



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

**Tuesday, December 2, 2025, 5:00 p.m.
Next Stop Center | Eugene Station
1099 Olive St., Eugene, OR 97401**

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

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

Members

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

Public Comment:

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

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

STIF ADVISORY COMMITTEE:

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

2. **AGENDA REVIEW**

3. **PUBLIC COMMENT**

4. **AGENDA ITEMS**

- | | TIME: |
|--|--------------|
| ➤ Diamond Express and Rhody Express Update, presented by Kathleen Flynn, Lane Transit District | 5:05-5:20 |
| ➤ LTD Coordinated Plan Update, presented by Dan Callister, Lane Council of Governments, Dave Roth, Lane Transit District, Kerry Aszklar, Lane Transit District | 5:20-6:05 |
| ➤ Staff Updates & Future Agenda Items, presented by Kathleen Flynn, Lane Transit District | 6:05-6:15 |

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:

- February 12, 2026



Lane Transit District Agenda Item Summary (AIS)

Prepared By: Kathleen Flynn, Mobility Services
Grant Specialist

AIS Title: Lane Transit District Service in
Florence and Oakridge

Action: Discussion and Feedback

Agenda Item Summary: This is an update for Lane Transit District's (LTD) Statewide Transportation Improvement Fund (STIF) Advisory Committee on two STIF-funded rural transportation services: LTD's Rhody Express service in Florence and LTD's Diamond Express service between Oakridge/Westfir and Eugene.

Background: LTD started its Diamond Express service in 2003. Oakridge lost its train service in 1989, and that community was eager to restore a public transit connection to the Eugene/Springfield metropolitan area. The Diamond Express remains the only public transportation service that connects this geographically isolated community to the larger metropolitan area. Funded in recent years through STIF Discretionary Intercommunity grants, Section 5311(f) funds for transit services that connect rural areas, and local match from the City of Oakridge, the Diamond Express operates four round trips between Oakridge/Westfir and Eugene on weekdays and two round trips on Saturdays. On average, LTD provides 607 rides per month on this service. LTD contracts with a transportation service provider to operate the Diamond Express.

The Rhody Express started around 1995 and was initially operated by Lane Council of Governments. LTD began operating this service around 2001, contracting with a local transportation provider to operate the service in Florence. The current Rhody Express fixed route service runs a north-south loop in Florence, from the Old Town area along Bay Street to the Fred Meyer store at the northern edge of the city. In June 2024, LTD expanded service frequency on the Rhody Express, moving from hourly service to service every 30 minutes. This expansion was extremely well-received and resulted in ridership almost doubling in the first year following the expansion. This service is currently funded through STIF Formula funds, Section 5311 funds for public transportation in rural areas, and local match from the City of Florence. The Rhody Express provides an average of 892 rides per month. In addition to the Rhody Express, LTD offers paratransit service to Florence residents, as required by the Americans with Disabilities Act.

Presentation: Kathleen Flynn, a member of LTD's Mobility Services team, will present an overview of LTD's Rhody Express service in Florence and LTD's Diamond Express service between Oakridge/Westfir and Eugene.

Attachments:

- (1) Diamond Express brochure
- (2) Rhody Express brochure
- (3) Presentation



Diamond Express



Service Hours

Monday–Friday: 6:00 a.m. – 7:00 p.m.
Saturday: 7:00 a.m. – 7:00 p.m.

Fares

Single Ride \$2.50
Valid only on Diamond Express.

Day Pass \$5.00
Includes round-trip on Diamond Express and Lane Transit District Day Pass.
Valid only on date of purchase.

Bus Service

Outside of Oakridge, the bus will serve designated stops only where riders ask to get off the bus. Within Oakridge, riders may request to board or deboard the bus at any location along the route, except on Highway 58. The driver will stop the bus at the nearest safe location. Arrive at the bus stop a few minutes early and have exact change for fare.

Return Trip Reservations

Riders should make reservations for their return trip back to Oakridge simply by informing the driver of the time they plan to make their return trip. In the event that the 5:30 p.m. trip is full, riders with reservations will be given priority. Seats will then be filled on a first-come, first-served basis. A second bus will be dispatched for a final return of the day at approximately 5:30 p.m., if needed.

Wheelchair Accessible

Equipped with a wheelchair lift. Transports two wheelchairs.

Bicycle Accessible

Equipped with an external bicycle rack. Bicycles are allowed inside the bus if space is available.

Holiday Service Hours

Diamond Express does not operate on New Year’s Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day and Christmas Day.

Contact Information

P.O. Box 7881
Bend, Oregon 97708

Phone: 541-366-5110
TTY: 800-735-2900
LTD.org/diamondex

Title VI

“No person in the United States shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

— TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Americans with Disabilities Act (ADA)

“No qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.”

— TITLE II OF THE AMERICAN WITH DISABILITIES ACT OF 1990

LTD Respects Civil Rights

LTD operates its programs without regard to race, color, national origin, religion, sex, sexual orientation, gender identity, marital status, age or disability in accordance with Title VI of the Civil Rights Act, ORS Chapter 659A or other applicable law. To file a complaint or for more information, contact 541-687-5555 (7-1-1 TTY), email LTD@LTD.org, or visit LTD.org/Title-VI-Policy-Statement. To learn more about Title VI, visit Justice.gov. To learn more about the ADA, visit ADA.gov.

