



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

**Tuesday, May 12, 2026, 5:00 p.m.  
Glenwood Administrative Building | Board Room  
3500 E. 17<sup>th</sup> 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**

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

2. **AGENDA REVIEW**

3. **PUBLIC COMMENT**

4. **AGENDA ITEMS**

**TIME:**

- 2026 Lane Coordinated Plan, presented by Dan Callister, LCOG, Brandon Melton, Lane Transit District and Kerry Aszklar Lane Transit District 5:05-5:35
- STIF Discretionary and Intercommunity Funding, presented by Kathleen Flynn, Lane Transit District 5:35-5:50
- STIF Discretionary Applications for Vehicle Acquisitions, presented by Lane Transit District Staff 5:50-6:15
  - A. Diamond Express Vehicle
  - B. Downtown Loop Vehicle
  - C. Fixed Route Vehicle
- Staff Updates and Future Meetings, presented by Kathleen Flynn, Lane Transit District 6:15-6:30

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:**

- June 9, 2026



## Lane Transit District Agenda Item Summary (AIS)

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**Presented By:** Brandon Melton, Senior Planner,  
and Daniel Callister, Senior Planner, LCOG

**AIS Title:** Lane County Coordinated Public  
Transit-Human Services Transportation Plan  
(Coordinated Plan)

**Prepared By:** Kerry Aszklar, Associate Planner

### **Action:** Committee Approval

**Agenda Item Summary:** Lane Transit District (LTD) and Lane Council of Governments (LCOG) seek the committee's recommendation to LTD's Board of Directors for approval of the Lane Coordinated Public Transit-Human Services Transportation Plan (2026 Coordinated Plan).

### **Background:**

LTD is required by the Federal Transit Administration (FTA) to have a coordinated plan in place prior to receiving 5310 funding ("Enhanced Mobility for Seniors and People with Disabilities"). As a recipient of that funding and in order to request future funding, staff are required to update LTD's Coordinated Plan every five years. This Coordinated Plan is the result of a robust update of the 2019, 2013, and 2009 Coordinated Plans.

The Coordinated Plan focuses on identifying and filling gaps and service needs primarily for older adults and individuals with disabilities, while also addressing the needs of veterans, households living in poverty, zero-vehicle households, limited English proficiency, and people of color. By focusing on these populations, LTD can better serve community members with unique travel needs. This plan supports LTD's four outcome areas of housing, healthcare, education, and workforce by helping older adults and people with disabilities to maintain their travel independence and to access resources to improve their quality of life.

In this year-long planning process, staff focused on important elements to strengthen this plan update, including analyzing demographic changes across Lane County and engaging with community members and key stakeholders. As part of that engagement, staff presented at earlier STIF Advisory Committee meetings to provide important updates. These updates included introducing the Coordinated Plan, laying out the project timeline and public involvement plan, reviewing federal coordinated plan requirements, consulting on stakeholder engagement and outreach strategies, and presenting needs identified from engagement and other data sources.

Staff will also present the draft 2026 Coordinated Plan to LTD's Strategic Planning Committee in June for their review before ultimately taking the plan to LTD's Board of Directors for adoption in September.

**Presentation:** Dan Callister from LCOG and Brandon Melton from LTD will present an overview of the plan as well as updates to the project list. Since staff presented to the committee in February, the project team has concluded the public and stakeholder engagement phase, completed the needs assessment, and updated the project list.



## Lane Transit District Agenda Item Summary (AIS)

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**Attachments:**

- Final draft: Lane Coordinated Public Transit-Human Services Transportation Plan

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

**Proposed Motion:** I move to recommend the final draft of the Lane County Coordinated Public Transportation Plan (2026) as presented to LTD's Board of Directors for approval.

**Alternative Motion:** I move to recommend the final draft of the Lane County Coordinated Public Transportation Plan (2026) to LTD's Board of Directors for approval, as modified based on committee discussion.



Lane Transit District

# Lane Coordinated Public Transit-Human Services Transportation Plan

2026



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# Mission. Vision. Values.

## The Foundation for LTD's Culture

**MISSION**

Connecting our  
Community

**VISION**

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

**VALUES**

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

## Acknowledgements

Thank you to the many community members, organizations, partners, and LCOG and LTD staff who contributed to this plan.



# Executive Summary

The Lane Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) is a tool for improving mobility of older adults and individuals with disabilities in Lane County. It identifies services, coordination opportunities, stakeholder needs, and priorities for implementing projects.

## History and Requirements

The Coordinated Plan was first prepared by Lane Transit District (LTD) and adopted by the LTD Board of Directors in January 2007, and has been updated regularly since that time. This version of the plan builds on the earlier versions and provides up-to-date needs, practices, projects, and priorities informed by the latest data and input collected through community engagement and other recent data sources.

The Coordinated Plan satisfies requirements<sup>1</sup> established by the Federal Transit Administration (FTA) for recipients (including LTD) of federal funding authorized by U.S. Code, Title 49 §5310. These funds - referred to in this plan as 5310 funds - are specifically for operations, programs, and projects that aim to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. LTD utilizes this plan to improve the coordination of transportation and other services and to guide resource allocation, project development, and implementation.

To distribute 5310 funds for non-LTD projects, FTA requires LTD to have management and administrative processes in place. These processes are contained in a document separate from the Coordinated Plan, called the Project Management Plan (PMP), to guide LTD staff and prospective applicants.

The 2026 update to the plan was developed by LTD staff consulted by Lane Council of Governments (LCOG) under the guidance of the Lane Statewide Transportation Improvement Fund (STIF) Advisory Committee, which served as steering committee for the plan update.

## Overview

The Coordinated Plan update is the result of months of data review, community engagement, and outreach to stakeholders to identify needs, opportunities, and challenges related to mobility in Lane County. The plan focuses on meeting the mobility needs of older adults and people with disabilities. The plan offers a review of existing services provided by LTD and others throughout Lane County. It also includes the most up-to-date inventory of needs and coordination practices. These needs and practices have informed a list of projects to be implemented through strategic investments guided by the plan's established prioritization criteria.

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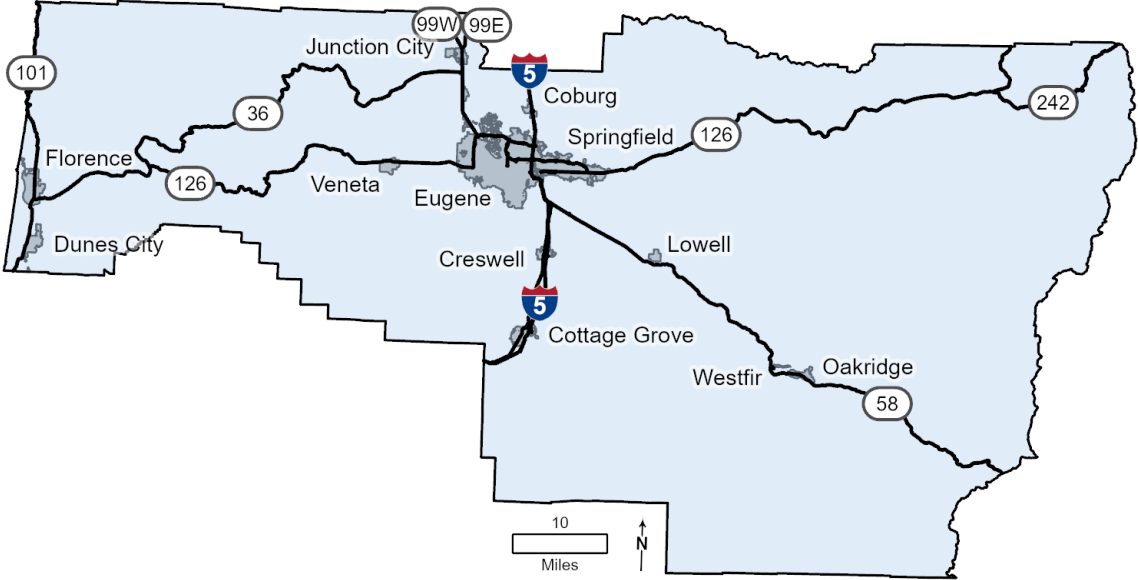
<sup>1</sup> FTA Circular 9070.1H November 1, 2024.

# Existing Conditions

Lane County has a population of 382,628 according to the 2023 American Community Survey, 5-Year estimates. More than two-thirds of this population (71%) live within the Urban Growth Boundaries of Eugene and Springfield in central Lane County. Another 13% of the population lives in the smaller incorporated cities in the county, with the remaining 16% living in unincorporated rural Lane County<sup>2</sup>.

Lane County is in western Oregon, anchored by the Pacific Ocean on the west and the crest of the Cascade Mountain range on the east. The Coast Range and the Cascades are both mountainous, forested regions with a large percentage of federally managed lands. The population in these regions is comparatively small and mostly located in communities along the few state highways that traverse the mountains. There is a more significant population on the Oregon coast, where historically fishing and related industries generated more economic activity, and tourism and retirement communities now attract new residents. The remaining land in these regions is predominantly owned by private timber interests and is only sporadically populated. Figure 1 shows the general geographic layout of Lane County.

Figure 1. Map of Lane County



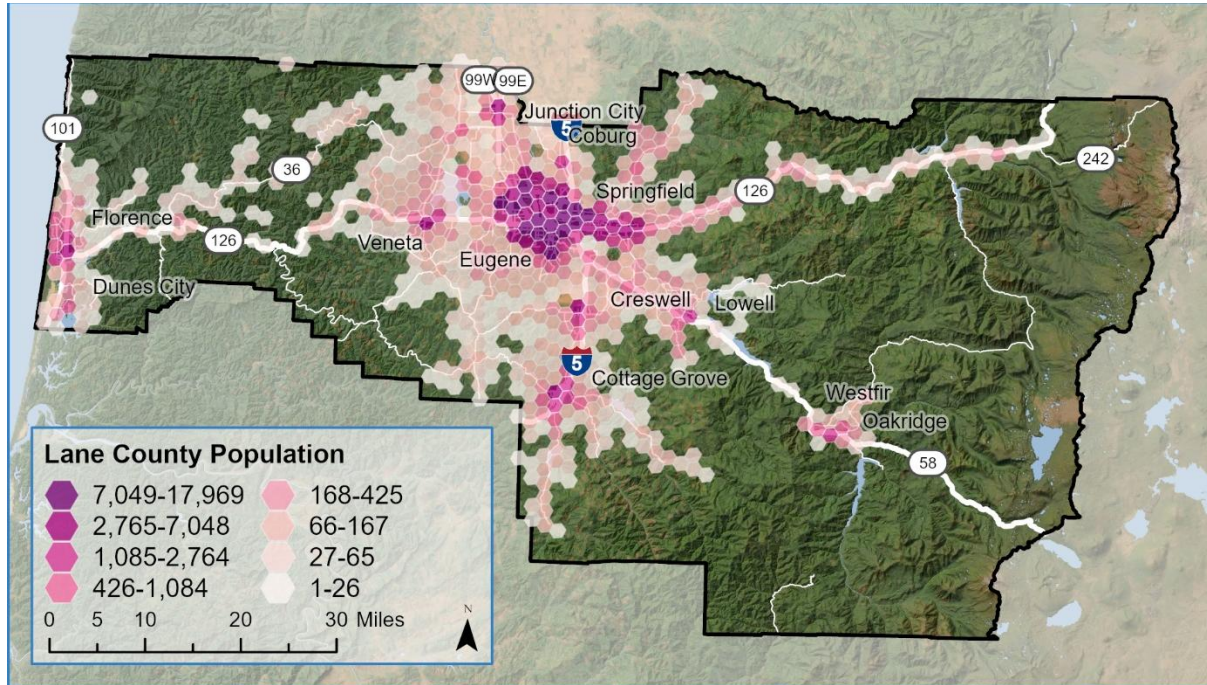
The Willamette Valley, in central Lane County, is home to most of the county’s population, including the cities of Eugene and Springfield, where most of the county’s economic activity is centralized. Outside of incorporated cities, much of central Lane County consists of rural, low-density development and agriculture, taking advantage of the richly fertile soil and mostly level geography of the valley.

