single project must be interrelated or dependent on one another. Unrelated activities cannot be grouped together and submitted as one project. The application will open up additional fields depending on the project that was chosen. Make sure that all required fields for each project type are fully completed.

A. Vehicle Acquisition

Vehicle acquisition 1

Describe how the vehicle(s) will be used for seniors and individuals with disabilities.

The vehicle will be used to provide safe, reliable, and accessible transportation for children and youth with disabilities across Lane County who require specialized support to travel.

Daily use will include morning and afternoon transportation to and from Circle of Friends' K–12 education program, ensuring consistent access to school for students who would otherwise miss instructional time due to transportation barriers. Many students require mobility supports, medical equipment, or 1:1 or 2:1 staffing during transport, which cannot be accommodated through traditional transit options.

Throughout the day, the vehicle will also support transportation to essential services, including occupational therapy, physical therapy, behavioral health services, and medical appointments.

Beyond the school day, the vehicle will be used for:

After-school and summer programming
Community-based learning opportunities
Recreational and social activities
Workforce development and transition programming

The vehicle will operate across both rural and urban areas of Lane County, connecting students from communities such as Cottage Grove, Creswell, and other rural areas to services in the Eugene–Springfield region.

This transportation model ensures that individuals with disabilities have equitable access to education, healthcare, and community participation, reducing missed services and supporting independence and quality of life.

On what page is project listed in the adopted Coordinated Plan?

11

Insert page number in blank provided.

Coordinate Plan page(s) upload

Public-Transit-Human-Services-Coordinated-Plan.pdf

Attach the corresponding page(s) from Coordinated Plan.

Attach the required independent cost estimate (ICE) for this project.

6 10 WC 260 432 FRB (1).pdf

Circle of Friends AS22G1204AAD27_PriceProposal - Ver 2.docx

An independent cost estimate (ICE) must be included with all vehicle acquisition projects (vehicle replacement, right-sizing or expansion). Access the ODOT ICE form here:

<https://www.cognitofrms.com/ODOT2/IndependentCostEstimate>

Contract Information and Procurement Milestones

How will you deliver the proposed project activity?

☒ In-house

☐ Contractor or consultant

Check all that apply

Will you use the ODOT/Department of Administrative Services state price agreement contract?

☐ Yes

☒ No

Describe the needs not addressed in state contracts (e.g., no contracts for trolley-style vehicles, no contracts for buses larger than 44 passengers, etc.).

Circle of Friends will not utilize the ODOT/Department of Administrative Services state price agreement contract because the project requires a highly specialized, wheelchair-accessible vehicle tailored to the needs of children and youth with disabilities, many of whom require mobility supports, medical equipment, and individualized assistance during transport.

Specifically, Circle of Friends is seeking to acquire a highly modified bus designed to safely transport up to 10 students, all of whom use wheelchairs. This requires customized features including securement systems, accessibility configurations, and interior layouts that support safe transport alongside 1:1 and 2:1 staffing models.

State price agreements may not fully accommodate this level of customization or the specific vehicle configuration required. Additionally, the project requires flexibility to procure a vehicle that can safely serve rural routes across Lane County and support multiple program types, including school-day transportation, after-school programming, therapeutic services, and community-based supports.

Circle of Friends will follow all applicable federal and state procurement requirements to ensure a competitive, transparent process and will select a vehicle that best meets safety, accessibility, and programmatic needs.

Oregon Public Transportation Division Transit Asset Management (TAM) plan

Is the agency that will receive this vehicle(s) a participant in ODOT's Tier II Group TAM Plan?

☐ Yes

☒ No

If "no," does the agency have their own TAM Plan?

☐ Yes

☒ No

Is this vehicle acquisition for client-specific service that is not open to the general public?

☒ Yes

☐ No

If vehicle(s) will be used for client-specific service, will the agency allow the vehicle(s) to be used by other public transportation providers when the vehicle(s) are not scheduled for client

services?

☒ Yes

☐ No

If vehicle(s) will be used for client-specific service, will the agency provide rides to non-clients when the vehicles are not scheduled for client services?

☒ Yes

☐ No

Is this project part of a group of activities or projects that are dependent on each other?

☐ Yes

☒ No

For example, bus washing station dependent on facility.

Is this a vehicle expansion, replacement, or rightsizing? Select all that apply.

☐ Vehicle Replacement

☒ Vehicle Expansion

☐ Vehicle Right-Sizing

Vehicle Purchase Information

Vehicle Purchase 1

Vehicle category of vehicle your agency intends to procure if awarded funding. If applying for more than one vehicle, select "Add Vehicle" at the end of this section to add more.

Category D: medium, light-duty bus and chassis cutaway

[Resource for vehicle category \(A-E\) definitions.](#)

Estimated order date

11/15/2027

Estimated delivery date

5/15/2028

Quantity

1

For fleet expansion, enter number of type of vehicle to be purchased. For replacement or rightsizing projects, enter 1. To add more vehicles to be purchased for replacement projects or rightsizing, select "Add Vehicle" at the end of this section.

Unit cost

\$225,000.00

Total seats

14

ex. 24

ADA seats

10

ex. 2

Vehicle length (feet)

36.25

Vehicle propulsion type

Gasoline (Non-Ethanol)

Do existing storage and maintenance facilities have capacity to accommodate the purchased vehicles without the need for new or expanded facilities or equipment?

☒ Yes

☐ No

Physical location where the vehicle(s) will be stored/maintained.

Latitude: 43.7979 / Longitude: -123.0597

Address: 116 N 6th Street, Cottage Grove, OR 97424

The vehicle will be stored and maintained at Circle of Friends' primary facility located at 116 N 6th Street in Cottage Grove, Oregon. This site serves as the central hub for daily operations, including education, therapeutic services, and program coordination.