P.O. Box 7881
Bend, Oregon 97708



Diamond Express



Diamond Express

Transportation Service Between

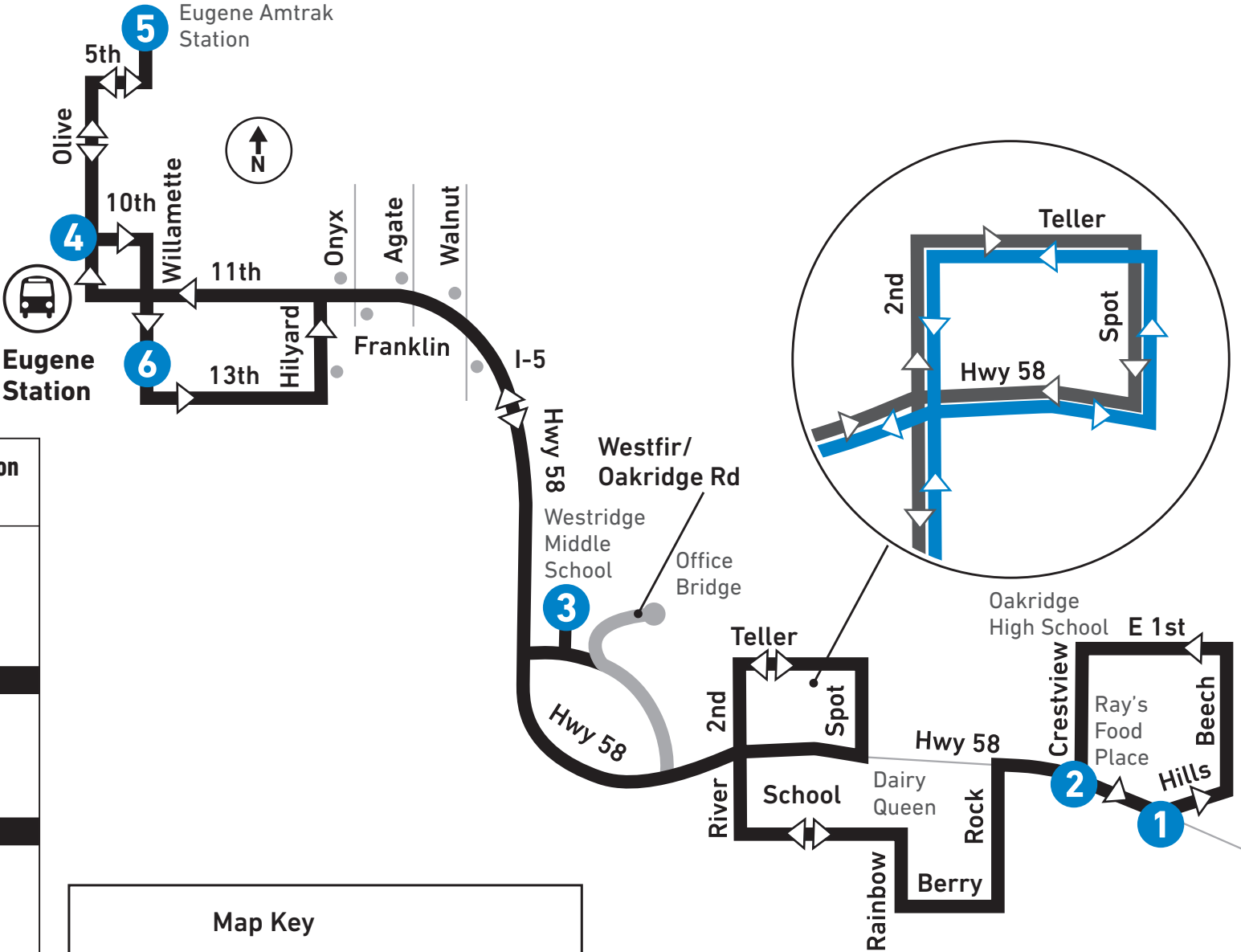
Oakridge & Eugene-Springfield



Transportation Service

Between Oakridge & Eugene/Springfield

From: Oakridge					From: Eugene Amtrak Train Station					
To: Eugene Amtrak Train Station					To: Oakridge					
	LEAVE Hills at Hwy 58	Crestview at Hwy 58 (Ray's Food Place)	Westridge Middle School (Westfir)	Olive at 10th (Downtown Eugene)	ARRIVE Amtrak		Willamette at 11th (Downtown Eugene)	Westridge Middle School (Westfir)	ARRIVE Hwy 58 (Ray's Food Place)	
	1	2	3	4	5		5	6	3	2
MONDAY – FRIDAY / LUNES A VIERNES										
AM	6:01	6:05	6:30*	7:20	7:30		7:40	7:45	8:35 +	8:55
	9:11	9:15	9:30	10:20	10:30		10:40	10:45	11:35 +	11:55
PM	1:11	1:15	1:30	2:20	2:30		2:40	2:45	3:35 +	3:55
	4:01	4:05	4:20	5:10	5:20		5:30	5:40	6:30 #	7:00
SATURDAY / SÁBADO										
AM	7:01	7:05	7:30*	8:25	8:30		8:40	8:45	9:35 +	9:55
PM	4:01	4:05	4:20	5:15	5:20		5:30	5:40	6:30 #	7:00
* Limited Trip Serves Westfir Office Bridge before serving Westridge Middle School El viaje limitado proporciona servicios al Puente Westfir Office antes de servir a la escuela secundaria Westridge.										
+ Serves Westridge Middle School only when requested by riders Proporciona servicios a la escuela secundaria Westridge solamente cuando es solicitado por los pasajeros.										
# Limited Trip Serves Westridge Middle School before serving the Westfir Office Bridge El viaje limitado proporciona servicios a la escuela secundaria Westridge antes de servir al Puente Westfir Office.										
LTD Deco										



Map Key

- Routing from Eugene
- Routing to Eugene
- Limited Trips (See Timetable)
- Major Bus Stops
- Bus Stops



Rhody Express



How To Read the Timetable

The Rhody Express route is divided into two loops – the North Loop and the South Loop. The timetable contains timepoints for major stops along the route. Locate the timepoint before the stop you where you want to catch the bus. Read down the column to find the time you want to travel, and wait at your stop at the time listed on the timetable. For example, if you are boarding between the stop at Grocery Outlet and the stop at the Dollar Tree, be sure to be at your stop at the time listed for the Grocery Outlet rather than the time listed for the Dollar Tree. Riders may also request to board or deboard the bus at any safe location along the route, except on Highways 101 and 126.

Riding From South to North

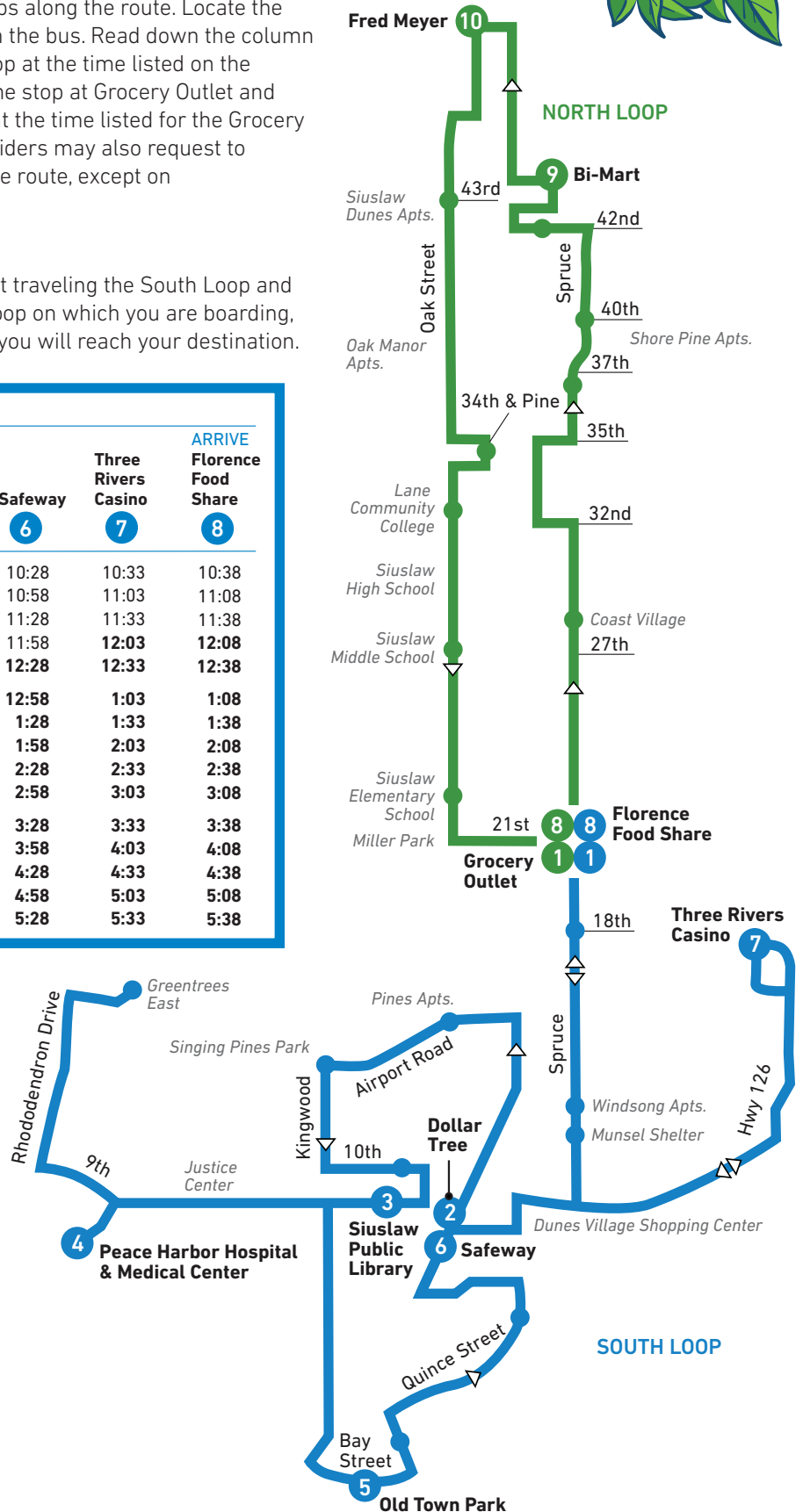
The Rhody Express operates a 60-minute route by first traveling the South Loop and then the North Loop. If your destination is not on the loop on which you are boarding, remain on the bus as it switches to the next loop, and you will reach your destination.