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 between west

<sup>2</sup> Portland State University, Population Research Center, 2025 estimates

and east present a challenge for providing transportation services outside of the urban core. The limited road network in both the Coast Range and Cascade mountains provides few options for transportation routes. Figure 2 shows the distribution of Lane County’s population within this geography.

Figure 2. Lane County Population Distribution



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

## Population Profiles

This section provides more detail about certain populations within Lane County. Older adults and people with disabilities are most relevant to the Coordinated Plan. Summary demographic data are provided for these and other groups as well as a look at certain considerations related to transportation. Table 1 provides an overall summary of these populations.

Table 1. Summary of Lane County Populations

Lane County Population	Count	Percent Of County
Total Population	382,628	100%
Older Adults	78,250	20%
People Living with a Disability	65,245	17%
People Living in Poverty	122,308	32%
Zero Vehicle Households	29,202	7.6%
Limited English Proficiency Population	4,839	1.3%
Non-White Population	74,268	19.4%
Veterans	24,552	7.8%

## Older Adults in Lane County

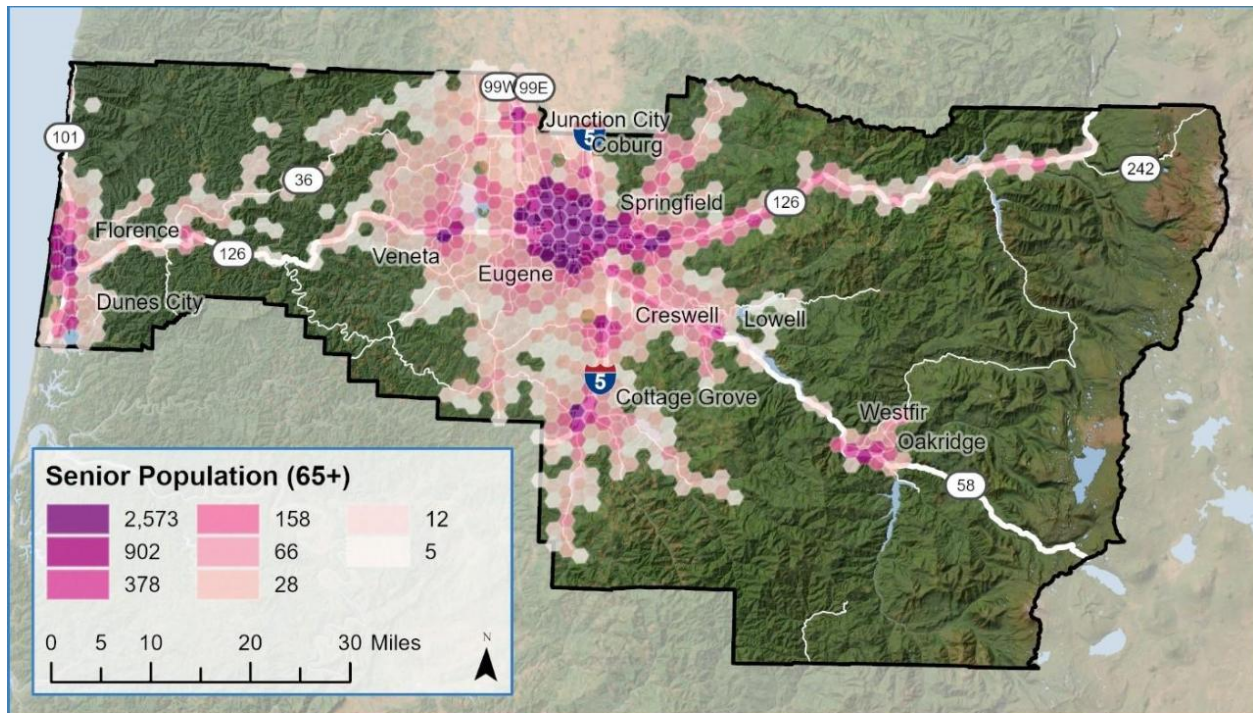
In Lane County 78,250 people are aged 65 or older<sup>3</sup>, representing 20% of the total population. A disproportionately low percentage of the county's older adult population (61%) live in the Eugene-Springfield area, which comprises about 70% of the overall population. Conversely, the City of Florence (3% of the overall population) includes a disproportionately high concentration of the county's older adults (6%). In Florence, older adults comprise more than 40% of the population.

Outside of the incorporated cities, older adults also make up a disproportionate percentage of the rural population (27%) compared to the county as a whole (20%). In rural areas, older adults are found in higher numbers in the areas that have generally higher population, including:

- Coastal areas outside of Florence and Dunes City limits
- Areas around Fern Ridge Lake, including the communities of Elmira and Alvadore
- The communities of Mohawk and Marcola
- The lower McKenzie River Valley between Cedar Flat and Vida
- Highway 58 between Goshen and Dexter Lake, including Pleasant Hill
- South Lane County outside Creswell and Cottage Grove

Of these, the coastal and lower McKenzie regions have the most disproportionate concentration of older adults. Figure 3 shows the distribution of older adults in Lane County.

Figure 3. Senior Population Distribution



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

<sup>3</sup> U.S. Census Bureau, U.S. Department of Commerce. "ACS Demographic and Housing Estimates." *American Community Survey, 2023 ACS 5-Year Estimates Data Profiles, Table DP05*

## Transportation Considerations for Older Adults

Older adults in Lane County may experience a range of transportation barriers related to changes in mobility, health, and income as they age. Many older adults reduce or stop driving over time, increasing reliance on fixed-route transit, demand-response services, and assistance from family or caregivers. Physical limitations, chronic health conditions, and the need for mobility devices can make first- and last-mile connections, stop accessibility, and vehicle boarding significant considerations.

Service availability and reliability are particularly important for older adults traveling to medical appointments, grocery stores, and social services, which often occur during daytime hours but may require longer trip durations or assistance beyond curb-to-curb service. In rural and small-community areas of Lane County, travel distances, limited service frequency, and the need for advance reservations can further limit independence and increase isolation. Addressing the transportation needs of older adults will require accessible vehicles and infrastructure, affordable fares, clear and simple rider information, and coordinated services that support aging in place.

## People in Lane County Living with a Disability

The US Census American Community Survey asks about disability in six areas:

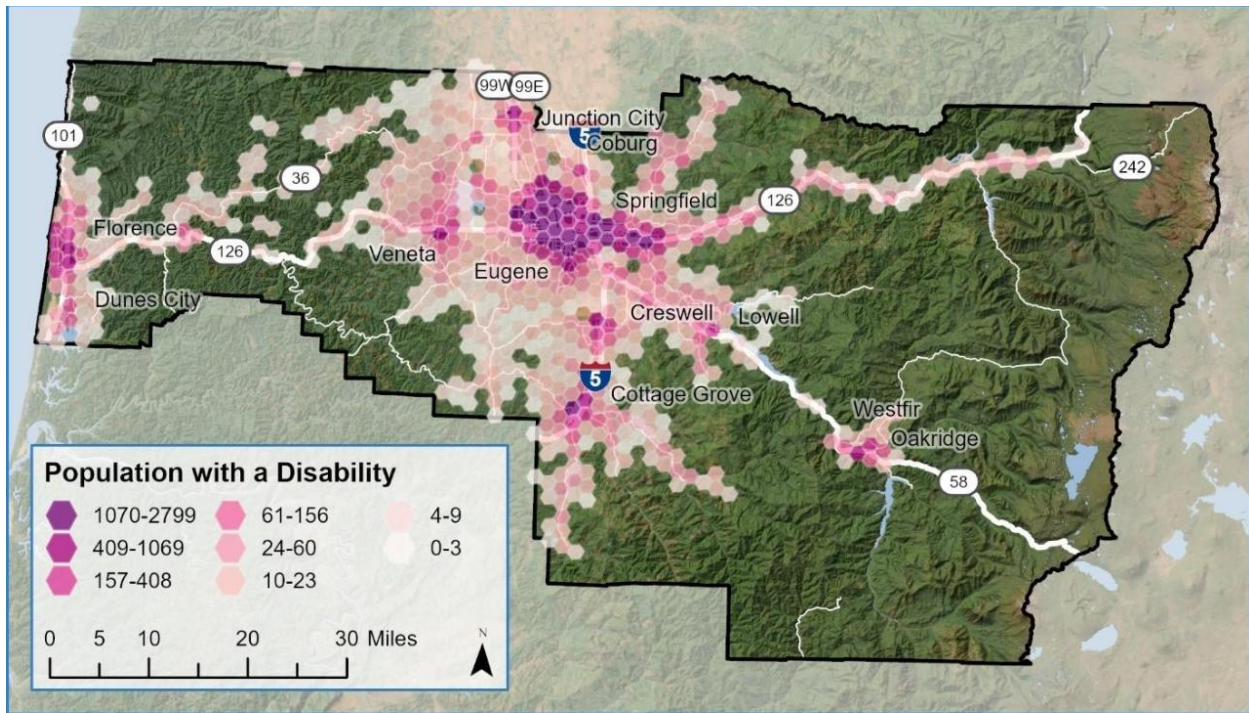
- **Hearing difficulty:** deaf or having serious difficulty hearing
- **Vision difficulty:** blind or having serious difficulty seeing, even when wearing glasses
- **Cognitive difficulty:** Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions
- **Ambulatory difficulty:** Having serious difficulty walking or climbing stairs
- **Self-care difficulty:** Having difficulty bathing or dressing
- **Independent living difficulty:** Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping

According to census data<sup>4</sup>, there are 65,245 residents living with a disability in Lane County, which is 17% of the total county population. This is a higher percentage than the state of Oregon (15%) and the nation as a whole (13%). 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 only 46% of the county's population living with a disability, while hosting more than half (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. Outside of incorporated areas, there is only a slightly higher percentage of people living with a disability than the countywide average and no obvious spatial distribution. Figure 4 shows the geographic distribution of people living with a disability in Lane County.

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<sup>4</sup> U.S. Census Bureau, U.S. Department of Commerce. "Disability Characteristics." American Community Survey, 2023 ACS 5-Year Estimates Subject Tables, Table S1810

Figure 4. Distribution of Population with a Disability



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

### Transportation Considerations for People Living with a Disability

People living with a disability in Lane County may face transportation barriers related to physical accessibility, service availability, and the ability to independently navigate transportation systems. While all fixed-route transit vehicles operated in the county are wheelchair accessible, challenges can still arise related to stop accessibility, pedestrian connections, boarding conditions, and the reliability of accessible infrastructure. Individuals with ambulatory, vision, hearing, or cognitive disabilities may require additional accommodation, such as accessible pathways, audible and visual information, and clear wayfinding to successfully use fixed-route services.

For individuals who are unable to use fixed-route transit, demand-response and ADA paratransit services provide essential mobility; however, these services often require scheduling in advance, may have limited same-day availability, and can involve longer travel times. In rural and small-community areas, longer distances, limited service coverage, and fewer transportation options can further restrict mobility and access to healthcare, employment, and social services. Addressing transportation needs for people living with disabilities will require a coordinated approach that includes accessible vehicles and facilities, flexible service models, travel training and rider support, and ongoing attention to system usability and reliability.