The location provides secure vehicle storage and access to routine maintenance services through established relationships with local service providers in Cottage Grove and the greater Eugene-Springfield area. Its proximity to major corridors allows for efficient deployment of transportation services across Lane County, including rural communities where access to specialized transportation is limited.

Please provide the location in longitude and latitude format, address and/or tax lot. Format (Latitude= 45.214940/ Longitude = -123.969360). If you can provide latitude/longitude, address and tax lot, that is ideal.

Vehicle purchase 1 cost

\$225,000.00

Project match

Match source	Match amount	Match percentage	Match status
Other	\$20,000.00	16.00%	Planned
Other	\$25,000.00	20.00%	Planned
Other	\$80,000.00	64.00%	Secured

\$125,000.00

If "other" selected as match source, please explain source.

Circle of Friends will meet the required match through a combination of philanthropic support and allocated program revenue. The organization has a strong track record of securing foundation funding and will pursue support from trusted partners who have previously invested in our work and have expressed interest in supporting our continued expansion.

Planned philanthropic requests include \$20,000 from the Woodard Family Foundation and \$25,000 from the John and Tami Marick Foundation (JTMF), both of which have demonstrated prior commitment to supporting programs that improve access and outcomes for youth with disabilities.

The remaining \$80,000 represents secured agency resources derived from student tuition revenue. These funds are allocated to support infrastructure and service delivery needs that ensure students can safely access education and related services.

This blended match strategy reflects both strong community investment and internal financial commitment, positioning the project for successful implementation and long-term sustainability.

Is your agency including in-kind match in the application

☐ Yes

☒ No

Task cost and match information

Total project cost
\$225,000.00

Match amount
\$45,000.00

Grant amount
\$180,000.00

D. Preventive Maintenance

Preventive maintenance 1

Task title

Preventive Maintenance for ADA-Accessible Vehicle

Please describe the activity in detail and identify how it benefits seniors and individuals with disabilities.

Preventive maintenance activities will ensure the safe, reliable, and continuous operation of the ADA-accessible vehicle funded through this project. This includes routine servicing such as oil changes, tire replacement, brake inspections, lift maintenance, and other manufacturer-recommended maintenance.

This vehicle will be used to transport children and youth with complex disabilities across Lane County, many of whom rely on wheelchairs, medical equipment, and 1:1 or 2:1 support during transport. Reliable transportation is essential to ensuring consistent access to education, healthcare, and community-based services.

By maintaining the vehicle in optimal condition, Circle of Friends will reduce service disruptions, improve safety, and ensure uninterrupted access for individuals with disabilities, particularly those living in rural and underserved areas.

On what page is activity or project listed in the adopted Coordinated Plan?

11

Coordinate Plan page(s) upload

Public-Transit-Human-Services-Coordinated-Plan.pdf

Is this activity part of a group of activities or projects that are dependent on each other?

☒ Yes

☐ No

Provide details of dependent tasks.

This project includes interdependent activities consisting of vehicle acquisition, preventive maintenance, and mobility management. The acquisition of the ADA-accessible vehicle is the foundational component that enables all other activities.

Preventive maintenance is required to ensure the ongoing safety, reliability, and usability of the vehicle over its useful life. Mobility management activities support the coordination and scheduling of transportation services across multiple programs, ensuring efficient use of the vehicle and access for individuals with disabilities.

These activities are dependent on one another and function together as a single, integrated transportation project designed to improve access to services for youth with disabilities across Lane County.

How will you deliver the proposed project activity?

☒ In-house

☐ Contractor or consultant

Check all that apply

What will be maintained? Check all that apply.

☒ A. Revenue service vehicles

☐ B. Shelters or facilities

☐ C. Other assets

A. Maintaining revenue service vehicles

Describe vehicle preventive maintenance that will be performed.

Preventive maintenance will include routine servicing and inspections to ensure the safe and reliable operation of the ADA-accessible vehicle. This includes oil changes, tire replacement, brake inspections, wheelchair lift maintenance, fluid checks, and manufacturer-recommended service intervals.

The vehicle will be used daily to transport youth with disabilities, many of whom require mobility supports and specialized equipment. Maintaining the vehicle in optimal condition is essential to ensuring consistent access to education, healthcare, and community-based services while minimizing service disruptions and safety risks.

Number of vehicles purchased with 5310 funding that will be included in this preventive maintenance project

1

Number of vehicles NOT purchased with 5310 funding that will be included in this preventive maintenance project.

0

Cost of preventive maintenance for vehicles purchased with 5310 funding?

\$11,500.00

Cost of preventive maintenance for revenue service NOT purchased with 5310 funding?

\$0.00

Will any of these funds be used to maintain electric vehicles, or their charging infrastructure?

☐ Yes

☒ No

This may require the applicant to successfully get FTA NEPA concurrence before incurring any costs.

Attach the current Vehicle Preventive Maintenance Plan

Circle of Friends Vehicle Preventive Maintenance Plan.pdf

A current plan reflecting current fleet policies, fleet procedures, and vehicle and lift equipment manufacturer's recommended maintenance schedules is required.

Total cost of preventive maintenance for revenue service vehicles

\$11,500.00

Were the assets being maintained purchased with 5310 funds?