SOUTH LOOP

	LEAVE Grocery Outlet 1	Dollar Tree 2	Siuslaw Public Library 3	Peace Harbor Hospital 4	Old Town Park 5	Safeway 6	Three Rivers Casino 7	ARRIVE Florence Food Share 8
AM	10:00	10:05	10:10	10:17	10:23	10:28	10:33	10:38
	10:30	10:35	10:40	10:47	10:53	10:58	11:03	11:08
	11:00	11:05	11:10	11:17	11:23	11:28	11:33	11:38
	11:30	11:35	11:40	11:47	11:53	11:58	12:03	12:08
PM	12:00	12:05	12:10	12:17	12:23	12:28	12:33	12:38
	12:30	12:35	12:40	12:47	12:53	12:58	1:03	1:08
	1:00	1:05	1:10	1:17	1:23	1:28	1:33	1:38
	1:30	1:35	1:40	1:47	1:53	1:58	2:03	2:08
	2:00	2:05	2:10	2:17	2:23	2:28	2:33	2:38
	2:30	2:35	2:40	2:47	2:53	2:58	3:03	3:08
	3:00	3:05	3:10	3:17	3:23	3:28	3:33	3:38
	3:30	3:35	3:40	3:47	3:53	3:58	4:03	4:08
	4:00	4:05	4:10	4:17	4:23	4:28	4:33	4:38
	4:30	4:35	4:40	4:47	4:53	4:58	5:03	5:08
	5:00	5:05	5:10	5:17	5:23	5:28	5:33	5:38

NORTH LOOP

	LEAVE Florence Food Share 8	Bi-Mart 9	Fred Meyer 10	ARRIVE Grocery Outlet 1
AM	10:38	10:45	10:47	10:58
	11:08	11:15	11:17	11:28
	11:38	11:45	11:47	11:58
PM	12:08	12:15	12:17	12:28
	12:38	12:45	12:47	12:58
	1:08	1:15	1:17	1:28
	1:38	1:45	1:47	1:58
	2:08	2:15	2:17	2:28
	2:38	2:45	2:47	2:58
	3:08	3:15	3:17	3:28
	3:38	3:45	3:47	3:58
	4:08	4:15	4:17	4:28
	4:38	4:45	4:47	4:58
	5:08	5:15	5:17	5:28
	5:38	5:45	5:47	5:58





Fares

\$1 for single trip
\$2 for day pass
\$20 for 20-Ride ticket book

Ticket books sold only at River Cities Taxi/ Rhody Express, 1699 Pine Street

Service Hours

Monday - Friday 10:00 a.m. - 6:00 p.m.

Holiday Service

The Rhody Express does not operate on New Year's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day and Christmas Day.

Rhody Express Is Accessible

The Rhody Express is accessible to people who use mobility devices. The driver will assist with lift boarding and securement. Anyone can request the lift to help board the bus.

Bus Buddies Are Here to Help

If you need help learning how to use the bus or would like a buddy to ride with you the first few times, call the Rhody Express and ask for a Bus Buddy. These experienced riders are available and ready to help.

What If I Can't Access the Bus?

If you experience a disabling condition that prevents you from using the Rhody Express, you may qualify for **RideSource**, a service that can take you from point A to point B. You must live within three-quarters of a mile from the bus route and participate in an in-person eligibility assessment to access this service.

For more information, including eligibility questions, call the RideSource Call Center toll free at 1-877-800-9899 or 7-1-1 (TTY – Oregon Relay).

Rhody Express Capacity

The Rhody Express has capacity for 16 people seated facing forward. The front seats are designated for older adults and people with disabilities. A bike rack on the front bumper has capacity for two bicycles.

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Rhody Express

**541-902-2067 or
7-1-1 (TTY – Oregon Relay)**



Rhody Express

Your Florence Public
Transportation Provider



Serving Oakridge and Florence: LTD's Diamond Express and Rhody Express



The Diamond Express: Quick Facts

- Intercommunity Service between Oakridge/Westfir and Eugene
- Monday – Friday: 4 round trips
- Saturday: 2 round trips
- \$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



The Diamond Express: FY26-FY27 Funding

- STIF Discretionary Intercommunity Grant: \$680,000
- STIF Formula Funds 20% Match: \$170,000
- Local Match: \$24,000
- Farebox Revenue: \$1556/month (average to date in FY26)



Ridership on the Diamond Express: Pre- and Post- April 2023 Service Expansion



FY2023: 6622 trips annually
Average of 552 trips per month

FY2024: 7298 trips annually
Average of 608 trips per month

FY2025: 8403 trips annually
Average of 700 trips per month

FY2026 to date: 1821 trips annually
Average of 607/month

The Rhody Express: Quick Facts

- Serves the City of Florence from Old Town to Fred Meyer
- Monday – Friday 10AM – 6PM
- Every 30 minutes
- \$1.00 per trip/\$2.00 day pass
- Operated by River Cities Taxi for LTD



The Rhody Express: FY26-FY27 Funding



- STIF Formula Funds: \$642,376
- Section 5311 Funds for Rural Areas: \$266,376
- Local Match: \$64,000
- Farebox Revenue: \$747/month (FY26 to date)

Rhody Express Ridership: Pre- and Post- June 2024 Service Expansion



FY2024: 6,515 trips annually
Average of 543 trips per month

FY2025: 11,855 trips annually
Average of 988 trips per month

FY2026 to date (3 months): 2677 trips
Average of 892 trips per month

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Lane Transit District



Lane Transit District Agenda Item Summary (AIS)

Prepared By: Kerry Aszklar, Associate Planner

AIS Title: Lane Transit District Coordinated Plan

Action: Discussion and Feedback

Agenda Item Summary: This item will brief the committee on the Coordinated Plan's existing conditions findings, gather feedback on those findings, and identify any critical information that may be missing. Presenters will seek the committee's guidance on key engagement considerations as Lane Transit District (LTD) and Lane Council of Governments (LCOG) begin the public and stakeholder outreach process.

Background: The Coordinated Plan identifies service gaps and unmet transportation needs for older adults and individuals with disabilities, while also addressing the needs of veterans, households experiencing poverty, zero-vehicle households, people with limited English proficiency, and communities of color. By centering these populations, LTD can better support community members with diverse and unique mobility needs.

This Plan represents a robust update to the 2009, 2013, and 2019 Coordinated Plans, with an expanded emphasis on community and stakeholder engagement. It also serves as a critical component in securing future Federal Transit Administration (FTA) Section 5310 funding.

Presentation: Dan Callister from LCOG, along with LTD staff, will present an overview of the Plan's timeline, existing conditions, the forthcoming needs assessment framework, and the outreach strategies outlined in the Public Involvement Plan shared at the committee's September meeting.

Attachments:

- (1) One-Pager (for Steering Committee)
- (2) Meeting 2 Overview
- (3) LTD Coordinated Plan Draft Outreach Lists
- (4) Existing Conditions Memo
- (5) Needs Assessment Outline

Lane Coordinated Plan

Lane Transit District (LTD) is in the process of updating the Lane Coordinated Public Transit-Human Services Transportation Plan (“Lane Coordinated Plan”), last updated in 2019. LTD has contracted with Lane Council of Governments (LCOG) to help develop the plan.

A Coordinated Plan is designed to improve transportation services for people with limited mobility options, particularly older adults and individuals with disabilities. It guides how LTD and community partners coordinate services and helps ensure that federal and local transportation funds are used strategically and collaboratively to help meet the mobility needs of these populations.

Purpose of the Coordinated Plan:

- Identify the transportation needs of older adults and individuals with disabilities.
- Inventory available services including public, nonprofit, and private providers.
- Identify gaps and overlaps in service coverage or accessibility.
- Develop priorities and strategies to improve transportation efficiency and access.
- Guide funding decisions for mobility and access programs.

The Coordinated Plan update is funded with \$120,000 from LTD General Funds. These funds support project management, community engagement, data analysis, and preparation of the updated plan for LTD Board adoption.

LTD’s STIF Advisory Committee serves as the steering committee to the Coordinated Plan’s development. Staff will provide the committee with progress updates and presentations of draft materials. The committee’s role is to provide feedback, input, and guidance, and ultimately to recommend a final draft of the plan for adoption by the LTD Board.

Timeline:

	2025							2026						
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
Policy Assessment														
Evaluation of Existing Conditions														
Needs Assessment														
Public Engagement														
Coordination Practices & Projects														
Funding Resources														
Draft Final Plan														

Overview: Lane Coordinated Plan - Steering Committee Meeting

December 2, 2025

Existing Conditions

The Existing Conditions section provides an assessment of available services, identifying public, private, and non-profit transportation providers, and includes geographic analyses of the Lane County population useful in identifying gaps and needs.

A number of spatial analyses are being done of several population profiles across Lane County derived from the latest available five-year American Community Survey data. Of particular interest are the data relating to older adults and people with disabilities. Narrative interpretation is provided to clarify the significance of these data for the purposes of the Coordinated Plan.