### Transportation Considerations for Other Populations

In addition to older adults and people with disabilities, there are other populations of heightened vulnerability that may be historically underserved and/or underrepresented in decisions related to transportation services and the Coordinated Plan is enriched through consideration of these groups. Many of these populations intersect and overlap with the Section 5310 populations already described.

**Residents Living in Poverty:** Transportation costs represent a significant financial burden for many Lane County households, particularly for residents living in poverty, people with disabilities, and older adults on fixed incomes.

In Lane County, this burden is amplified in rural and semi-rural areas where fewer fixed-route options are available, trip distances are longer, and demand-response or private transportation services may require advanced scheduling or higher out-of-pocket costs. Reducing transportation burdens through fare affordability, service coverage, and access to no- or low-cost mobility options is a key consideration for improving access to essential services such as healthcare, employment, education, and food.

**Zero-vehicle households:** Households without access to a personal vehicle are highly dependent on the availability, reliability, and affordability of alternative transportation options. For zero-vehicle households in Lane County, access to fixed-route transit, demand-response services, and safe walking and bicycling connections are essential for reaching employment, healthcare, education, and basic needs. In the Eugene–Springfield area, more robust fixed-route service provides greater mobility options; however, service frequency, span, and first- and last-mile connections can still pose barriers, particularly for shift workers and individuals with mobility limitations.

Outside of the Eugene–Springfield urban area, zero-vehicle households face additional challenges due to longer travel distances, limited service frequency, and fewer same-day or spontaneous travel options. In these areas, reliance on demand-response services, volunteer transportation, or informal ridesharing may be necessary, which can require advance scheduling and may not accommodate all trip purposes.

**Limited English Proficiency (LEP):** Those who’s proficiency with the English language is limited may face additional barriers to accessing transportation services due to challenges in obtaining, understanding, or navigating transit information. These barriers can include limited availability of translated materials, difficulty using mobile applications or online trip-planning tools, and challenges communicating with drivers, dispatchers, or customer service staff. LEP populations may also experience reduced awareness of available services, fare programs, and eligibility-based transportation options, particularly for demand-response and medical transportation services that require advance booking.

**Non-white:** Non-white residents in Lane County may face transportation barriers that are not fully captured through quantitative data. These barriers can include limited access to culturally appropriate outreach and information, language barriers, and reduced awareness of available transportation services or fare programs. In some cases, non-white populations are more likely to rely on shared housing arrangements, shift-based or non-traditional work hours, and trip purposes beyond standard commute travel, which may not align with existing service hours or routing.

Additionally, non-white populations may experience overlapping vulnerabilities, including lower household incomes, limited vehicle access, and higher rates of disability, which can increase reliance on public and demand-response transportation.

**Veterans:** While qualified veterans in Lane County have access to healthcare services through the U.S. Department of Veterans Affairs, most VA medical services are centralized in Eugene. Nearly half of Lane County veterans live outside the Eugene–Springfield area, requiring longer-distance travel to access routine and specialty care. Existing fixed-route and demand-response services do not consistently align

with appointment times, travel distances, or the frequency of medical trips required by some veterans, particularly those living in rural areas or experiencing disabilities.

## Assessment of Available Services

An area as geographically large as Lane County relies on a variety of transportation services and providers, many of which work in collaboration to provide a more robust system that offers mobility options to people living, working, or passing through Lane County. This section provides an inventory of the services available in Lane County through current transportation providers, including public, private, and nonprofit providers.

Lane County is primarily served by Lane Transit District, which offers a variety of transportation services in the Eugene-Springfield area and throughout Lane County, including fixed route bus service (such as the bus rapid transit EmX and LTD’s numbered bus routes), demand-response services including paratransit, and other services such as the one-call center which helps people find solutions to their mobility needs. Lane Transit District also provides the Diamond Express and Rhody Express fixed route services, the Cottage Grove Connector, rural shuttle services, and others.

In this inventory, the services are grouped into four different categories: fixed route, demand response, other services within Lane County, and services connecting into and out of Lane County. A list and brief description of these services are provided below.

### Fixed Route Service

Table 2. Fixed Route Service

Service	Provider	Geographic Area	Hours
<b>LTD Fixed Route Service</b>	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
<b>Link Lane</b>	LCOG	Eugene-Florence and Florence-Yachats	Monday - Sunday 7:25 am - 7:32 pm
<b>Rhody Express</b>	LTD	Florence	Monday - Friday 10:00 am – 6:00 pm
<b>Diamond Express</b>	LTD	Eugene-Oakridge	Monday - Friday 6:00 am - 7:00 pm Saturday 7:00 am – 7:00 pm

## Demand Response Service

Table 3. Demand Response Service

Service	Provider	Geographic Area	Hours
<b>RideSource Paratransit</b>	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
<b>LTD Connector</b>	LTD	Cottage Grove	Monday - Friday 7:00 am - 6:00 pm
<b>South Lane Rural Shuttle</b>	LTD	South Lane County, Cottage Grove	Mondays and Wednesdays 6:00 am - 4:00 pm
<b>OR-36 Rural Shuttle</b>	LTD	OR-36 from Deadwood to Florence	Thursdays 8:00 am – 3:00 pm
<b>Mohawk Valley Rural Shuttle</b>	LTD	Mohawk River Valley from Springfield to Marcola	Tuesdays 8:00 am – 4:00 pm

## Other Services in Lane County

Table 4. Other Transportation Services in Lane County

Service	Provider	Geographic Area	Notes
<b>Non-Emergent Medical Transportation (NEMT)</b>	Brokered through RideSource (LTD)	County-wide	Available 24/7
<b>PeaceHealth Rides</b>	Cascadia Mobility	Parts of Eugene and Springfield	Micromobility (Bike Share)
<b>Taxi/Transit Network Companies</b>	Various	County-wide	Examples include Oregon Taxi, Cascade Cab, Eugene Elite Taxi, Uber, Lyft
<b>South Lane Wheels</b>	South Lane Wheels	South Lane County and North Douglas County	Privately-operated demand response service

Service	Provider	Geographic Area	Notes
Private Shuttles	Various	Limited, Determined by Providers	Retirement communities, for example, provide private transportation.

## Services Connecting to Lane County

Table 5. Services Connecting to Lane County

Service	Provider	Geographic Area	Notes
<b>Airport</b>	Horizon, Allegiant, SkyWest, United, Southwest	California, Washington, Nevada, Arizona, Utah, Colorado	
<b>Amtrak Rail</b>	Amtrak	Connecting Vancouver, BC down to Los Angeles	Additional frequency on the Vancouver to Eugene portion
<b>Cascades POINT</b>	ODOT	Eugene to Portland	Supplemental bus service for Amtrak Cascades
<b>Flixbus/Greyhound</b>	Flixbus	Eugene to other cities in US	Privately operated
<b>Pacific Crest Bus Lines Eugene-Bend</b>	Pacific Crest Bus Lines	Eugene to Bend	Privately operated
<b>Pacific Crest Bus Lines Eugene-Medford</b>	Pacific Crest Bus Lines	Eugene to Medford	Privately operated
<b>99 Vine</b>	Benton County, Yamhill County, Pacific Crest Bus Lines	Eugene to McMinnville	Started November 2025 with four round trips; funding set to expire in June 2027. Serves Eugene Airport Beginning July 2026, service will operate between Forest Grove and Eugene with one round trip.

Service	Provider	Geographic Area	Notes
<b>South County Bus (Lincoln County)</b>	Lincoln County	Newport to Yachats	Connects Lane County to the north coast via Link Lane.
<b>Florence Express</b>	Coos County Area Transit	Florence to Coos Bay	Two trips per day, Monday through Saturday

**Service Profiles**

While each of these services are important, a few of them are worth describing in more detail due to their relevance to the objectives of the Coordinated Plan. Below are more detailed profiles of LTD’s fixed route service, Ride Source, Link Lane, Diamond Express, Rhody Express, and demand response services.

## LTD Fixed Route Service

Table 6. LTD Fixed Route Service Profile

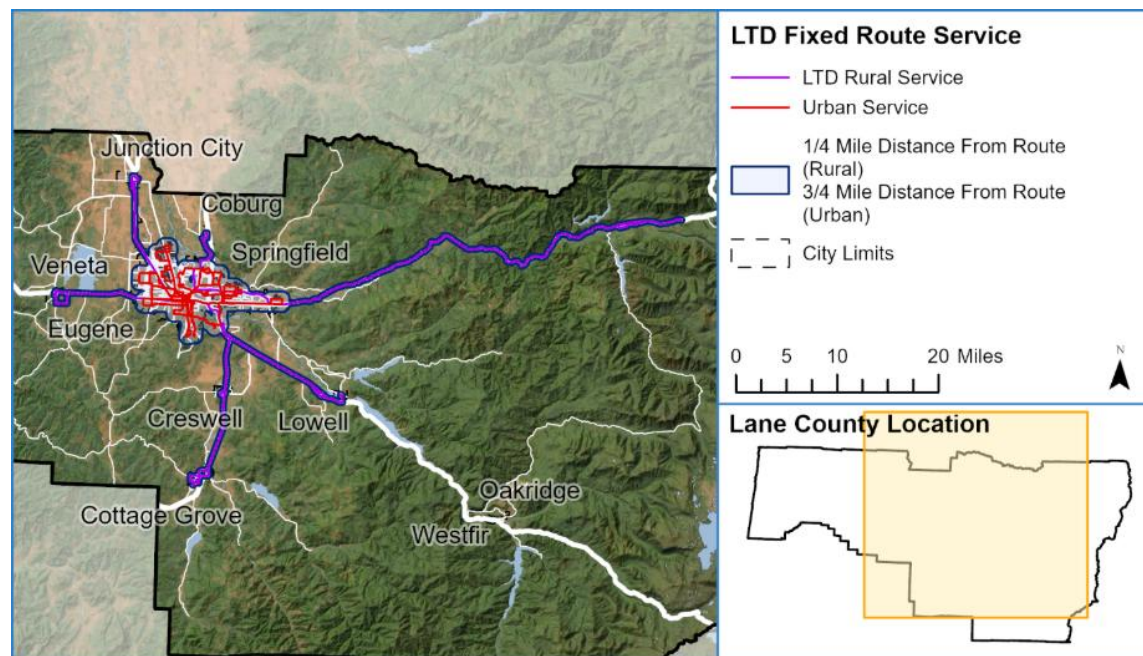
Provider	Geographic Area	Population Served*	People With Disabilities	Older Adults
Lane Transit District	Central Lane County with rural service to Veneta, Junction City, Coburg, Lowell, the McKenzie River Valley, and Cottage Grove/Creswell.	300,724 (79% of county population)	49,561 (76% of population with disabilities)	54,991 (70% of older adult population)

\*Population within ¼ mile of rural service and ¾ mile of urban service

Operating Hours: Monday – Friday, 5:30 am - 12:30 am; Saturday, 6:30 am - 11:30 pm; Sunday 7:30 am - 9:00 pm

Lane Transit District operates fixed route service in central Lane County, including a robust urban network and a less frequent, commuter-oriented rural network. Fares are \$1.75 for one trip and \$3.50 for an all-day pass. Most fares are purchased through Umo, which is an electronic fare management platform that allows for automatic fare capping once riders reach the maximum fare for a day or month. LTD’s fixed-route service operates a mix of 40-foot buses and 60-foot articulated buses, including the bus rapid transit system branded, “EmX.” All vehicles in the fleet are wheelchair accessible.