☒ Yes ☐ No

Preventive maintenance budget

Enter the identification number from OPTIS for each asset, which start with the one of the following letters:

V: Vehicle
F: Facility
E: Equipment
S: Signs/Shelters

[OPTIS Link](#)

OPTIS asset identification number

Preventive maintenance amount

\$0.00

Activity deliverables

Deliverable description	Units	Deliverable date
Vehicles Purchased	1	5/15/2028
Assets Maintained	1	12/31/2028
Services Added	1	12/31/2028

Project match

Match source	Match amount	Match percentage	Match status
Other	\$20,000.00	16.00%	Planned
Other	\$25,000.00	20.00%	Planned
Other	\$80,000.00	64.00%	Secured

\$125,000.00

If "other" selected as match source, please explain source.

Circle of Friends will meet the required match through a combination of philanthropic support and allocated program revenue. The organization has a strong track record of securing foundation funding and will pursue support from trusted partners who have previously invested in our work and have expressed interest in supporting our continued expansion.

Planned philanthropic requests include \$20,000 from the Woodard Family Foundation and \$25,000 from the John and Tami Marick Foundation (JTMF), both of which have demonstrated prior commitment to supporting programs that improve access and outcomes for youth with disabilities.

The remaining \$80,000 represents secured agency resources derived from student tuition revenue. These funds are allocated to support infrastructure and service delivery needs that ensure students can safely access education and related services.

This blended match strategy reflects both strong community investment and internal financial commitment, positioning the project for successful implementation and long-term sustainability.

Is your agency including in-kind match in the application

☐ Yes

☒ No

Task cost and match information

Total project cost
\$11,500.00

Match amount
\$2,300.00

Grant amount
\$9,200.00

E. Mobility Management

Mobility management 1

Task title

Transportation Coordination and Mobility Management

Task type

☐ One Stop Referral Operating transportation brokerages to coordinate service providers, funding resources, and customer needs

☒ Coordinating transportation services for older adults, individuals with disabilities, and individuals with low incomes

☐ Supporting local partnerships that coordinate transportation services

☐ Staffing for the development and implementation of coordination plans

☐ Providing travel training and trip planning activities for customers

☐ Developing and operating traveler call centers to coordinate travel information, manage eligibility requirements, and arrange customer travel

☐ Planning and implementing the acquisition and purchase of intelligent transportation technologies to operate a coordinated system (Only purchases under \$5,000)

☐ Travel Mobility Planning

- ☐ Internet Based Information
- ☐ Informational Materials/Marketing

On what page is activity or project listed in the adopted Coordinated Plan?

11

Coordinate Plan page(s) upload

Public-Transit-Human-Services-Coordinated-Plan.pdf

Describe how this activity benefits seniors and individuals with disabilities.

Mobility management activities will support the coordination and scheduling of transportation services across Circle of Friends' programs, ensuring efficient and equitable access for youth with disabilities.

Because the individuals we serve often require wheelchair-accessible transportation, medical accommodations, and individualized supervision, transportation must be carefully coordinated across multiple service types, including education, mental and behavioral health services, after-school programming, and community-based learning.

This activity includes route planning, scheduling, communication with families, and coordination with service providers to ensure that transportation aligns with participant needs and program schedules. These efforts will improve system efficiency, reduce missed services, and ensure that individuals with disabilities, particularly those in rural areas, can reliably access essential services.

i.e. We will host five events at locations in our community to explain the transit services available to seniors.

How will you deliver the proposed project activity?

☒ In-house

☐ Contractor or consultant

Check all that apply

Identify the estimated number of customer contacts, customers trained, or mobility products/services produced. Describe the method you will use to measure output from the project:

Description of unit

Number of units

Youth with disabilities served through coordinated transportation services

85

Describe the method you will use to measure output from the project.

Circle of Friends will track participation through internal program records and transportation logs. Data will be collected through daily scheduling records, ride logs, and service enrollment documentation to identify unduplicated individuals served.

Because transportation is integrated across multiple programs, including education, mental health services, and community-based programming, we will use a combination of attendance tracking and transportation usage logs to ensure accurate reporting. Data will be reviewed regularly to monitor access, identify service gaps, and ensure efficient coordination of transportation services.

Cost of mobility management activity

\$10,000.00

Activity deliverables

Deliverable description	Units	Deliverable date
Mobility Products/Services Produced	85	12/31/2028
Customer Contacts Created	200	12/31/2028
Paratransit Rides Provided	2,500	12/31/2028

Project match

Match source	Match amount	Match percentage	Match status
Other	\$20,000.00	16.00%	Planned
Other	\$25,000.00	20.00%	Planned
Other	\$80,000.00	64.00%	Secured

\$125,000.00

If "other" selected as match source, please explain source.

Circle of Friends will meet the required match through a combination of philanthropic support and allocated program revenue. The organization has a strong track record of securing foundation funding and will pursue support from trusted partners who have previously invested in our work and have expressed interest in supporting our continued expansion.

Planned philanthropic requests include \$20,000 from the Woodard Family Foundation and \$25,000 from the John and Tami Marick Foundation (JTMF), both of which have demonstrated prior commitment to supporting programs that improve access and outcomes for youth with disabilities.

The remaining \$80,000 represents secured agency resources derived from student tuition revenue. These funds are allocated to support infrastructure and service delivery needs that ensure students can safely access education and related services.

This blended match strategy reflects both strong community investment and internal financial commitment, positioning the project for successful implementation and long-term sustainability.

Is your agency including in-kind match in the application

☐ Yes

☒ No

Task cost and match information:

Total project cost \$10,000.00	Match amount \$2,000.00	Grant amount \$8,000.00
--	-----------------------------------	-----------------------------------

Environmental Review

Federal funding/NEPA Applicability

The requirements of the National Environmental Policy Act (NEPA) apply to all projects that receive federal funding. The FTA conducts environmental review for all projects that have identified or planned/programmed FTA funding. Answer the following question to help determine if NEPA requirements apply to the proposed project.