A detailed summary of transportation services is underway, including schedules, geographic limits, and service area demographics of particular relevance to the Plan.

Highlights:

- Taken together, public transportation services provide access to 87% of the population of Lane County, 86% of the disabled population, and 82% of the senior population.
- Florence may be an area of unusual vulnerability as older adults make up 40% of the population. (The percentage of older adults in Eugene-Springfield is 18%; the countywide percentage is 20%.) Florence represents 3% of the county population, but nearly 6% of the county's older adults and 4% of people with disabilities.
- The percentage of older adults in Lane County is disproportionately high outside of the Eugene-Springfield area, and outside of incorporated cities in general.

Questions for Committee:

- What nuances to the data are being missed? Are there other important considerations that we should keep in mind as we interpret these data?
- In your experience, does the 87 percent geographic coverage actually translate into usable services for older adults and people with disabilities?
- Is anything significant missing from the list of services?

Needs Assessment

The needs assessment section presents the gaps, issues, and opportunities identified through public engagement, consultation with stakeholders and service providers, and data analyses.

The section will include a description of how input was collected to inform the plan. A number of useful datasets exist that have been helpful for preliminary data analysis. Synthesis and discussion of the input will follow, where needs are identified and presented. As the assessment of needs is to be informed by the outreach and engagement efforts planned for the coming months, much of the content of the Needs Assessment section of the Coordinated Plan is pending completion of that data collection.

A summary of local planning efforts around coordinated transportation is currently being researched and will be included in this section.

Highlights:

- Project webpage, online survey, and outreach materials
- Tiered approach to outreach and engagement, identifying the right form of engagement for various stakeholders and communities identified in the public involvement plan.

Questions for Committee:

- Are there agreements or coordination practices you are aware of in your agencies or that serve the communities you represent that help people get where they need to go?
- Are there any specific transportation barriers for older adults and people with disabilities that you are aware of through your work or personal experience?
- What are some potential opportunities to overcome those barriers?

LTD Coordinated Plan Draft Outreach Lists

The following stakeholders have been identified to have an opportunity for direct engagement in the form of a meeting, interview or focus group

LCOG (Link Lane, Senior and Disability Services)	University of Oregon
Oregon Transportation Commission - VIA ODOT Staff	Lane Community College
The Arc of Lane County	Bushnell University
Lane Independent Living Alliance (LILA)	PeaceHealth
Family Resource Consortium	Pearl Buck Center
Lane County Developmental Disability Services	Trillium Community Health Plan
Full Access	McKenzie-Willamette Medical Center
Mentor	RAVEN
Resource Connection Oregon	White Bird Clinic
St. Vincent	Medicaid
Pearl Buck	Lane County Human Services Division
Shelter Care	Homes for Good
Laurel Hill Center	Safe Sleep
Other mental health care	Eugene Airport
NAMI - National Alliance for the Mentally Ill	City of Eugene (TNC & Taxi Regulation)
AARP	Special Education/Life Skills, Community
Adult Activity Centers	Resource for School Districts
Long Term Care Programs & Advocates	Lane Independent Living Alliance
Retirement Apartments	Agency on Aging
Lane Community Health	Food for Lane County
Retirement Apartments	City and County Groups Representing Older
United Way of Lane County	Adults and those with Disabilities (Work with
	City Staff Reps)

The following stakeholders have been identified to receive a survey directly. The survey will include an option to request additional engagement if interested.

LTD (Trainers, Operations Supervisors, Newsletter)	Group home care agencies, caregivers & their clients
Private transportation brokers	NAACP
Taxi Operators	Plaza de Nuestra Comunidad
School transportation operators	Asian Pacific American Network of Oregon
Cascadia Mobility	GLAD of Lane County
At home care agencies, caregivers & their clients	Lane County Immigration Defense Network
	Oregon Employment Department
	Employment services

Vocational rehabilitation
Workforce investment boards
COCA Housing Contact List
Link-Lane TDP Outreach List
Social Services from Rural Communities
Amtrak

Siuslaw Vision
Eugene Warming and Cooling Centers
River Road Park
Willamalane Park Recreation District
Eugene Rec

2026 Coordinated Plan

MEMORANDUM 2

TITLE: Existing Conditions

DATE: Friday, November 14, 2025

TO: LTD Coordinated Plan Advisory Committee

FROM: Josh Kashinsky, Associate Transportation Planner, Lane Council of Governments

SUBJECT: Existing Conditions of Human Services Transportation in Lane County

Intent

This memo is a snapshot of the population and available transportation services in Lane County. The primary intention is to support the requirement that a coordinated plan include, “An assessment of available services that identifies current transportation providers (public, private, and nonprofit).”¹ The population analysis will also assist in identifying gaps in existing services.

The memo is organized into the following sections:

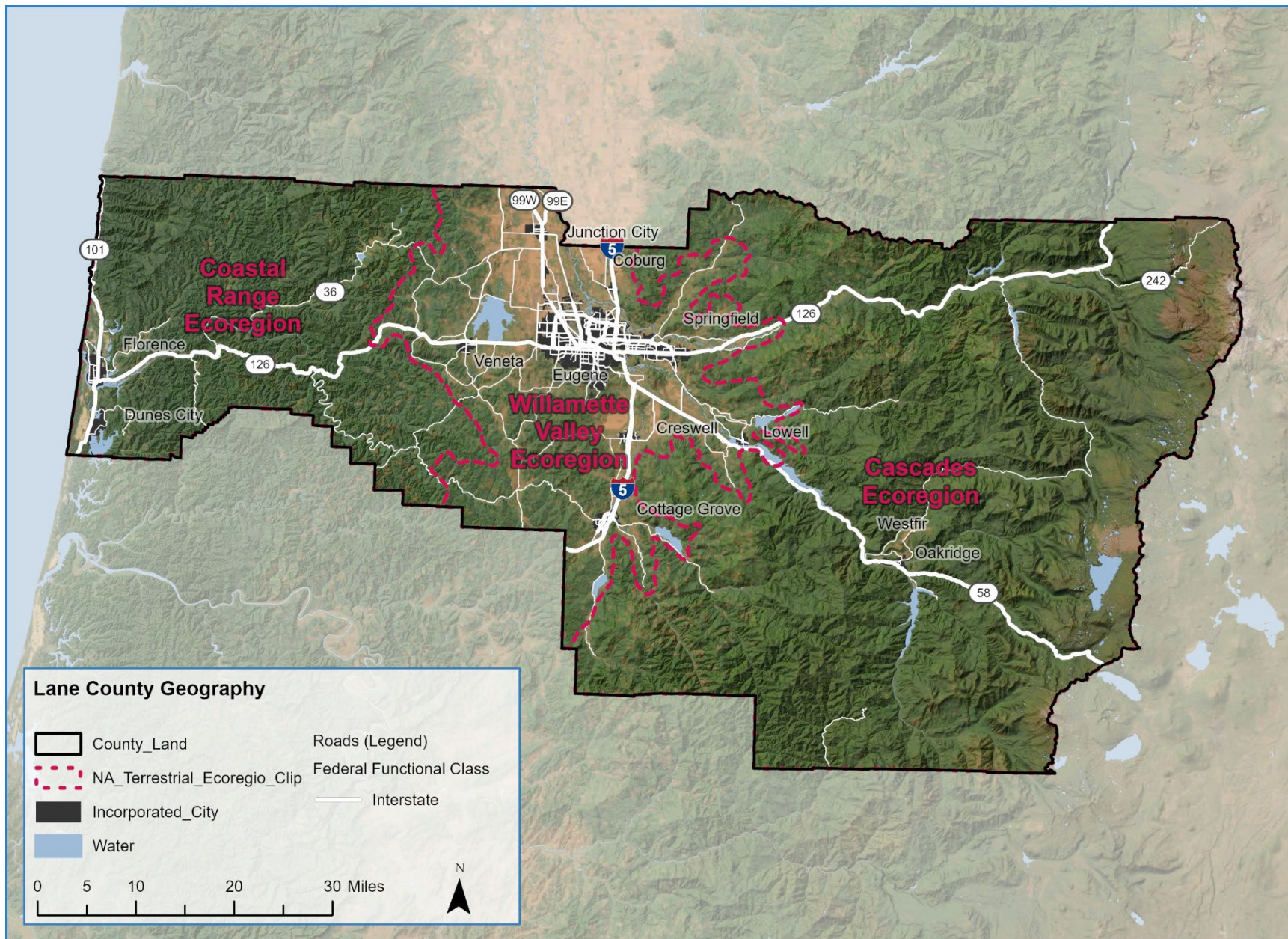
- Location
- Populations (§5310 and other)
- Services

Location

Lane County is located in western Oregon, anchored by the Pacific Ocean on the west and the crest of the Cascade mountain range on the east (Figure 1). The county is composed of three major eco-regions, the Coast Range, the Willamette Valley and the Cascades. The Coast Range and the Cascades are both mountainous, forested regions with significant land area devoted to National Forest and Bureau of Land Management. The population in these regions is largely located in communities along the few state highways that traverse the mountains. The remaining land is predominantly owned by private timber interests. The Willamette Valley region is where the majority of the county population resides, with remaining undeveloped land largely devoted to agriculture.