Figure 5. LTD Fixed Route Service Area



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

## RideSource

Table 7. RideSource Service Profile

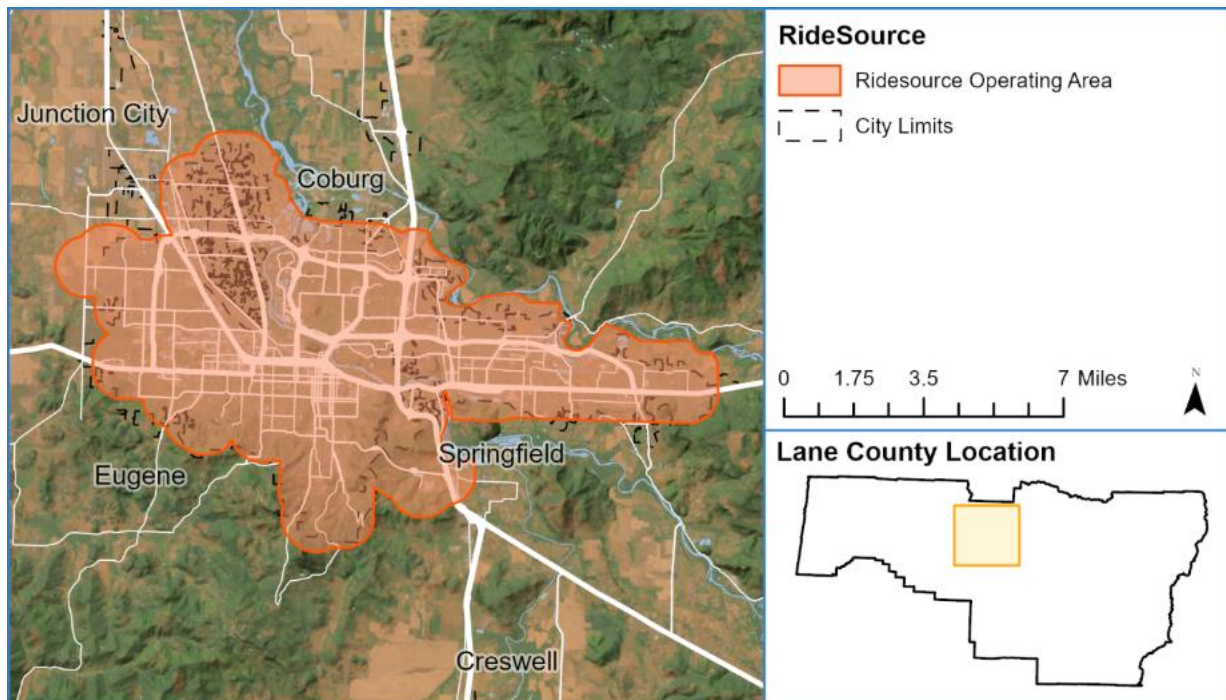
Provider	Geographic Area	Population Served	People With Disabilities	Older Adults
Lane Transit District	Eugene-Springfield	267,044 (70%)	43,032 (66%)	47,513 (61%)

Operating Hours: Monday – Friday, 5:30 am - 12:30 am; Saturday, 6:30 am - 11:30 pm; Sunday 7:30 am - 9:00 pm

RideSource includes LTD’s ADA paratransit service that operates as a scheduled origin-destination service. The operating hours are the same as LTD’s urban fixed-route service, and the boundary is roughly equivalent to a ¾ mile distance from LTD’s urban routes. There are a few areas where the RideSource paratransit boundary extends beyond the ¾ mile distance, where LTD maintained RideSource access even though adjustments to service routing no longer requires those areas to be served.

RideSource fares are \$3.50 for a one-way trip. Fares can be paid with cash, pre-purchased ticket books, or with the Umo fare management system also used by LTD’s fixed-route service. RideSource paratransit eligibility is established by ADA regulations and riders must have an eligibility assessment before being able to ride. Currently, these assessments are provided through contracts with Lane Council of Government’s Senior and Disability Services and Alternative Work Concepts.

Figure 6. RideSource ADA Service Area



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

## Link Lane

Table 8. Link Lane Service Profile

Provider	Geographic Area	Population Served*	People With Disabilities	Older Adults
Lane Council of Governments	Eugene – Florence Florence - Yachats	33,517 (8.8%)	6,051 (9.3%)	6,253 (8.0%)

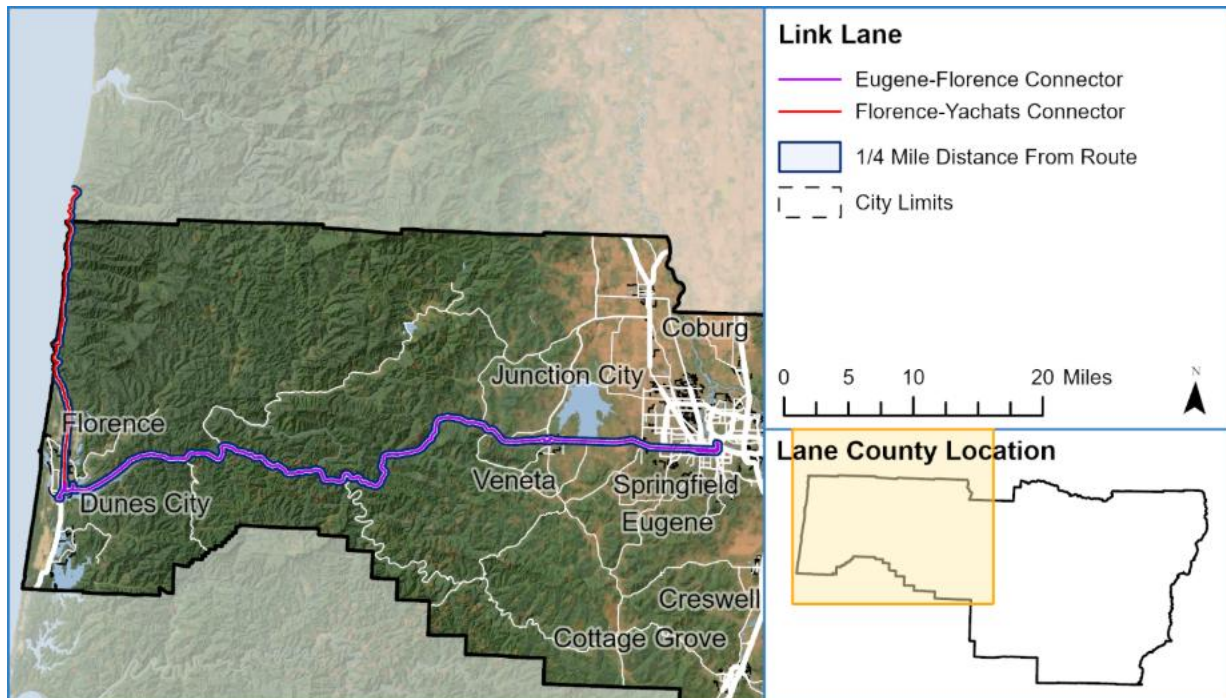
\*Population within ¼ mile of service

Operating Hours: Monday – Sunday, 7:30 am – 7:30 pm.

Lane Council of Governments (LCOG) contracts to provide Link Lane service on two routes: Eugene to Florence (3 trips daily) and Florence to Yachats (4 trips daily). The fare between Eugene and Florence is \$5. For the Florence to Yachats route, tickets cost \$2.50 for a one-way trip or \$5 for an all-day pass.

Link Lane vehicles have capacity for between 14 and 33 people, depending on the vehicle used, and all vehicles are equipped with bicycle racks and are wheelchair accessible.

Figure 7. Link Lane Service Area



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

## Diamond Express

Table 9. Diamond Express Service Profile

Provider	Geographic Area	Population Served*	People with Disabilities	Older Adults
Lane Transit District	Eugene - Oakridge	29,051 (7.6%)	4,845 (7.4%)	3,509 (4.5%)

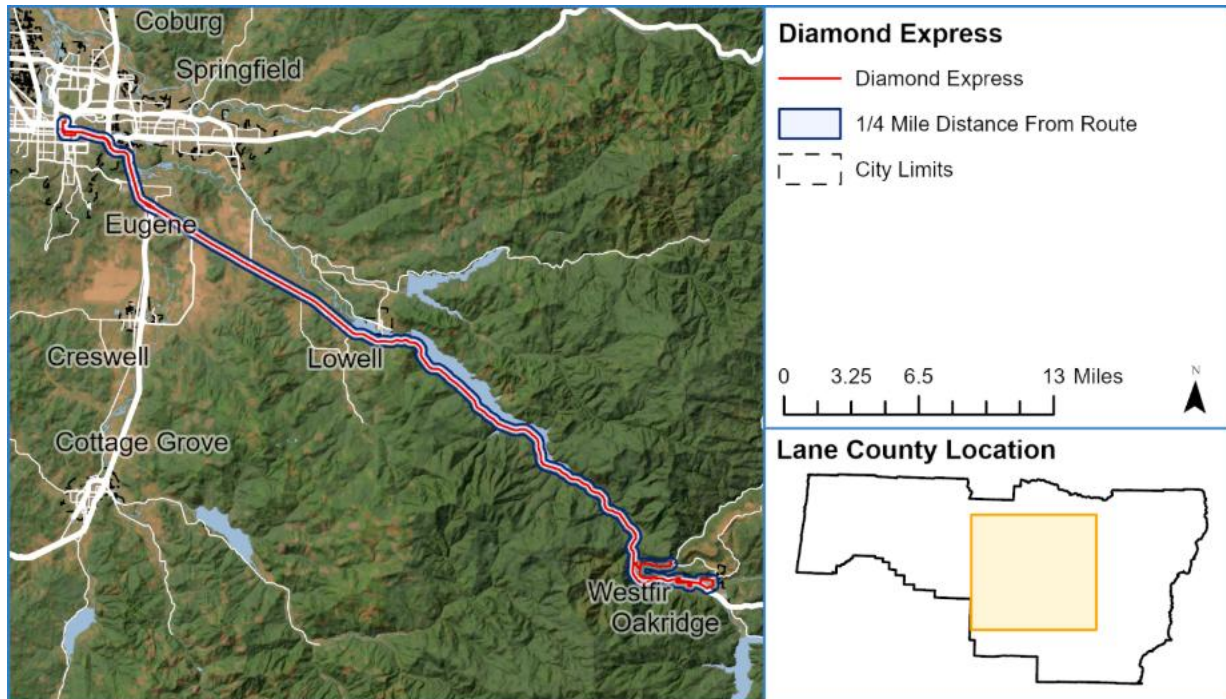
\*Population within ¼ mile of service

Operating Hours: Monday – Friday, 6:00 am – 7:00 pm; Saturday, 7:00 am – 7:00 pm

Lane Transit District contracts to provide the Diamond Express service between Eugene and Oakridge. Tickets cost \$2.50 for a one-way trip or \$5 for a round-trip ticket. The round-trip ticket also serves as a one-day pass for LTD’s fixed route service. Diamond Express operates four trips during the week and two trips on Saturday. Within Oakridge, the bus provides “flag stops,” allowing passengers to board or alight anywhere along the designated route.

The Diamond Express bus has capacity for up to 35 passengers and is equipped with a bicycle rack, as well as spaces for people who use a mobility device.