Will the proposed project involve identified FTA funding? (Not including a grant from the 2027-29 5310 grant program)

☐ Yes

☒ No

Project Scope

According to federal regulation, projects evaluated under NEPA must demonstrate “independent utility,” meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility:

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes

☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes

☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes

☒ No

Documentation Requirements

Answer the following questions to help determine if the proposed project would require completion of

FTA's CE Worksheet. Would the project described include any of the following?

Would the project described above include any of the following?

- ☐ Final design activities – any design beyond 30%
- ☐ Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding
- ☐ Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below
- ☒ Purchase of rolling stock
- ☐ Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet.

If checked any of the options above in this "Documentation Requirements" section, provide details for each of your answers.

The proposed project involves the purchase of rolling stock in the form of a wheelchair-accessible transit vehicle. The vehicle will be a purpose-built, highly modified bus designed to transport individuals with disabilities, including up to 10 passengers who use wheelchairs, along with necessary support staff.

No construction, ground disturbance, or property acquisition is associated with this project. The vehicle will be delivered fully manufactured and will be stored and maintained at Circle of Friends' existing facility in Cottage Grove, Oregon.

As such, the project qualifies as a vehicle acquisition with no anticipated environmental impacts beyond those associated with standard vehicle operation.

NEPA Concurrence

Has the FTA already provided NEPA concurrence for this project or components of this project?

- ☐ Yes
- ☐ No
- ☒ Not Applicable

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet.

Indirect Costs

Does the agency intend to charge any indirect cost to this project?

- ☐ Yes
- ☒ No

Total Project Costs

Project Title

Access Without Barriers: Lane County Inclusive Transportation Initiative

Total Vehicle Acquisition Cost

\$225,000.00

Total Equipment, Signs and Amenities, Shelter Cost

\$0.00

Total Facilities, Bus Barns, and Other Buildings Cost

\$0.00

Total Preventive Maintenance Cost

\$11,500.00

Total Mobility Management Cost

\$10,000.00

Total Purchased Service Project Cost

\$0.00

Total Project Cost

\$246,500.00

Total Match Amount

\$49,300.00

Total Grant Amount

\$197,200.00

Total Application Costs

Total Project Cost

\$246,500.00

Total Match Amount

\$49,300.00

Total Grant Amount

\$197,200.00

Allocation Amount

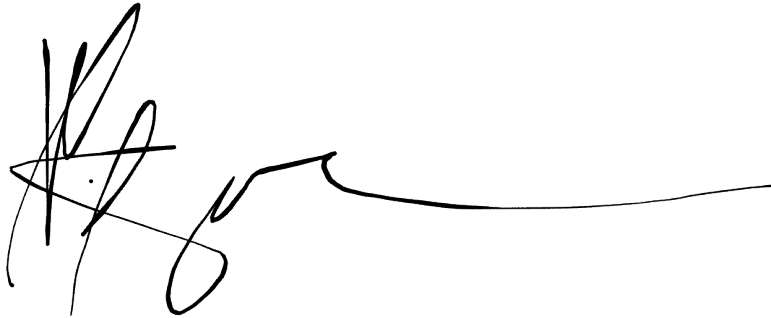
\$249,636.00

Submitting Your Application

- Click the "Save" button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the "Upload" button or by dragging documents from your computer to the "File Upload" fields.
- Electronically sign your application by using the pen icon. Type your name in the "Printed Name" section.
- Check the box for the certification statement.
- Submit your application by using the "Submit Application" button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDReporting@odot.oregon.gov

Certification

Signature

A handwritten signature in black ink, appearing to be 'Michael Aguilar', with a long horizontal flourish extending to the right.

Printed Name

Michael Aguilar

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date

4/9/2026

**Lane Transit District
Project Management Plan
§5310: Enhanced Mobility of Seniors and Individuals with Disabilities**

The Program Management Plan (PMP) outlines the policies and procedures that Lane Transit District uses to administer the Federal Transit Administration's (FTA) Enhanced Mobility Program (§5310). The *Lane Coordinated Public Transportation Plan* is the guiding document for the PMP.

Introduction

Lane Transit District (LTD) receives §5310 funds from two sources. First, as a large urban public transit agency, LTD applies directly through the Federal Transit Administration (FTA) for Federal Enhanced Mobility Program (§5310) funding. In addition, as the State-designated Special Transportation Fund Agency for Lane County, LTD also acts as the pass-through agency for federal §5310 funds that are awarded through the State of Oregon and designated for Lane County, Oregon. LTD's management of the Federal Enhanced Mobility Program emphasizes the integration of older adults and people with disabilities and the multi-modal nature of the community's transportation programs.

This Program Management Plan (PMP) describes Lane Transit District's policies and procedures for administering the Federal Transit Administration's (FTA) §5310 program. This PMP is designed to meet federal requirements and facilitate LTD's management and administration of the §5310 Programs. It will also serve as a guide to the general public and prospective applicants, and to assist FTA in its oversight responsibilities by documenting LTD's policies and procedures for administering these programs.

Program Goals and Objectives

LTD has helped develop a range of transportation services within Lane County using a coordinated and integrated approach. Connecting our community by providing transportation for people with limited resources or limited transportation options has long been one of LTD's guiding principles. Efficiency and cost-effectiveness are also key principles, as is offering a range of services that meet different transportation needs. Adhering to these guiding principles has led to the creation of community- and population-based services. In addition, promoting independent travel opportunities has supported the broader values of self-empowerment and integration that are consistent with contemporary education and employment models for people with disabilities. As a result, LTD has created innovative training and support services intended to benefit older adults and people with disabilities.