The total land area of Lane County is more than 4,600 square miles and the distance from the coast to Cascade Mountain crest is 117 miles. The mountainous geography and long travel times present a challenge for providing transportation services outside of the Eugene-Springfield metropolitan area.

¹ FTA Circular 9070.1H (dated 11/01/2024)

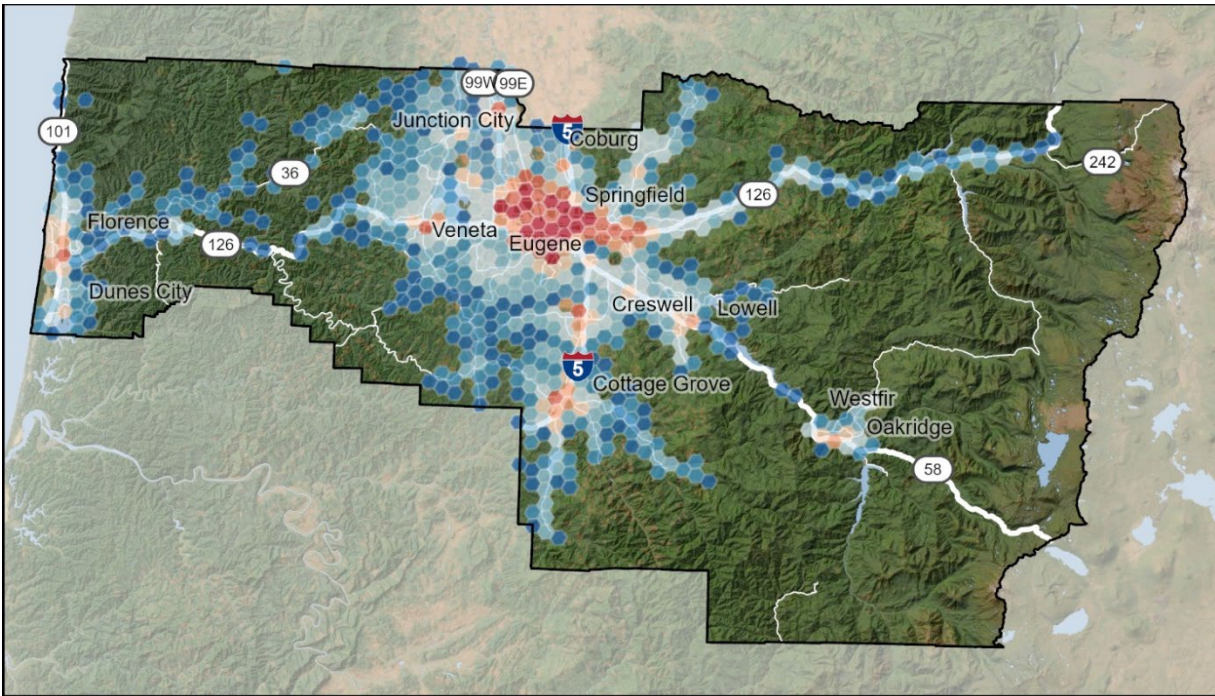


Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

Population

Lane County has a population of 382,628 according to the 2023 American Community Survey, Five-Year estimates. More than two-thirds of this population (71%) live within the Urban Growth Boundaries (UGB) of Eugene and Springfield in central Lane County. Another 13% lives in the smaller incorporated cities in the county with the remaining 16% living in unincorporated rural Lane County.²