Figure 8. Diamond Express Service Area



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

## Rhody Express & Rhody Express ADA

Table 10. Rhody Express Service Profile

Provider	Geographic Area	Population Served*	People With Disabilities	Older Adults
Lane Transit District	Florence	9,731 (2.5%)	2,423 (3.7%)	3,939 (5.0%)

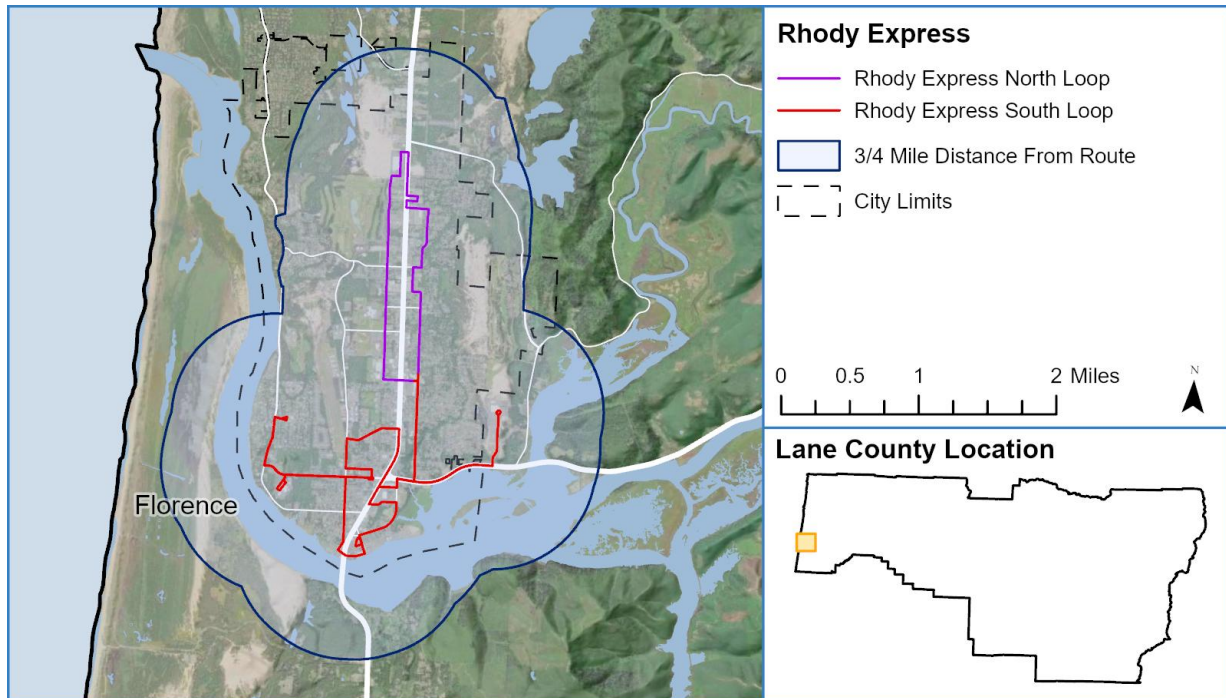
\*Population within ¾ mile of service

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.

In addition to the Rhody Express fixed-route service, Lane Transit District provides an ADA paratransit service within ¾ mile of the route. This service operates during the same hours as the Rhody Express.

Figure 9. Rhody Express Service Area



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

## Other Demand Response Service

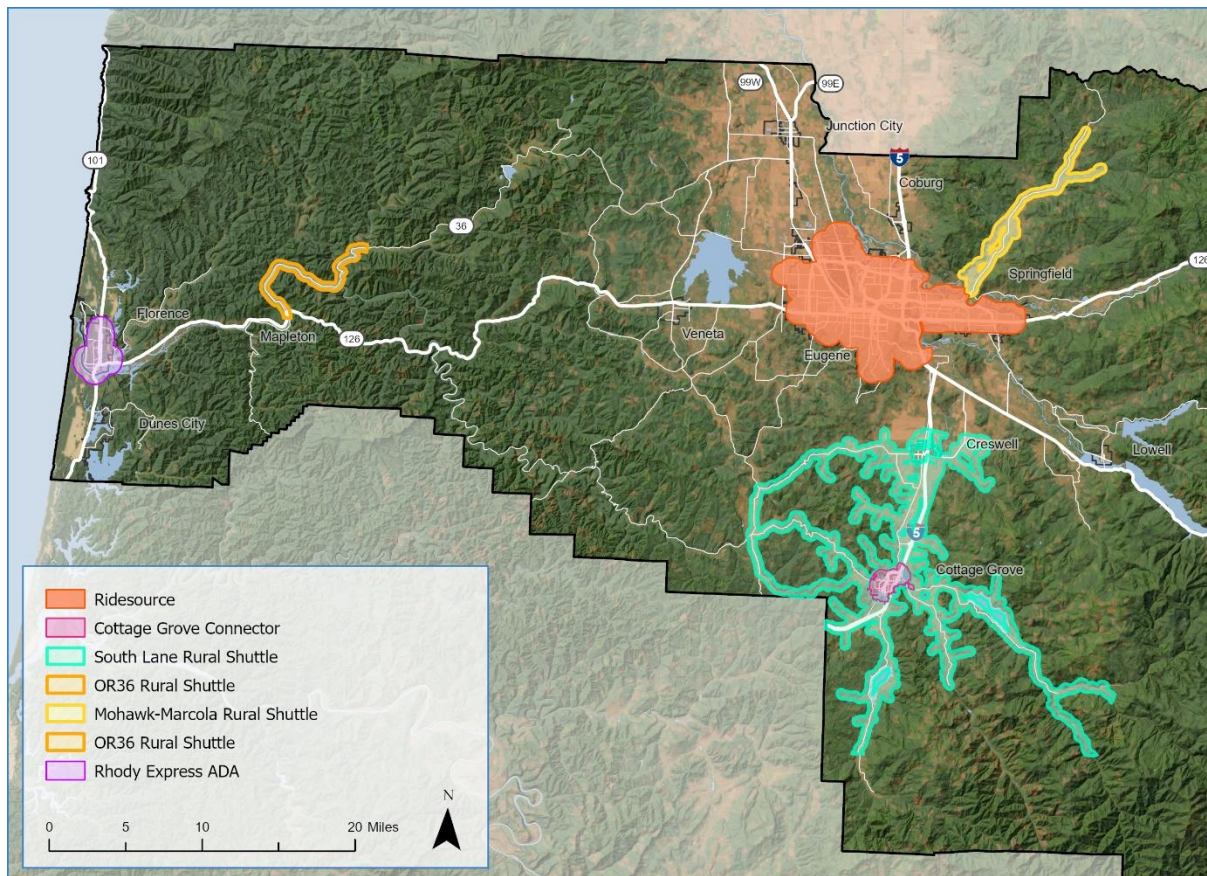
Demand Response services in Lane County in 2026 are at a point of transition. RideSource Paratransit is not seeing major changes, but other demand response services listed in this plan are:

**LTD Connector:** The LTD Connector is a shuttle service operating only within Cottage Grove City limits. Trips can be booked using a mobile app or phone service and cost \$1 per ride. The shuttle will pick up and drop off anywhere within city limits. The service has seen an expansion in service hours in 2026. The geographic limits of the service remain the same.

### Rural Shuttle Pilot

- **South Lane Rural Shuttle:** Surrounding communities near Cottage Grove are served. This shuttle covers the same geographic area as the prior Metro Shuttle, but with different hours and no direct service to Eugene/Springfield.
- **OR-36 Rural Shuttle:** This shuttle provides rides from the area along OR-36 running from Mapleton to Deadwood into the city of Florence.
- **Mohawk Valley Rural Shuttle:** This shuttle provides rides from the Mohawk Valley into Springfield.

Figure 10. Demand Response Service Areas



Sources: LTD LCOG Regional GIS, Earthstar Geographics

# Needs Assessment

A needs assessment is an important component of a coordinated plan, as it provides vital information on what needs are going unaddressed. This assessment presents the gaps, issues, and needs identified through analysis of various sources. Input from community members and stakeholders regarding mobility and transportation in Lane County is vital in understanding their unmet needs. Outreach and engagement efforts during this plan process are described here as well as how the input received from various sources serves to inform the plan.

The communities of priority in the needs assessment are older adults and people with disabilities. Other important vulnerable populations include low-income households, those with limited English proficiency, veterans, and others. The input received from various sources is condensed and summarized in this section.

## Input from Community and Stakeholders

From December 2025 through April 2026, outreach and engagement with stakeholders and community members revealed transportation needs and help inform the Coordinated Plan development. This outreach took several forms, including a broadly distributed survey (224 respondents, including 43 older adults and 106 people with a disability), personal interviews with key stakeholders, engagement with groups that work closely with older adults and people with disabilities including public agencies, non-profits and private service providers; and presentations to targeted local and regional committees.

Table 11. Community Engagement

Engagement Form	Groups
Survey	General, with consideration to older adults and people with disabilities
Tabling	St. Vincent de Paul - Eugene Service Station Cottage Grove Food Pantry - Food for Lane County Plaza de Nuestra Comunidad Homes for Good/Parkview Terrace Ducks Living Fair Willamette Oaks Retirement Community
Presentation	Lane Area Commission on Transportation Central Lane MPO Transportation Planning Committee LTD Strategic Planning Committee City of Eugene Active Transportation Committee Lane County Transportation Advisory Committee

Engagement Form	Groups
Listening session	Seniors and Disability Services Joint Committee Arc of Lane Co. Familias en Conexión Parent Support Group Meeting Lane Youth Transportation Advisory Committee Lane County Transportation Equity Assessment Lane Independent Living Alliance

In general, the most common identified needs relate to providing bus service to areas not currently served and increasing the frequency of existing bus service. Also very common are needs relating to affordability and to feeling safe and comfortable as passengers and at stops and stations. Many respondents mentioned a need for providing better information and simplifying the rider’s experience while planning, routing, and paying.

Geographic areas most commonly mentioned as destinations are downtown Eugene, the Eugene/Springfield neighborhoods outside of downtown Eugene, and Cottage Grove. Specific destinations most frequently identified were those relating to healthcare (e.g. hospital, pharmacy, clinic, doctor’s office), shopping (mostly groceries), outdoor recreation (parks, trails, the ocean), and the Eugene Airport.

These needs are supplemented and enriched by additional data from a variety of sources, including previously conducted surveys and other outreach and engagement by local governments, transit agencies, service providers, and others. See [Appendix B](#) for a more thorough description of the datasets that informed this section.

### Assessment of Needs

Existing datasets and outreach and engagement efforts in this planning process revealed a suite of transportation needs. Due to the quantity and variety of the needs expressed, they have been grouped within six general categories, and then into subcategories. Among the many needs are several that have been identified in LTD’s earlier Coordination Plans, which remain relevant today and continue to be a focus for current and future services.

While [Appendix D](#) presents more complete data, including a more comprehensive list of needs identified through the development of this plan, below are listed some of the more prominent needs relating most directly to older adults and people with disabilities. These needs are used to inform projects identified in the Coordination Practices and Projects section.