LTD has historically used §5310 and STIF Formula Funds together to help fund transportation programs for older adults and people with disabilities. The LTD Statewide Transportation Improvement Fund (STIF) Committee serves as a public process intended to vet and review applications for the use of §5310 funds. LTD staff periodically reviews this Project Management Plan and recommends updates. The STIF Committee is a five to fifteen-member advisory committee made up of riders and providers throughout Lane County. Once the STIF committee completes its review of applications for use of §5310 funds, LTD begins a public review and comment period, which includes gathering feedback from important stakeholders as well as the Metropolitan Planning Organization. The LTD Board of Directors approves the plan once it is completed.

LTD, with guidance from the STIF Committee has established programs and services using the following principles and objectives:

Respect – We honor and dignify all individuals by listening intently to their unique contributions and needs — treating others with trust, care, kindness, and courtesy.

Integrity - We hold all that we say and do to a high standard of honesty, stewardship, ethics, fairness, and compassion.

Innovation - We persist in applying resourcefulness, creativity, and new technology alongside known best practices to best serve our community.

Equity- We commit to listening, learning, and including voices from the diverse identities and abilities of our employees and our community — and we take care to consider how our decision-making processes address historic inequities in transportation.

Safety - We create a safe environment for our employees, customers, and community – and are always willing to reach out to help, support, and assist others in ways that are safe to all involved.

Collaboration - We demonstrate cooperation and excellent team behaviors when working with others — both internally and with our partners in the District — by focusing on common purpose and win-win outcomes.

LTD's Accessible Services focuses on providing transportation services to older adults and people with disabilities who require accommodations and specialized equipment to use public transit effectively, whether using fixed-route service or paratransit. LTD's Accessible Services' reach extends to rural areas within Lane County through coordination, technical assistance, grant writing, and program administration.

The Lane Coordinated Public Transportation Plan, prepared by Lane Transit District, was first drafted and adopted by the LTD Board of Directors in January 2007 – prior to the issuance of guidance by the Federal Transit Administration (FTA). The Lane Coordinated Plan is reviewed biennially to ensure that it is relevant to present conditions; references relevant needs assessments and local planning information; matches needs with preferred coordination practices and projects; lists projects and resources; and reports on public review and comments about the Lane Coordinated Plan.

The Lane Coordinated Plan is recognized and referenced in Lane Transit District's Long Range Transit Plan, which also is adopted by the LTD Board of Directors and included in the regional transportation Planning document, *Central Lane MPO Regional Transportation Plan*, which is prepared and adopted by the Metropolitan Policy Organization. In addition, the Lane Coordinated Plan is included in the Central Lane MPO Unified Planning Work Program.

Roles and Responsibilities

Lane Transit District (LTD) is the agency designated by the Governor of Oregon to administer the §5310 Enhanced Mobility Program in the Eugene-Springfield metropolitan area. LTD is also the designated recipient and administrator of the Statewide Transportation Improvement Fund (STIF)¹ for transportation services benefitting older adults and people with disabilities. LTD coordinates a public process soliciting transportation project applications for the award and distribution of directly received §5310 funds and all funds received through the State of Oregon. LTD also manages the development and update of the area's human services transportation coordinated plan. In addition, it is LTD's role to ensure that not less than 55 percent of §5310

¹ The Statewide Transportation Improvement Fund (STIF) merges with and replaces Oregon's Special Transportation Fund (STF) on July 1, 2023. STIF was created in 2017 by the Oregon Legislature. In its first two bienniums, STIF funds initially came solely from the Oregon "transit tax," which is a state payroll tax equal to one-tenth of 1 percent, while funds for Oregon's Special Transportation Fund (STF), which was created in 1985 by the Oregon Legislature, came from a portion of the cigarette tax revenue as well as excess revenue earned from sales of photo ID Cards and other funds from Oregon Department of Transportation. The STIF program will also be funded by ID card fees, non-highway gas tax, and cigarette tax revenues once its merger with the Special Transportation Fund (STF) is effective July 1, 2023. These funds are distributed biannually through a formula based on population to 42 designated entities, called STIF Agencies. These funds typically are used to leverage federal funds. STIF Agencies are required to coordinate distribution of funds for projects that benefit the mobility of older adults and people with disabilities throughout their jurisdictions

funds received are used for traditional §5310 projects – those public transportation projects planned, designed, and carried out to meet the specific needs of older adults and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate.

The state of Oregon distributes state, FTA, and ODOT Surface Transportation Program funds biannually for transportation projects that enhance the mobility of older adults and individuals with disabilities that go beyond traditional services. These funds included Federal §5310, §5311, §5311(f), and State STIF funds.

The LTD Board has opportunity for review and authority over both the PMP and the Lane Coordinated Plan. The LTD Board appoints a STIF Committee² made up of stakeholders knowledgeable about the transportation needs of older adults and people with disabilities. There are 5-15 appointed members who serve on the Committee with representation from a variety of disabilities, rural and metro areas of Lane County, and other interested parties who attend regularly. LTD typically convenes the STIF Committee as necessary to recommend grant funding allocations to support programs for older adults and people with disabilities. This Committee provides funding recommendations to the LTD Board based on the priorities stated in the Lane Coordinated Public Transportation Plan. The LTD Board then holds a public review process and forwards its final recommendation to the LTD General Manager, who is authorized by the LTD Board to submit grant applications.

Local governments and stakeholder groups participate in the update of the Lane Coordinated Public Transportation Plan. These entities also provide services to older adults and people with disabilities.