Figure 1. Population Distribution in Lane County

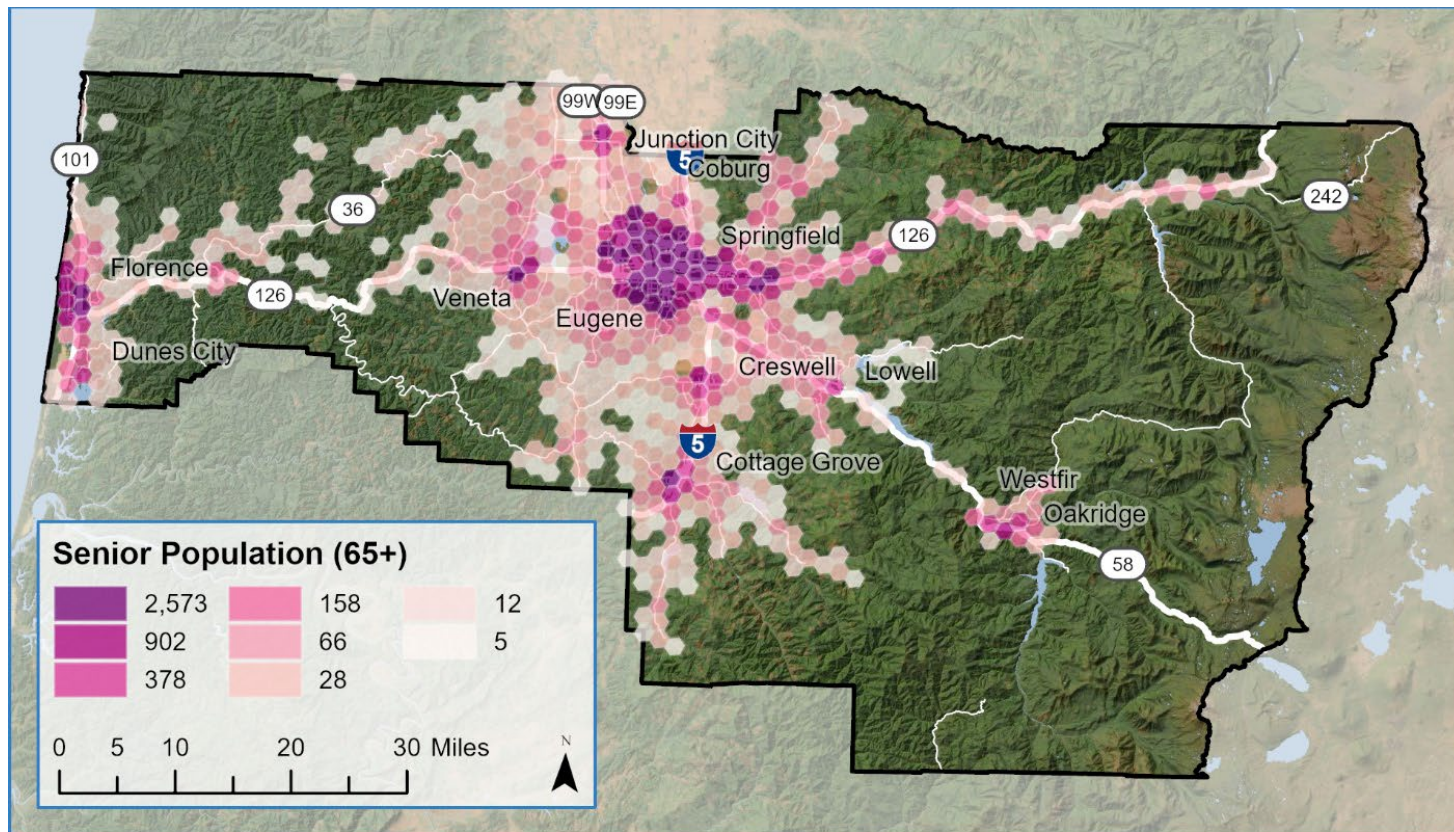


Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

² Portland State University, Population Research Center, 2025 estimates

POPULATION PROFILE: OLDER ADULTS

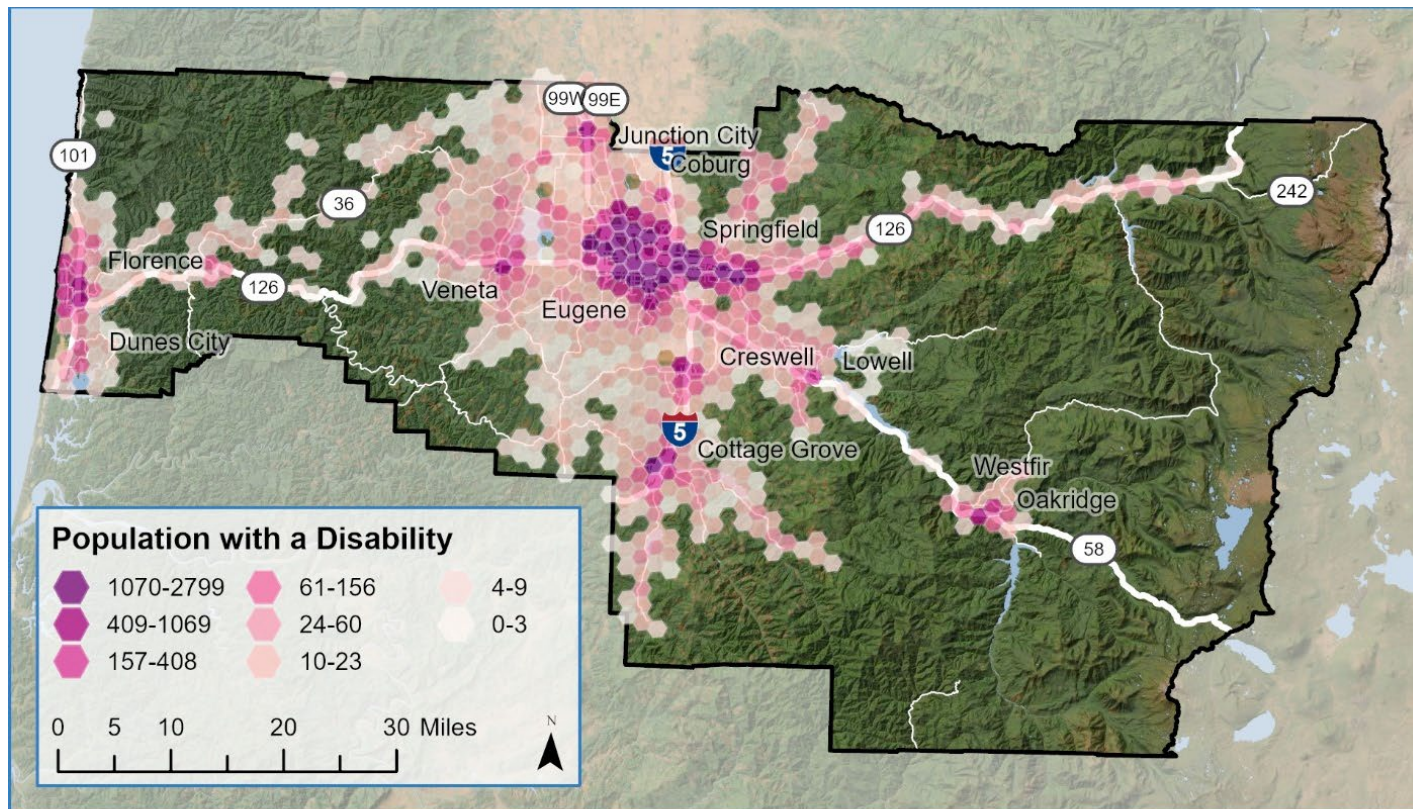
In Lane County, 78,250 people are aged 65 or older, representing 20% of the total population. Older adult residents are disproportionately located outside of the urban center of the Eugene-Springfield area, which comprises about 70% of the overall population but only 61% of those aged 65 and older. There is a disproportionate concentration of older adult residents in Florence, which accounts for only 3% of the total population but nearly 6% of county's older adult population. In Florence, older adults are more than 40% of the population within the city's UGB. Outside of the incorporated cities, older adults make up a disproportionate percentage of the rural population.



Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

POPULATION PROFILE: PEOPLE WITH DISABILITIES

According to census data, there are 65,245 residents with a disability in Lane County, which is 17% of the total county population. At a county-wide scale, the distribution of those living with a disability is similar to the overall population, with 66% living in the Eugene-Springfield area. Within this urban area, there is some disparity as Eugene has 46% of the county's population living with a disability, while hosting 52% of the overall population. Springfield, Cottage Grove, Oakridge, and Florence all have a slightly higher share of those living with a disability than their share of the total population.



Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

POPULATION PROFILE: RESIDENTS LIVING IN POVERTY

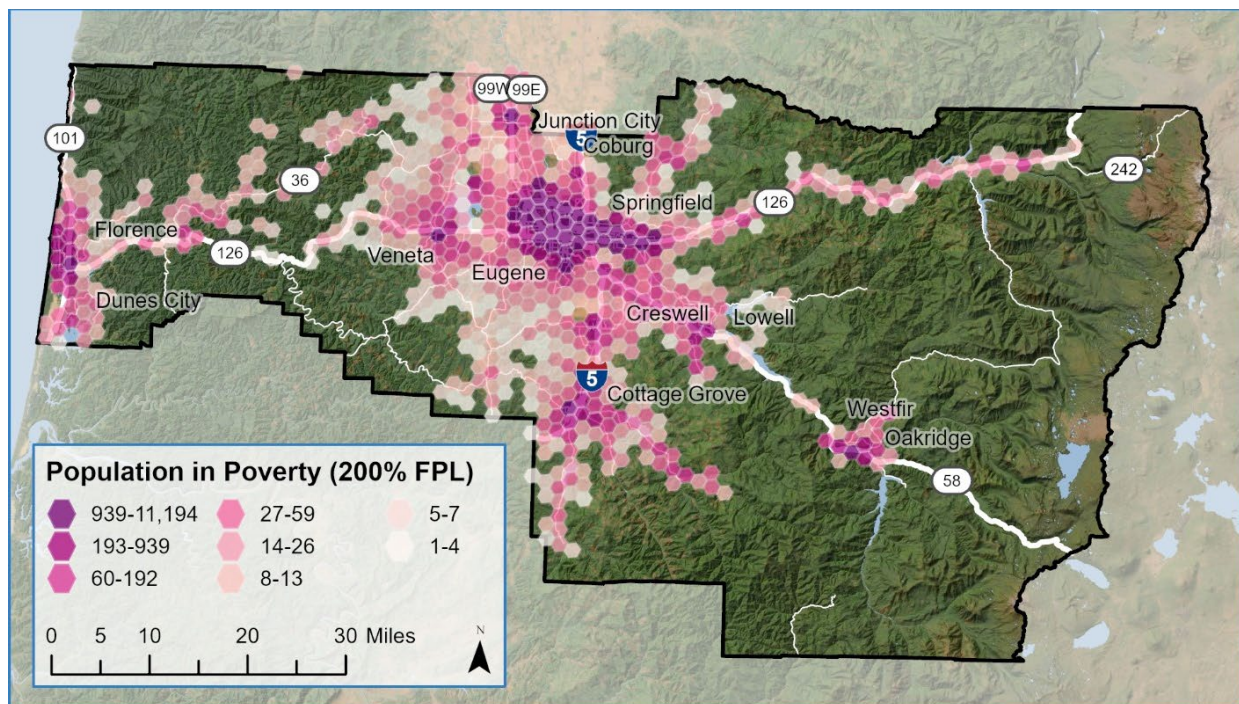
The Federal Poverty Level (FPL) is not a single number, but varies based on the size of a household. Additionally, different programs offer services at different percentages of the FPL. For example, the Oregon Health Plan (the State of Oregon's Medicaid implementation) typically offers plans to households up to 138% of the FPL. However, the Oregon Health Plan Bridge program provides access to services - including transportation to medical appointments - to households making up to 200% of the FPL. The geographic analysis in this section uses 200% FPL to define poverty.

Residents living in poverty are more geographically dispersed than other factors in this memo and they represent a significantly larger portion of the population. In particular, rural areas along Hwy 126 in the McKenzie River valley, in South Lane County around Cottage Grove, and areas of the Willamette Valley outside of urban growth boundaries.