#### Unserved or Underserved Areas

**Description:** Service is not available where it is needed. Improved service coverage is important to survey respondents, particularly in rural areas. This category also includes needs for service to specific destinations such as the airport, specialty clinics or Mt. Pisgah. Examples include:

- Better service coverage in rural areas
- Increase frequency of rural service
- More weekend and evening service, especially in rural areas
- Better connections beyond Lane County

### **Lack of Availability**

**Description:** Service is not available when it is needed. This category includes increased span of service (availability earlier or later in the day), as well as sufficient service during peak demand times. Improve dependability of on-time performance. Examples include:

- Improve access to essential services
- Wheelchair accessible TNCs and taxis, especially at EUG airport
- Shorten distance between stops where large gaps exist
- More weekend and evening service, especially in rural areas

### **Non-Traditional Services**

**Description:** The services needed are different than what is typically offered. This category covers a wide range of mobility needs that cannot be met by traditional fixed route or ADA services. Examples include:

- Better system for scheduling paratransit
- More flexibility for cancelling a scheduled paratransit ride
- More options and flexibility for rural on-demand service
- Support for continuing S&DS's mobile outreach service

### **Affordability**

**Description:** The cost of service is prohibitive. Needs in this category reflect the limited or fixed incomes that many older adults, people living with a disability, and many others experience. Examples include:

- Reducing transportation cost burden through affordable fares
- Access to low- or no-cost mobility options
- Lane County's senior population is disproportionately cost-burdened

### **Training & Education**

**Description:** Potential users are not aware of an existing service, misunderstand the service, or don't know how to use the service. Examples include:

- Travel training and rider support for older adults and people with a disability
- Veterans and others need to be better informed about the services
- Better communication to riders when routes or stops are changing
- Some riders aren't aware of how LTD accommodates Medicaid
- Improve communication between customers, schedulers, and drivers
- Some rural providers only accept exact change
- LTD's trip routing/scheduling app isn't always easy to use

## **Safety & Accommodation**

**Description:** A service is not utilized due to perceptions of personal safety or processes that are burdensome. Examples include:

- Safety and comfort at stations and stops, especially rural stops
- Safety and comfort on the bus/EmX
- Provide better information that's easy to access and understand
- Simplify the experience of planning, navigating, and paying
- Improve the timing of transfers between services
- Secure bicycle storage near stops, especially rural

## **Agency-Identified Needs**

In addition to the needs identified through outreach and engagement with the community and stakeholders, there are certain agency-identified needs, some more administrative in nature, that are also important considerations when identifying projects. Examples include:

- Maintain and improve transportation services throughout Lane County
- Manage Costs
- Meet demand for Americans with Disabilities Act (ADA) complementary paratransit service
- Unique needs and circumstances associated with mental health issues and disabilities

## **How This Input Informs the Plan**

Some input has been helpful in identifying needs, either specific or general; other input has been valuable in identifying services or uses of the system. Feedback about what aspects of the system are working well or that are appreciated is also valuable information that helped guide the development of projects and inform future investments in the system.

In summary, outreach and engagement resulted in input and feedback, from which needs were identified and synthesized into six general categories. These categories of needs, together with agency-level needs, are then paired with strategies to create specific projects and coordination practices. Projects and practices identified can then be prioritized for implementation using the established criteria as funding becomes available. The next section presents the projects resulting from this process.

# Coordination Practices and Projects

This section presents a review of coordination practices and builds upon the needs identified in the previous section to develop projects that respond to those needs. This section also includes a list of priorities to guide LTD resources.

## Practices

Coordinated services aim to match a person's needs and capabilities with the most appropriate and lowest cost services available, to reduce service duplication, to reach beyond the metropolitan area, and to offer a range of options through a single contact. This in turn generates cost savings through grouped purchasing, cost sharing, ride sharing, and creating economies of scale. These coordinated efforts include:

**RideSource Call Center offering multiple transportation providers and services:**

LTD maintains a call center where community members call a single number for all programs and operators can match the community member with the program that works best for them. This results in an efficient use of available resources and can connect community members with programs of which they may not have been aware.

**Consolidated vehicle and equipment purchasing:** LTD may purchase vehicles and lease them to other regional transportation providers, resulting in lower costs from group purchase agreements.

**Consolidated fleet management and maintenance:** LTD may enter into an agreement to provide maintenance for vehicles owned or operated by other regional transportation providers.

**Ride sharing:** Multiple riders sharing the same demand-response or scheduled vehicle can reduce costs and provide more trips with a limited fleet size.

**Supporting an external transportation provider network:** Contracted, third-party vendors can provide Non-Emergency Medical Transportation, brokered by LTD. This allows for flexible service levels based on demand.

**Personalized evaluation of transportation needs and capabilities:** By evaluating each community member's needs individually, that community member can be matched with the lowest cost, most effective program or programs.

**Multiple service options for older adults, people with disabilities, and low-income residents:** A range of service options allow for resiliency as resources or community needs change.

**Interagency partnerships and cost sharing agreements:** Human service agencies can leverage LTD's transportation expertise and avoid duplication of service, allowing for more efficient use of resources.

**Services outside the metropolitan area:** Rural communities often require different or innovative approaches to service delivery due to geography and lower population densities. These services can provide a key lifeline for residents.

**Fare management coordination:** Adopting a common fare management platform and aligning fares to support transfers between services lowers the barrier to access for community members.

**Resource and capacity management:** Right-sizing the vehicle types and quantities to provide the most resource-efficient and appropriate service.

## Priorities

A system for prioritization of projects is a required component of a Coordinated Plan. The priorities established in the Coordinated Plan give primary consideration to keeping service functional at current levels, with growth, expansion, and new service considered as additional funding permits. The following priorities are based on the priorities of earlier Coordinated Plans and were confirmed through public engagement and in consultation with the Coordinated Plan Steering Committee:

**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 develop new services, establish 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 that might result in reduced funding from some sources. In addition to the projects listed below, LTD will continue to maintain the Sustainable Services Reserve Fund to help safeguard the first priority of the Coordinated Plan. In the event funding is insufficient to support even first priority programs, LTD staff will provide funding recommendations for consideration.

In recognition of the second and third priorities, LTD will consider opportunities to respond to growth and emerging needs within current projects and remain flexible in responding to emerging needs within the community, which may not have been specifically identified in this plan.

## Project List

Table 12 on the following pages presents the list of projects and reflects the connection of system goals and service needs identified through outreach and engagement with coordination practices or strategies. These projects are to be prioritized according to the established criteria and implemented as funding becomes available. The next section of the Coordinated Plan provides information about funding resources and opportunities to implement the projects identified here.

Table 12. Coordinated Plan Project List

Project Description	Need	Practice (Strategy)
<p><b>Replacement/Expansion Vehicles</b></p> <p>LTD purchases and leases accessible vehicles to support services that benefit older adults and people with disabilities in Lane County. LTD supplies vehicles to contractors operating these services:</p> <ul style="list-style-type: none"> <li>• RideSource paratransit in Eugene, Springfield, and Florence</li> <li>• Oakridge Diamond Express</li> <li>• Cottage Grove Connector</li> <li>• Rural Shuttle Pilot (South Lane, OR36, Mohawk/Marcola)</li> <li>• Florence Rhody Express</li> <li>• Willamalane Adult Activity Center</li> <li>• City of Eugene – Hilyard Community Center Adaptive Recreation Program</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain and improve transportation services</li> <li>• Manage costs</li> </ul>	<ul style="list-style-type: none"> <li>• Consolidated vehicle purchasing</li> <li>• Cost-sharing agreements</li> <li>• Ride sharing</li> <li>• Interagency partnerships</li> <li>• Resource &amp; capacity management</li> </ul>
<p><b>Vehicle Preventive Maintenance</b></p> <p>This provides preventive maintenance for LTD’s fleet of accessible vehicles that serve older adults and people with disabilities in Lane County. These services include:</p> <ul style="list-style-type: none"> <li>• RideSource paratransit in Eugene, Springfield, and Florence</li> <li>• Oakridge Diamond Express</li> <li>• Cottage Grove Connector</li> <li>• Rural Shuttle Pilot (South Lane, OR36, Mohawk/Marcola)</li> <li>• Florence Rhody Express</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain and improve transportation services</li> <li>• Manage costs</li> </ul>	<ul style="list-style-type: none"> <li>• Consolidated fleet management and maintenance</li> <li>• Cost-sharing agreements</li> <li>• Interagency partnerships</li> </ul>
<p><b>Behavioral Health Transportation</b></p> <p>LTD’s behavioral health transportation program offers crisis intervention, mental health counseling, and an information and referral center. The counseling program serves adults on the Oregon Health Plan (Medicaid). Grants fund low-income and unhoused individuals. This program arranges transportation primarily to behavioral health treatment and other essential activities.</p>	<ul style="list-style-type: none"> <li>• Non-traditional services</li> <li>• Unique needs and circumstances associated with mental health issues and disabilities</li> </ul>	<ul style="list-style-type: none"> <li>• Interagency partnerships</li> </ul>

Project Description	Need	Practice (Strategy)
<p><b>Transit Training &amp; Hosts</b></p> <p>LTD’s travel training program provides one-on-one training on how to effectively use our fixed route service and EmX Bus Rapid Transit system. LTD’s program employs transit hosts who assist with prescheduled transfers, support training activities, and provide ride and schedule information at the downtown Eugene Station each weekday. LTD’s program also conducts in-person visits to evaluate transportation needs and capabilities to train and promote independent transportation options for people with disabilities.</p>	<ul style="list-style-type: none"> <li>• Training &amp; education</li> <li>• Manage costs</li> <li>• Safety &amp; accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• Call Center with multiple transportation providers and services</li> <li>• Personalized evaluation of needs and capabilities</li> <li>• Interagency partnerships</li> </ul>
<p><b>RideSource Paratransit</b></p> <p>This is an origin-to-destination service in a defined paratransit service zone within the Eugene-Springfield metropolitan area and Florence for people unable to use regular bus service some or all of the time due to a disability. Paratransit service is an ADA requirement. Transportation coordinators perform in-person evaluations to determine RideSource eligibility.</p>	<ul style="list-style-type: none"> <li>• Meet demand for Americans with Disabilities Act (ADA) complementary paratransit service</li> <li>• Non-traditional services</li> <li>• Training &amp; education</li> </ul>	<ul style="list-style-type: none"> <li>• Call Center with multiple transportation providers and services</li> <li>• Ride sharing</li> <li>• Personalized evaluation of transportation needs and capabilities</li> <li>• Interagency partnerships</li> </ul>
<p><b>RideSource Shopper</b></p> <p>The Shopper is a low cost, neighborhood shopping shuttle operating within the metropolitan area. It also creates a social outing for likeminded older adults, while maintaining their independence. The operator assists riders with their groceries and packages.</p>	<ul style="list-style-type: none"> <li>• Non-traditional services</li> <li>• Affordability</li> <li>• Manage costs</li> </ul>	<ul style="list-style-type: none"> <li>• Ride sharing</li> <li>• Call Center with multiple transportation providers and services</li> <li>• Personalized evaluation of transportation needs and capabilities</li> <li>• Interagency partnerships</li> </ul>