Applicants and recipients (including private providers and local applicants) both participate in the coordinated plan update process. Applicants participate in grant workshops to learn what is expected should they choose to apply for funds. Applicants develop program proposals and submit them to the grant review committee. Recipients, as the direct service providers, provide good customer service and provide the required fiscal management and reporting per contract and federal guidelines.

Coordination

LTD serves as the lead agency for public transit and human services transportation coordination in the area. In this capacity, LTD is required to:

- Develop and adopt a local transportation coordination plan;
- Coordinate the project application and public comment processes for the local area;
- Review and rank applications for projects benefitting older adults, people with low income, and people with disabilities, and ensure that projects are derived from the Coordinated Plan; and
- Follow a protest process and procedure to resolve funding decision conflicts.

All projects must be reflected in the Coordinated Plan. Local agencies and service providers participate in the update of the plan. Metro area projects are required to complement or alleviate demand for the metro ADA paratransit service. Rural projects must have full support of local jurisdictions, including a contribution towards required match.

LTD operates a regional transportation brokerage, The RideSource Call Center, within which most of the funded projects are coordinated through mobility management and dispatching efforts. For example, ADA, Veterans, and Medicaid non-emergency medical transportation trips are managed by the Call Center. LTD

² The STIF Committee is a five to fifteen-member advisory committee to Lane Transit District made up of riders and providers throughout Lane County. It is a committee that is required by the State to oversee distribution of STIF funds.

coordinates service delivery with local DHS agencies and encourages the offering of shared rides between programs along with other efforts to enhance the quality and efficiency of service delivery.

The State of Oregon ensures that projects funds are contained within the Coordinated Human Services Transportation Plan. They are a resource for grantees and require coordination when determining which projects to fund with statewide §5310 funds. LTD's process to award directly received §5310 funds is a component of the coordinated effort to plan and fund projects within Lane County.

Eligible Sub-recipients

State or local government authorities, private for-profit organizations, non-profit organizations, and/or public transit operators are eligible to receive funds as subrecipients. As the designated recipient, LTD abides by Federal eligibility requirements. LTD conducts a competitive procurement process to allocate program funds. All applicants must be able to meet the required terms and conditions of grants administered under the Federal Transit Administration (FTA). A signed copy of the FTA's certifications and assurances must be submitted to LTD.

Local Share and Local Funding Requirements

Local matching funds must be assigned to and be included in each project budget. Eligible local and non-U.S. DOT federal funds may be used for local match. Different levels of local matching funds are required for different types of projects. LTD verifies all sources of matching funds for eligibility, applicability to eligible program costs, their sole use as match for the defined program, and availability to the project.

Applicants are notified that the use of some types of non-cash contributions is allowed but restricted. Applicants are requested to contact LTD to find out whether volunteer or other in-kind contributions for a project would be allowed as part of the local match contribution to the project. If permitted, the value of the non-cash contributions must be documented and represent a cost which otherwise would be eligible under the program and be included in the project budget.

Project Selection Criteria

LTD, as the lead agency, conducts a public, competitive process to solicit project proposals that enhance mobility for older adults and people with disabilities. This is a coordinated process used for project selection for directly received §5310 funds and funds received through the State of Oregon. This process coincides with the announcement of funding availability from the State and is typically a four-month biennial process that begins in late fall or early winter. A grant review committee is convened that includes members appointed by the LTD Board of Directors, governed by formal committee bylaws.

Proposed projects are evaluated on these 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.

Annual Program of Project Development and Approval Process

The consolidated program of project development and approval for both directly received §5310 funds and funds received from the State of Oregon coincides with ODOT Public Transit Division's grant application process and includes funding under Federal §5310, §5311, §5311(f), and State STIF programs. The intent is to provide a better opportunity for coordination of projects and funding sources. ODOT operates on a two-year cycle with annual updates.

LTD conducts a public process that provides technical assistance to potential applicants. All interested parties are encouraged to attend the workshops as well as the Grant Review Committee meetings. A sample process for §5310 projects:

- Notice of Fund Availability (Published Notice)
- Workshops (Technical Assistance)
- Applications due to LTD
- Application Review Committee Meeting(s)
- Funding Recommendations published and forwarded to STIF Committee members and applicants.
- Public Comment / Protest Period
- LTD Board Approval –Board authorizes General Manager to sign applications
- Applications are processed with FTA for direct §5310 funded projects and to the state for all other projects

During the grant review process, projects for funding are reviewed to ensure that the recommended project list meets the 55% traditional project requirement. If the recommended list does not meet the requirement, then the committee will reallocate funding to projects to ensure that the requirement is met.

Projects to be funded with direct §5310 funds through application to the Federal Transit Administration are reported to FTA on their own §5310 program of projects. These projects are included in the project list developed through the grant review process.

Administration, Planning, and Technical Assistance

LTD supplies a high level of coordination and technical assistance to area transportation providers and human services agencies. LTD provides grant administration, contract oversight, graphic design, communications, and publications support. LTD may use the 10 percent administrative allotment allowable under §5310 funding for these support activities.

Transfer of Funds

LTD will not transfer directly received urban §5310 funds between rural and small urbanized areas. The State has a statewide program for meeting those objectives of §5310.

Private Sector Participation

LTD's centralized call center dispatches rides to a variety of private providers that provide a variety of human service transportation trips, including ADA paratransit trips.

LTD advertises the availability of funds through legal ads in the regional newspaper and e-mail notifications to a broad spectrum of providers and interested parties that includes private providers. In addition, the notice is posted on the LTD website.