Table 1. Example of Federal Poverty Level (FPL) Annual Incomes

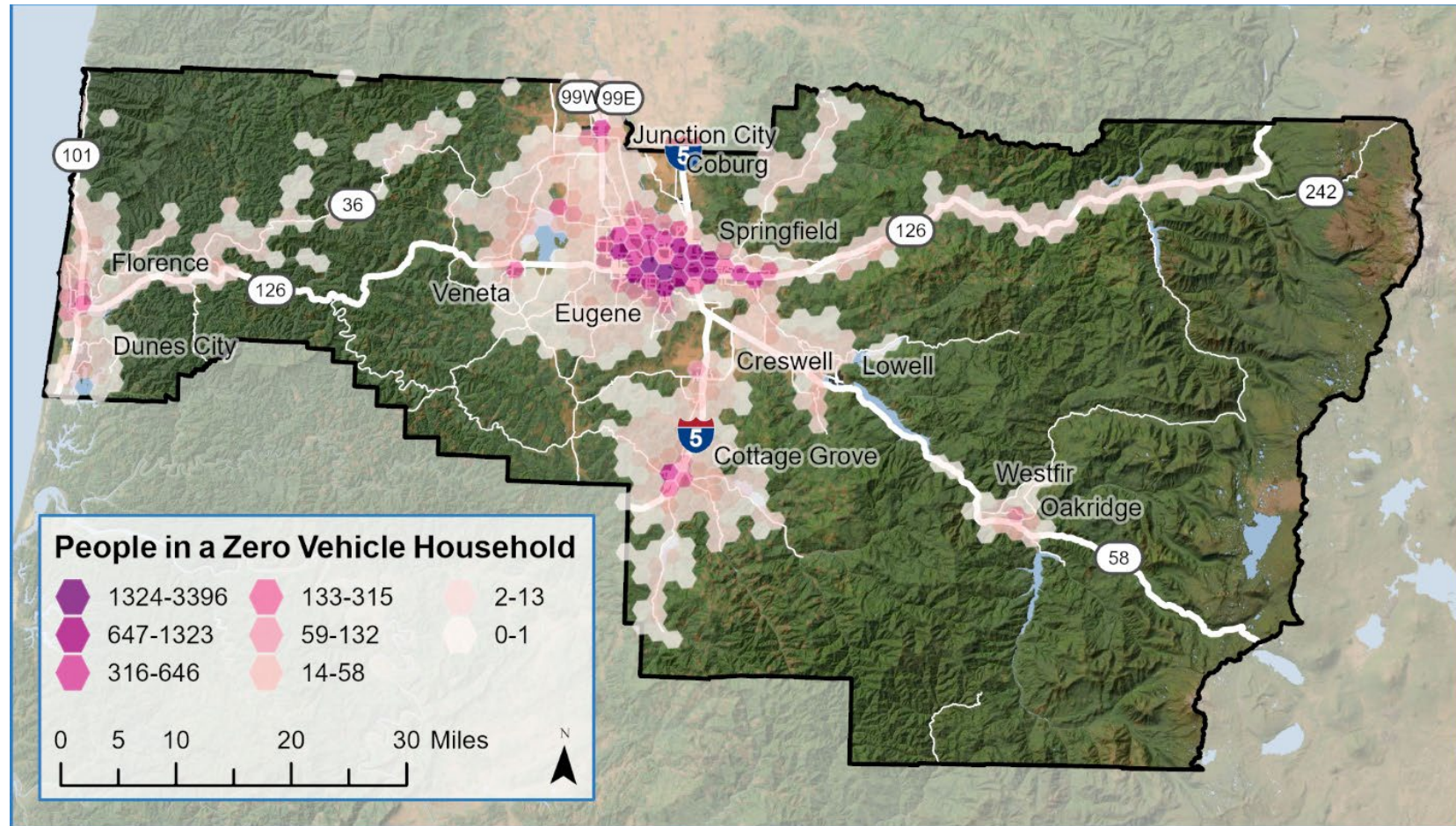
Family Size	100% FPL	138% FPL	200% FPL
1	\$15,650	\$21,597	\$31,300
2	\$21,150	\$29,187	\$42,300
3	\$26,650	\$36,777	\$53,300
4	\$32,150	\$44,367	\$64,300

Source: United States Health and Human Services Department



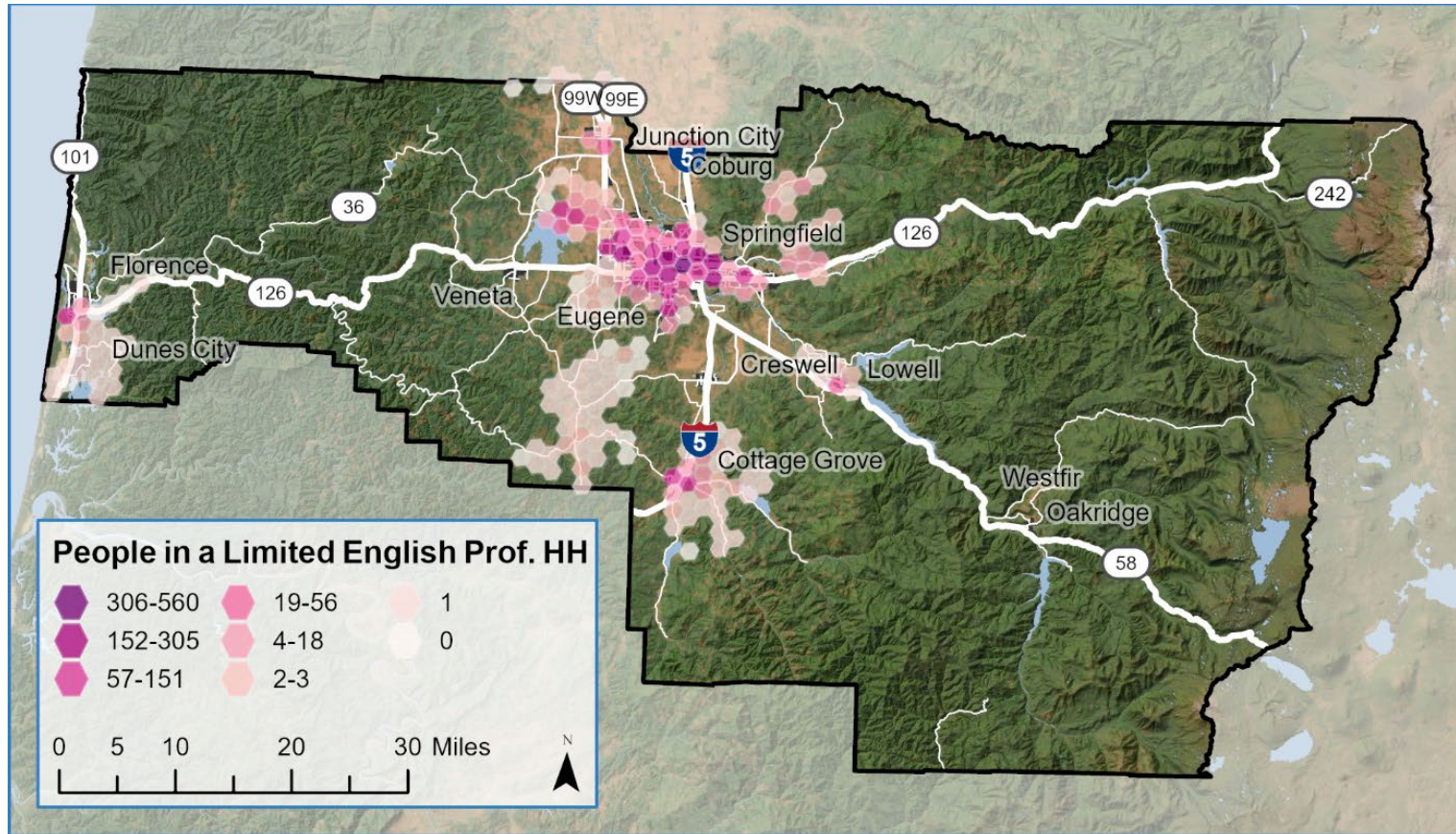
Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