Project Description	Need	Practice (Strategy)
<p><b>Volunteer Escort</b></p> <p>This is a door-through-door service for people who need a high level of assistance and do not have other transportation options, typically in rural areas not served by transit. Volunteer drivers using their own vehicles receive mileage reimbursement. The program serves older adults and people with disabilities throughout Lane County. Transportation coordinators from Senior &amp; Disability Services make in-person evaluations to determine eligibility.</p>	<ul style="list-style-type: none"> <li>• Unserved or underserved areas</li> <li>• Lack of availability</li> <li>• Non-traditional services</li> <li>• Safety &amp; accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• Call Center with multiple transportation providers and services</li> <li>• Personalized evaluation of transportation needs and capabilities</li> <li>• Interagency partnerships</li> <li>• Services outside the metropolitan area</li> </ul>
<p><b>Link Lane Eugene-Florence Connector</b></p> <p>Connecting the Eugene-Springfield metro area to Florence with stops in Mapleton and Veneta, the Eugene-Florence connector provides a vital connection to services for rural and coastal communities. Service operates seven days per week with three round trips per day. Operated by Lane Council of Governments (LCOG).</p>	<ul style="list-style-type: none"> <li>• Maintain and improve transportation services</li> <li>• Unserved or underserved areas</li> <li>• Lack of availability</li> </ul>	<ul style="list-style-type: none"> <li>• Services outside the metropolitan area</li> <li>• Resource and capacity management</li> <li>• Cost-sharing agreements</li> <li>• Ride sharing</li> <li>• Interagency partnerships</li> </ul>
<p><b>Link Lane Florence-Yachats Connector</b></p> <p>Connecting Florence to the Lincoln County community of Yachats, the Florence-Yachats connector provides a vital connection to services for coastal communities. Service operates seven days per week with four round trips per day. Operated by Lane Council of Governments (LCOG).</p>	<ul style="list-style-type: none"> <li>• Maintain and improve transportation services</li> <li>• Unserved or underserved areas</li> <li>• Lack of availability</li> </ul>	<ul style="list-style-type: none"> <li>• Services outside the metropolitan area</li> <li>• Resource and capacity management</li> <li>• Cost-sharing agreements</li> <li>• Ride sharing</li> <li>• Interagency partnerships</li> </ul>
<p><b>Transportation to Work for Persons with Developmental Disabilities</b></p> <p>Transportation for eligible individuals who receive benefits through Lane County Developmental Disabilities Services. This shared-cost service is offered through the RideSource Call Center.</p>	<ul style="list-style-type: none"> <li>• Non-traditional services</li> <li>• Manage costs</li> <li>• Unique needs and circumstances associated with mental health issues and disabilities</li> </ul>	<ul style="list-style-type: none"> <li>• Cost-sharing agreements</li> <li>• Ride sharing</li> <li>• Call Center with multiple transportation providers and services</li> <li>• Interagency partnerships</li> </ul>

Project Description	Need	Practice (Strategy)
<p><b>South Lane County</b></p> <p>The LTD Connector provides mobility on demand service anywhere within the Cottage Grove city limits and also connects to LTD’s fixed route service. This is supplemented by a rural shuttle pilot program which transports rural south Lane County residents into Cottage Grove and Creswell.</p>	<ul style="list-style-type: none"> <li>• Unserved or underserved areas</li> <li>• Lack of availability</li> </ul>	<ul style="list-style-type: none"> <li>• Consolidated vehicle purchasing</li> <li>• Consolidated fleet management and maintenance</li> <li>• Ride sharing</li> <li>• Interagency partnerships</li> <li>• Services outside the metropolitan area</li> </ul>
<p><b>West Lane County</b></p> <p>Multiple services work in coordination to provide service in West Lane County. The Rhody Express is a fixed route bus within the city of Florence. Link Lane services such as the Florence-Eugene and Florence-Yachats routes also serve west Lane. Coos County Area Transit (CCAT) service connects west lane Residents to North Bend and Coos Bay. A rural shuttle pilot adds transportation service for residents between Mapleton and Deadwood.</p>	<ul style="list-style-type: none"> <li>• Unserved or underserved areas</li> <li>• Lack of availability</li> </ul>	<ul style="list-style-type: none"> <li>• Consolidated vehicle purchasing</li> <li>• Consolidated fleet management and maintenance</li> <li>• Ride sharing</li> <li>• Interagency partnerships</li> <li>• Services outside the metropolitan area</li> </ul>
<p><b>East Lane County</b></p> <p>The Diamond Express serves Oakridge and Westfir, connecting residents to the metropolitan area. LTD’s route 92 connects residents in Pleasant Hill, Dexter, and Lowell.</p> <p>A rural shuttle pilot connects residents in the Mohawk/Marcola communities to locations in Springfield, including grocery, general shopping, and LTD’s bus and EmX system.</p>	<ul style="list-style-type: none"> <li>• Unserved or underserved areas</li> <li>• Lack of availability</li> </ul>	<ul style="list-style-type: none"> <li>• Consolidated vehicle purchasing</li> <li>• Consolidated fleet management and maintenance</li> <li>• Ride sharing</li> <li>• Interagency partnerships</li> <li>• Services outside the metropolitan area</li> </ul>

Project Description	Need	Practice (Strategy)
<p><b>Crucial Connections</b></p> <p>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 a 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.</p>	<ul style="list-style-type: none"> <li>• Non-traditional services</li> <li>• Safety &amp; accommodation</li> <li>• Lack of availability</li> </ul>	<ul style="list-style-type: none"> <li>• Call Center with multiple transportation providers and services</li> <li>• Personalized evaluation of transportation needs and capabilities</li> <li>• Interagency partnerships</li> <li>• Services outside the metropolitan area</li> </ul>
<p><b>Veterans Services Transportation</b></p> <p>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.</p>	<ul style="list-style-type: none"> <li>• Training &amp; education</li> <li>• Affordability</li> <li>• Safety &amp; accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• Call Center with multiple transportation providers and services</li> <li>• Personalized evaluation of transportation needs and capabilities</li> <li>• Interagency partnerships</li> </ul>
<p><b>Mobility Management and Service Coordination</b></p> <p>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 &amp; Disability Services make these evaluations. Results are recorded in a centralized database (TAMS).</p>	<ul style="list-style-type: none"> <li>• Unserved or undeserved areas</li> <li>• Non-traditional services</li> <li>• Training &amp; education</li> <li>• Safety &amp; accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• Cost-sharing agreements</li> <li>• Call Center with multiple transportation providers and services</li> <li>• Personalized evaluation of needs and capabilities</li> <li>• Interagency partnerships</li> </ul>

Project Description	Need	Practice (Strategy)
<p><b>Transportation for Oregon Health Plan Members</b></p> <p>The RideSource Call Center administers three Medicaid transportation programs:</p> <ul style="list-style-type: none"> <li>• Non-Emergency Medical Transportation (NEMT) for the Oregon Health Authority</li> <li>• NEMT for local members of the Trillium Community Health Plan</li> <li>• Waivered non-medical transportation for eligible community members. NEMT is available at no cost for Oregon Health Plan members. Waivered non-medical trips are arranged for Medicaid recipients who have a qualifying care plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Non-traditional services</li> <li>• Manage costs</li> <li>• Affordability</li> </ul>	<ul style="list-style-type: none"> <li>• Call Center with multiple transportation providers and services</li> <li>• Cost-sharing agreements</li> <li>• Interagency partnerships</li> </ul>
<p><b>Bike Share</b></p> <p>The region’s successful bike share program currently operates in a small area of Eugene and Springfield. Access to shared bikes can provide full-trip and first/last mile support, complementing existing transit service. Future electrification of the fleet and diversifying the bicycle types within the fleet (i.e., tricycles) can expand access to a wider range of riders who would not otherwise be able to access this mode.</p>	<ul style="list-style-type: none"> <li>• Non-traditional services</li> <li>• Manage costs</li> <li>• Lack of availability</li> </ul>	<ul style="list-style-type: none"> <li>• Cost-sharing agreements</li> <li>• Interagency partnerships</li> <li>• Multiple service options</li> </ul>
<p><b>Pass Programs</b></p> <p>Lane Transit District offers free or reduced-cost fares on regular fixed-route transit within the Eugene-Springfield metro area.</p> <ul style="list-style-type: none"> <li>• Half-Fare Program – Eligibility includes Medicare recipients, qualifying people with disabilities, qualifying veterans’ disability benefits recipients, and SSI/SSD recipients.</li> <li>• Non-profit Pass – LTD offers a discount to 501(c)3 non-profits who purchase fares and provide to their clients for no cost.</li> <li>• Honored Rider – Individuals who are 65 and older qualify for a free bus pass.</li> <li>• K12 Pass – Partnership with area schools to provide free passes to students enrolled in K12 programs.</li> </ul>	<ul style="list-style-type: none"> <li>• Non-traditional services</li> <li>• Affordability</li> <li>• Manage costs</li> </ul>	<ul style="list-style-type: none"> <li>• Cost-sharing agreements</li> <li>• Interagency partnerships</li> <li>• Fare management coordination</li> </ul>

Project Description	Need	Practice (Strategy)
<p><b>Rural Shuttle Pilot Programs</b></p> <p>Launched March 2026, these pilot programs provide prescheduled origin-to-destination transportation one to two days a week in three areas:</p> <ul style="list-style-type: none"> <li>• Mohawk Valley – Operating in the Mohawk Valley between Marcola and the Springfield Urban Growth Boundary, this shuttle also drops off at shopping and medical destinations within Springfield.</li> <li>• Oregon Highway 36 – Operating on OR 36 between Deadwood and Mapleton, this shuttle also drops off at specific locations within the city of Florence.</li> <li>• South Lane County – Operating in Lane County south of Creswell, this shuttle will drop off at the Cottage Grove Walmart or the Creswell Park &amp; Ride for connections to other LTD services.</li> </ul>	<ul style="list-style-type: none"> <li>• Unserved or underserved areas</li> <li>• Non-traditional services</li> <li>• Lack of availability</li> </ul>	<ul style="list-style-type: none"> <li>• Services outside the metropolitan area</li> </ul>
<p><b>ADA Airport Access</b></p> <p>Currently, there is no accessible public transportation service to the Eugene Airport. This project would involve developing service scenarios that may include fixed route, on-demand, or other mobility services to provide accessible airport access.</p>	<ul style="list-style-type: none"> <li>• Unserved or underserved areas</li> <li>• Lack of availability</li> <li>• Safety &amp; accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple service options</li> <li>• Interagency partnerships</li> </ul>
<p><b>Microtransit Pilot</b></p> <p>To expand the reach of LTD’s fixed route service, a microtransit pilot would provide short, shared, on-demand trips for seniors, persons with disabilities, and other community members. This pilot would include wheelchair accessible vehicles (WAV) to ensure ADA access. Project details will be determined as part of Connect 2045.</p>	<ul style="list-style-type: none"> <li>• Unserved or underserved areas</li> <li>• Non-traditional services</li> <li>• Lack of availability</li> <li>• Safety &amp; accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple service options</li> </ul>
<p><b>Grocery Delivery Pilot</b></p> <p>Transportation costs are often the second largest cost for households. This pilot program would fund memberships for a food delivery service for eligible paratransit participants to order groceries. By offering a convenient alternative to grocery-related trips, the pilot seeks to lower operational demand on paratransit vehicles while improving quality of life for riders who face mobility or transportation barriers.</p>	<ul style="list-style-type: none"> <li>• Non-traditional services</li> <li>• Safety &amp; accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• Cost-sharing agreements</li> <li>• Resource and capacity management</li> </ul>

Project Description	Need	Practice (Strategy)
<p><b>Fare Management System</b></p> <p>Currently, LTD provides free fare on fixed routes for persons 65 years or older. However, riders who qualify for half-fare on LTD’s fixed route system do not receive the same discounted fare on other transit systems that LTD connects to. This project would support LTD to work with other agencies to link discounted fare across transit systems.</p>	<ul style="list-style-type: none"> <li>• Affordability</li> <li>• Safety &amp; accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• Interagency partnerships</li> <li>• Cost-sharing agreements</li> <li>• Fare management coordination</li> <li>• Supporting an external transportation provider network</li> </ul>
<p><b>Alternative Mobility Solutions</b></p> <p>In 2024, a handful of fixed routes were cut due to low ridership. However, community transportation needs remain, including those of seniors and persons with disabilities. This project would explore alternative mobility solutions for areas impacted by service cuts. These solutions would include wheelchair accessible vehicles (WAV) to ensure ADA access.</p>	<ul style="list-style-type: none"> <li>• Unserved or underserved areas</li> <li>• Lack of availability</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple service options</li> </ul>
<p><b>Interagency Transit Network</b></p> <p>Increasingly, seniors and persons with disabilities have expressed the need to travel outside of Lane County for non-medical trips. Services connecting to LTD exist; however, additional coordination is needed to remove friction between services. This project is for LTD to coordinate with other transit services outside of Lane County that connect to LTD service.</p>	<ul style="list-style-type: none"> <li>• Affordability</li> <li>• Training &amp; education</li> </ul>	<ul style="list-style-type: none"> <li>• Interagency partnerships</li> <li>• Supporting an external transportation provider network</li> </ul>
<p><b>Route 1 Downtown Loop</b></p> <p>LTD’s Route 1 Downtown Loop is structured as a route connecting many senior homes and homes for people with disabilities near the Willamette River to daily services in Downtown Eugene, such as multiple grocery stores, shops, parks, and other critical transit connections. Prior to service starting in fall 2025, there was no direct connection. Since then, Route 1 has seen significant ridership. Service for this route is currently based on discretionary state funding. This project would allow LTD to continue providing the Route 1 service.</p>	<ul style="list-style-type: none"> <li>• Lack of availability</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple service options</li> </ul>

# Funding Resources and Opportunities

Federal, state, and local funds play a part in implementing transportation projects to help meet mobility needs of older adults and people with disabilities. Some of these sources are managed through LTD's Accessible Services Fund.