Civil Rights

LTD uses a variety of methods to disseminate information and to notify interested and affected public members of their rights under Title VI and to keep them informed about specific projects and progress. LTD alerts stakeholders to participation opportunities. Dissemination of project information is timed to coincide with milestone events. At times, LTD project managers issue additional project-related information outside of key project milestones to provide the public with newly surfaced information or encourage increased participation. The following methods are used: project newsletter, project flyers and postcards, media communications, website, public open houses, and speakers' bureau.

LTD also creates ad-hoc advisory committees that provide additional opportunities for involvement and feedback to get a well-rounded representation from communities.

For individuals who are limited English proficient (LEP), the most visible and critical piece of service information (LTD's Rider's Digest) is translated into Spanish. Customers are informed that any information about District operations will be translated upon request. Most written translations are handled through a contract with a local translator.

As part of the Title VI Quality of Service review, LTD works with the Lane Council of Governments (LCOG) to conduct an analysis using the Census Transportation Planning Package. This data has identified the primary block groups with the largest minority populations. Service planning staff uses this data as major service decisions are analyzed.

Lane Transit District has had no restrictions placed on its EEO program approval by the FTA.

Employment-related and Civil Rights complaints are handled through LTD's Human Resources Department. There have been no such complaints in the past three years. Transit Operations and the Customer Service Center use an on-line system to keep track of service-related ADA complaints and appropriate follow-up. The RideSource (ADA paratransit) staff also uses a record keeping system. Employment-related complaints at RideSource are handled by the contractor's local management. Civil Rights complaints are handled by the contractor's administrative office. The contractor uses similar forms and procedures for responding to and tracking complaints, and discloses all complaints to the grantee on a regular basis. Paratransit program complaints are recorded in the paratransit operations database and investigated by the local contractor's management staff.

LTD develops and submits an annual DBE program to FTA for approval, and per FTA Region 10, the program has been approved. LTD develops overall annual DBE goals relative to the availability of DBEs in the area. These calculations are included as documentation in the annual goal submission to FTA. The Uniform Report of DBE Awards or Commitments and Payments has been submitted to FTA semiannually.

LTD monitors sub-recipient contracts on a monthly, quarterly, and annual basis. Monthly monitoring occurs through individual invoices that are received from sub-recipients that include project data, such as ridership counts by population type. Quarterly reports are submitted by the sub-recipients that include vehicle data and Title VI, DBE, and EEO complaint reports. Annual site visits include a review of required Civil Rights documentation and Civil Rights activity as well as ensuring that required postings are posted in an accessible location and are up to date. LTD has an aspirational goal for DBE participation, and is race- and gender-neutral. As such, we are prohibited from requiring contractors (subrecipients of grant funding) to secure any particular DBE goal percentage under LTD contracts. LTD does encourage the use of DBE firms where possible, but we cannot require it. Subrecipients are asked to provide an estimated level (%) of DBE participation they will be able to obtain under their contracts, and monthly reporting is required.

Title VI, Section 504, and ADA Reporting

LTD requires sub-recipients to document that they distribute FTA funds without regard to race, color, national origin, disability or discrimination against disadvantaged business enterprises among applicable civil rights requirements. Not all applicable civil rights requirements are discussed in the PMP.

LTD complies with FTA's Title VI requirements in the following manner:

- i. Provision of an annual Title VI certification and assurance;
- ii. Development of Title VI complaint procedures;
- iii. Record keeping of all Title VI investigations, complaints and lawsuits;
- iv. Provision of meaningful access to persons with Limited English Proficiency;
- v. Notification to beneficiaries of protection under Title VI;
- vi. A requirement that each sub-recipient develops a Title VI program or becomes part of LTD's submittal of its Title VI program to the FTA's regional civil rights officer once every three years.

LTD's promotion, administration, and distribution of information and funding relevant to the 5310 programs is consistent with LTD's Title VI Policy.

In order to fulfill Section 504 obligations, LTD plans on working closely with its sub-recipients to ensure the goals of their federal §5310 grants are being met. In order to track this progress, LTD will review each submitted invoice and ensure that all required backup material is attached and correct in order to validate funds spent, work to resolve any potential ineligibility issues with any sub-recipient, and obtain the return of any funds paid out that have been found to have been ineligible. In addition, LTD will review all quarterly and annual reports to ensure consistency with the terms of the federal grant and contracts. Finally, LTD will make annual site visits to each sub-recipient to ensure purchased items, service and/or training funded by the federal grant are in full service, are being maintained as per manufacturer's recommendations, and are being used to meet the performance measures set in the contract and in federal guidelines.

LTD will evaluate all projects receiving grant funds for compliance with all relevant ADA laws, regulations, and policies. Moreover, LTD will work with sub-recipients to provide technical assistance.

LTD requires all sub-recipients to submit certifications and assurances annually in accordance with the FTA's annual process. When applicable, LTD will obtain and review ADA and Section 504 policies and reports to ensure compliance.

Program Measures

Lane Transit District will gather and report program measures required by federal guidelines. These include:

- Traditional §5310 Projects
 - o Gaps in service filled
 - o Ridership
- Other §5310 Projects
 - o Increases or enhancements related to geographic coverage, service quality and/or service times that impact the availability of transportation services for older adults and individuals with disabilities.
 - o Additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks.), technology, and vehicles that impact availability of transportation services for older adults and individuals with disabilities.
 - o Actual or estimated number of rides (as measured by one-way trips) provided for older adults and individuals with disabilities.

Where applicable, these measures will be reported by the sub-recipient to LTD. LTD will gather all performance measure data and report in total to the FTA on an annual basis or as requested by FTA.

The sub-recipients will also work jointly with LTD to establish other performance indicators that are more specific to their projects to measure relevant outputs, service levels, and outcomes. Sub-recipients will be required to report these performance measures quarterly, annually, and as required by LTD and the FTA.