POPULATION PROFILE: ZERO VEHICLE HOUSEHOLDS



Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

POPULATION PROFILE: LIMITED ENGLISH PROFICIENCY



Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

Services

SUMMARY OF SERVICES IN LANE COUNTY

Fixed Route Service

Service	Provider	Geographic Area	Hours
LTD Fixed Route Service	LTD	Eugene-Springfield with rural service to Junction City, Coburg, the Mckenzie River valley, Lowell, Creswell, and Cottage Grove	Monday - Friday 5:30 am - 12:30 am Saturday 6:30 am - 11:30 pm Sunday 7:30 am - 9:00 pm
Link Lane	LCOG	Eugene-Florence and Florence-Yachats	Monday - Sunday 7:25 am - 7:32 pm
Rhody Express	LTD	Florence	Monday - Friday 10:00 am – 6:00 pm
Diamond Express	LTD	Eugene-Oakridge	Monday - Friday 6:00 am - 7:00 pm Saturday 7:00 am – 7:00 pm

Demand Response Service

Service	Provider	Geographic Area	Hours
Ridesource Paratransit	LTD	Eugene-Springfield, Florence	Monday - Friday 5:30 am - 12:30 am Saturday 6:30 am - 11:30 pm Sunday 7:30 am - 9:00 pm
Cottage Grove Connector³	LTD	Cottage Grove	Monday - Friday 8:30 am - 5:00 pm
Cottage Grove Origin-Destination³	LTD	Cottage Grove	Monday – Friday 7:30 am – 5:00 pm

³ Cottage Grove Origin-Destination service will be ending in 2025, with additional service being added to the Cottage Grove Connector. The Connector hours may change as part of this adjustment.

Metro Shuttle⁴	LCOG	South Lane County, Cottage Grove	Monday - Friday 6:00 am - 7:00 pm
South Lane Rural Shuttle⁵	LTD	South Lane County, Cottage Grove	TBD
OR-36 Rural Shuttle⁵	LTD	OR-36 from Deadwood to Florence	TBD
Mohawk Valley Rural Shuttle⁵	LTD	Mohawk River Valley from Springfield to Marcola	TBD

OTHER SERVICES IN LANE COUNTY

Service	Provider	Geographic Area	Notes
Non-Emergency Medical Transportation (NEMT)	Brokered through RideSource (LTD)	County-wide	Available 24/7
PeaceHealth Rides	Cascadia Mobility	Parts of Eugene and Springfield	Micromobility (Bike Share)
Taxi/Uber/Lyft	Various		Placeholder while more specific list being developed.
Private Shuttles	Various		Retirement communities provide private transportation. Examining whether there is a list that can be developed.

SERVICES CONNECTING TO LANE COUNTY

Service	Provider	Geographic Area	Notes
Amtrak Rail	Amtrak	Connecting Vancouver, BC down to Los Angeles	Additional frequency on the Vancouver to Eugene portion
Cascades POINT	ODOT	Eugene to Portland	Supplemental bus service for Amtrak Cascades
Flixbus/Greyhound	Flixbus	Eugene to other cities in US	Private
Pacific Crest Bus Lines Eugene-Bend	Pacific Crest Bus Lines	Eugene to Bend	Private

⁴ Metro Shuttle will be sunsetting in 2026, with geographic coverage being provided by the South Lane Rural Shuttle

⁵ South Lane, OR-36, and Mohawk Valley Rural Shuttles will begin service in 2026

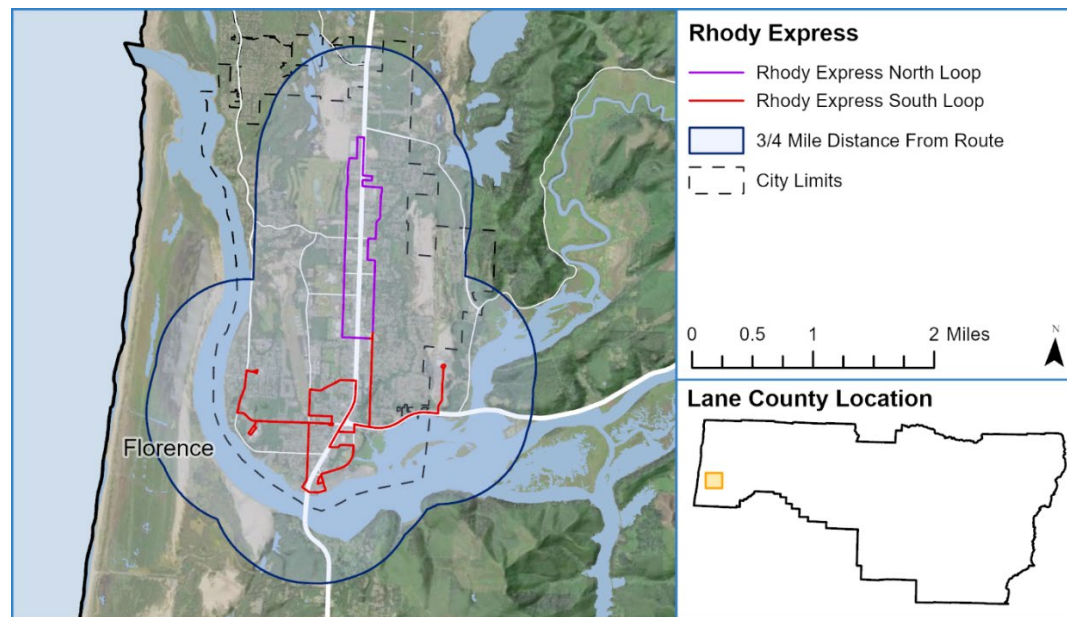
Service	Provider	Geographic Area	Notes
Pacific Crest Bus Lines Eugene-Forest Grove	Pacific Crest Bus Lines	TBD	TBD
Benton County Pilot	Unknown	Junction City to Monroe	STIF funding expires 6/30/26. Unknown status.
99W Connector Pilot	Yamhill County	Eugene to McMinnville	Service begins 11/24/25. Additional details available 11/17.
South County Bus (Lincoln County)	Lincoln County	Newport to Yachats	Not technically in Lane County, but provides a connection via Link Lane to the north coast.
Florence Express	Coos County Area Transit	Florence to Coos Bay	

SERVICE PROFILE: RHODY EXPRESS

Provider	Geographic Area	Population Served	People with Disabilities	Older Adults
Lane Transit District	Florence	9,731	2,423	3,939
Percent of County Population		2.5%	3.7%	5.0%

Operating Hours: Monday – Friday, 10:00 am – 6:00 pm.

Lane Transit District contracts to provide the Rhody Express in Florence. Tickets cost \$1 for a one-way trip or \$2 for an all-day pass. Service is divided into two routes: the North Loop and the South Loop, which meet next to a Grocery Outlet store. Frequency is every 30 minutes. Rhody Express vehicles have capacity for up to 16 people and all Rhody Express vehicles are equipped with bicycle racks, accessible lifts, and mobility device securement stations.



Sources: Lane Transit District, LCOG Regional GIS, Earthstar Geographics

Lane Coordinated Plan

Memorandum 3 Outline: Needs Assessment

Purpose

The purpose of a Needs Assessment is to assess transit-related needs in Lane County. It is a key component of a Coordinated Plan because it provides vital information on what needs are going unaddressed. This assessment will present the gaps, issues, and needs identified through community input and data from LTD and partner agencies.

The priority communities in the Needs Assessment are aging adults and people with disabilities. Other vulnerable populations to consider are low-income households, those with limited English proficiency, Veterans, and others.

Input from Community, Stakeholders, and Additional Data Sources

Outreach to community members and stakeholders will guide this Needs Assessment. This outreach will take several forms, such as personal interviews with key stakeholders, engagement with groups working closely with older adults and people with disabilities (including public agencies, non-profits and private service providers), and presentations to targeted committees. Additional data from previous surveys and engagement efforts by partners will also inform the Needs Assessment.

Assessment of Needs

Outreach and data analysis will guide the assessment of identified needs and projects responding to those needs. This development will also examine findings from the Existing Conditions and potential methods for prioritizing projects.

Local Planning Efforts to Improve Coordination of Transportation

This section will focus on implementing the Coordinated Plan by identifying coordination and collaboration opportunities. This will include a review of LTD, city, and county plans; key future projects such as the Florence Transportation Hub; service adjustments; and other relevant inputs that address gaps and needs.