Program Management

This Program Management Plan (PMP) describes Lane Transit District's policies and procedures for administering the Federal Transit Administration's (FTA) §5310 program. This PMP is designed to meet federal requirements and facilitate LTD's management and administration of the §5310 Programs. It will also serve as a guide to the general public and prospective applicants and to assist FTA in its oversight responsibilities by documenting LTD's policies and procedures for administering these programs.

LTD has assigned a staff person as project manager for its Program Management Plan. The project manager, or their designee, will be responsible for reviewing and processing all reports, plans, and certifications required to be submitted under these regulations. LTD will review information provided by the sub-recipients of §5310 funds on a quarterly basis at a minimum. In addition, records will be checked as part of the sub-recipient monitoring plans during site visits.

The LTD project manager will establish and maintain a point of contact with each sub-recipient and will monitor compliance through review of required quarterly reports, telephone inquiries, and periodic site visits.

Accounting Systems, Financial Management, and Reporting

LTD as the sole direct recipient, has an established accounting and reporting system that meets or exceeds FTA requirements for financial management. In addition, all sub-recipients must assure LTD that each has fiscal control and accounting procedures that will permit preparation of the required reports as well as a level of expenditures adequate to establish that such funds are used consistent with the rules and requirements of the program.

All sub-recipients receiving operating assistance are required to report financial and operating data on a quarterly and annual basis. Milestone reports are also required for all capital and planning grants. Eligible direct recipients have in place accounting systems, financial management procedures, and reporting capabilities adequate to meet the requirements of FTA.

All sub-recipients receiving capital assistance are required to keep appropriate property control records on all equipment and real property. Federal Office of Management and Budget and Federal Transit Administration guidelines are used in meeting this reporting requirement.

Procurement, Property Management, Vehicle Use, Maintenance and Disposition

As the Designated Recipient for §5310 funding, LTD will manage capital from procurement until disposition using FTA-required processes and management reviews. Sub-recipients do not procure vehicles or equipment. Sub-recipients will be responsible for property management, vehicle use, and maintenance. They will be required to follow all federal guidelines that govern these activities. LTD will monitor these activities through monthly/quarterly/annual report review and site visit verifications. LTD will be responsible for all disposition of property procured with federal funds under LTD's management. All dispositions will follow FTA rules under §5310.

Audits and Close-Outs

Sub-recipients are responsible for securing organization-wide or grant specific audits. An annual audit is conducted on all LTD activities, including activities under the §5310 program, in accordance with Office of Management and Budget, Circular A-133 or 2 CFR 200 Subpart 500. LTD is responsible for reviewing all audit reports and appropriately resolving and reporting any findings.

LTD will perform a project closeout with sub-recipients within 90 days after all funds are expended and all work activities for the project are completed. LTD will initiate program of project (POP) closeout with FTA within 90 days after all work activities for the POP are completed. LTD will electronically submit a final Federal Financial Report (SF 425), final budget, and final POP via the TEAM system at the time of closeout.

Subcontractors will be required to submit a project activity report and status reports. Programs status will be reviewed and a comprehensive status report will be prepared quarterly. Program status reports for FTA grants are provided quarterly.

Other Provisions

LTD will require certifications and assurances from sub-recipients that they will comply with other Federal requirements such as environmental protection, Buy America provisions, pre-award and post-delivery reviews, restrictions on lobbying, prohibition on exclusive school transportation, and drug and alcohol testing, as appropriate. Depending on the nature of the project, LTD will require reporting on the relevant actions taken to comply with the federal requirements listed above as part of quarterly reporting.

LTD will monitor project contracts with sub-recipients in the following manner consistent with its own project reporting requirements with the Federal Transit Administration. These requirements include LTD's direct quarterly and annual reporting requirements to FTA in the following areas:

1. Quarterly and annual program of projects reporting on each FTA grant contract
2. Milestone activity reports – filed with quarterly and annual program of project reports
3. Financial status reports – Submitted quarterly and annually
4. Program measures – Submitted quarterly and annually
5. Disadvantaged Business Enterprise (DBE) reports – as required for contracts in excess of \$250,000

Additionally, LTD will structure grant contracts and reporting in the following manner:

1. In the process of executing sub-recipient contracts, LTD will meet with sub-recipients and explain all contract obligations, including financial and non-financial reporting of project status, progress, and compliance with contract requirements
2. Sub-recipients will be required to file monthly reports, due by the 15th of the following month. Monthly reports will include:
 - a. a comparative statement of project expenses relative to budget for the month and project to date;
 - b. a progress report on project implementation, progress made, problems encountered and proposed resolution, and expected activities in the following month; and
 - c. project progress compared to project implementation timeline.

Monthly reports are not required for periods where quarterly reports are required.

3. Sub-recipients will be prepared to file quarterly reports by the 15th of April, July, October and January. The quarterly reports will include all required submissions for monthly reporting and include the following additional information:

- a. A review of contract compliance;
- b. An analysis of the status of the project relative to project obligations in the contract;
- c. Recommendations for corrective actions, as required; and
- d. Recommendations for contract amendment, if desired.

The fourth quarter report will serve as the annual report of project status.

Since LTD will be handling all procurements of vehicles and other capital items, LTD will manage all environmental processes and ensure Buy America provisions are followed to ensure compliance with FTA requirements found in FTA Circular 9070.1, 4220.1, and 5010.1. Any FTA requirements borne by sub-recipients, like preventive maintenance, will be reviewed during site visits and through periodic reporting. All other federal requirements that sub-recipients are required to meet will be outlined within the contract and reviewed through periodic reporting and site visits.