This section provides a review of federal, state, and local funding sources available or that may become available to implement or otherwise support the projects identified in the Coordinated Plan. While these funding sources may vary in their dependability, careful management of opportunities, and a portfolio of projects representing a variety of applications and eligibility criteria will help LTD be successful in securing funding to implement prioritized projects from this plan.

## Funding Sources

### Federal Transit Administration §5310

The §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities - program is central to the Coordinated Plan, as it exists 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. LTD has used §5310 funding for mobility management services, ADA bus replacements, employing emerging technologies to eliminate barriers to transportation, and other projects improving mobility for older adults and people with disabilities.

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. S&DS contracts with LTD to provide transportation eligibility assessments, and there is an annual allocation that supports Volunteer Transportation. Older Americans Act programs serve older adults age 60 and over. Transportation and Accessibility of Services continue to be funding priorities in the Area Plan.

### Federal Transit Administration §5311

§5311 Formula Grants for Rural Areas funding goes to States for the purpose of supporting public transportation in rural areas with population of less than 50,000 and to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. In addition to supporting rural public transportation needs, these funds have been used by LTD for transportation assessments, transit training, and other services.

### Non-Emergency Medical Transportation

Medicaid Non-Emergency Medical Transportation (NEMT), Community Transportation, and Vocational Transportation for Persons with Developmental Disabilities 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 are provided options for the least cost, most appropriate transportation available. Oregon is known for having developed community-based residential options under Medicaid using waived 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.

### **Formula Statewide Transportation Improvement Fund**

The State of Oregon provides resources to support public transportation through the Statewide Transportation Improvement Fund (STIF). House Bill 2017 provided new ongoing funding for transit across Oregon through STIF. Ninety percent of the funds are distributed across the state by formula. Lane Transit District receives around \$10 million annually through formula funds and applies for those funds every two years. LTD has utilized STIF funding for a wide variety of projects including increased service and increased assistance with low income and student fare programs, for replacement of ADA buses, for implementation of emerging technologies, and other uses.

### **Discretionary Statewide Transportation Improvement Fund**

STIF funding is also available to LTD through ODOT's annual competitive discretionary project selection process. These competitive STIF funds can be used for many types of public transportation projects including the purchase of buses and capital projects. The funds require a 0 to 50 percent local match, which can come from the STIF Formula Funds. A combination of STIF Formula Funds and STIF Discretionary Funds can serve as a strong match for federal dollars, and LTD often utilizes STIF funds as match for federally funded projects.

The earlier Special Transportation Fund (STF) was rolled into the STIF program. STF provided LTD with an annual formula-based allocation from cigarette tax and other state resources.

### **Federal Highway Administration Funding**

Federal Highway Administration (FHWA) funding is available for transportation projects in Lane County through ODOT's competitive project solicitations, and for transportation projects within the Eugene/Springfield metropolitan area through competitive project solicitations of the Central Lane Metropolitan Planning Organization (MPO). In the ten years prior to this plan update LTD was awarded over \$11M of FHWA funding through the MPO. These funds support a variety of projects and programs at LTD including bus purchases, infrastructure projects, safety improvements, and others. Among these funding programs are:

#### [Surface Transportation Block Grant](#)

Surface Transportation Block Grant (STBG) funds may be used for a variety of programs and projects within the MPO. STBG funds are among the most flexible of FHWA's funding programs and may be used for nearly any transportation-related project, purchase, program, or improvement, and is often used (among many other things) for ADA improvements, expanding transportation services and accessibility to better serve older adults and people with disabilities, and many other uses of particular relevance to this plan. LTD has utilized STBG funds for a variety of project types including bus purchases, infrastructure projects, bus stop improvements, and others.

#### [Transportation Alternatives](#)

The Transportation Alternatives (TA) program is a set-aside of the STBG program, these funds have different eligibility requirements than general STBG funds and are more limited in the types of projects and programs that are allowed. TA funds may be used for programs and

projects defined as transportation alternatives including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, recreational trail program projects, pedestrian safety project and many others. LTD has used TA funding for outreach activities to promote transportation options as well as for bicycle parking, and other projects.

#### Congestion Mitigation & Air Quality Improvement

The Congestion Mitigation & Air Quality Improvement (CMAQ) program provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce traffic congestion and improve air quality. As such, nearly all transit-related projects in the Eugene/Springfield area are eligible for this funding. LTD has utilized CMAQ funding for the purchase of new electric buses, for a traffic signal project to serve the Santa Clara Community Transit Center, for general improvements to stops and infrastructure, and for other eligible uses.

#### Carbon Reduction Program

The Infrastructure Investment and Jobs Act in 2022 authorized the Carbon Reduction Program (CRP) for projects designed to reduce transportation emissions. As with CMAQ, nearly all transit-related projects are eligible for CRP funding including projects specifically to enhance the mobility of older adults and people with disabilities. LTD has utilized CRP funds to upgrade safety features and passenger amenities along LTD's frequent transit network.

### **Other Funding**

Local funding may be available to support accessible transportation for people with disabilities through Transportation Network Companies (TNC) fee collections. Recognizing that TNCs like Uber and Lyft are typically not equipped to serve riders with a disability (for example, riders using a wheelchair), some cities collect a fee from every ambulatory TNC trip, which is used to fund an accessible service for those who aren't able to use TNCs due to a disability, or to extend services further into outlying areas. City of Eugene, which regulates taxis and TNCs throughout the metropolitan area collects this fee already. However, wheelchair accessible private transportation such as taxi and TNC service remains an unmet challenge in the metropolitan area.

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 and play an important role in LTD's ability to provide safe, affordable, and reliable services.

# Appendix A: Community Profiles

Presented here are community profiles not included in the Coordinated Plan, but that served to inform the plan by helping to identify service needs and gaps important in the plan’s outreach and engagement efforts and the development of the project lists.

## Residents Living in Poverty

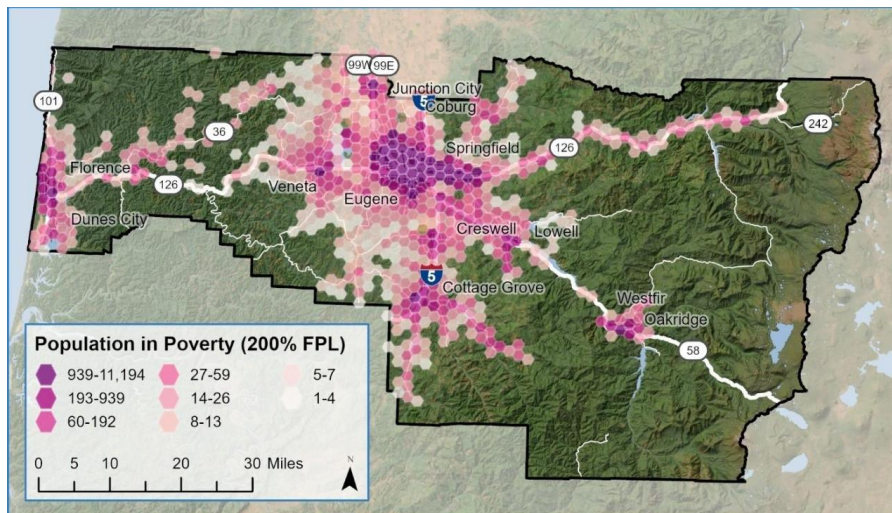
Table A-1. Profile Summary of Lane County Population Living in Poverty

Population Total	Percent of County
122,308	32%

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 FPL. However, the Oregon Health Plan Bridge program provides access to services, including transportation to medical appointments, to households making up to 200% FPL. The geographic analysis in this section uses 200% FPL to define poverty.

There are 122,308 residents living in poverty in Lane County<sup>6</sup>. 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 have higher concentrations of residents living in poverty.

Figure A-1. Distribution of Population in Poverty



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

<sup>6</sup> U.S. Census Bureau, U.S. Department of Commerce. "Ratio of Income to Poverty Level in the Past 12 Months." *American Community Survey, 2023 ACS 5-Year Estimates Detailed Tables, Table C17002*

## Zero-Vehicle Households

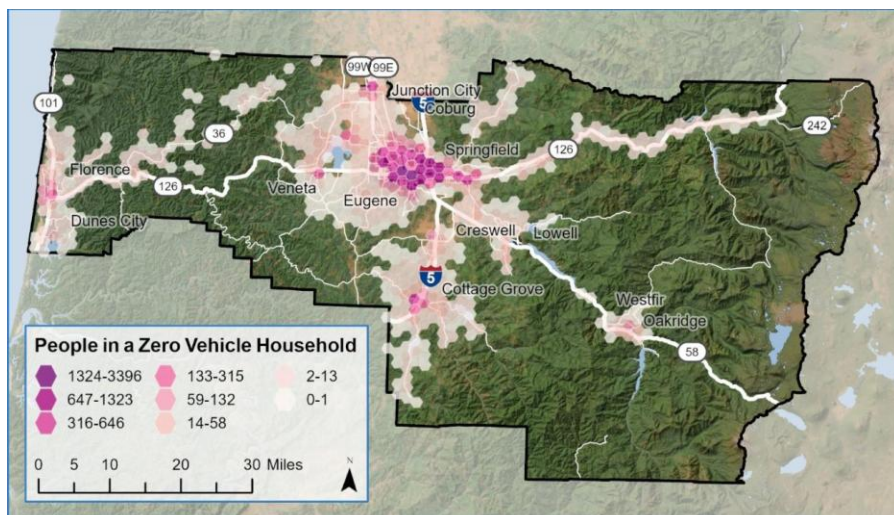
Table A-2. Profile Summary of Lane County Population Living in a Zero-Vehicle Household

Population Total	Percent of County
29,202	7.6%

The Census<sup>7</sup> defines a Zero-Vehicle Household as one where there are no automobiles, vans, or small trucks kept at home for the use of the household. Fewer than 8% of Lane County residents live in a household without a vehicle, and 81% of these residents live in the Eugene-Springfield urban area where there are more robust transportation options. Outside of Eugene-Springfield, Cottage Grove is notable for having a much higher rate of people in zero-vehicle households (11.6%) and Junction City is also slightly above the county average (8.8%).

Only a small population outside of the metro area lives in a zero-vehicle household. The widely dispersed nature of these households makes it challenging to design services to reach them.

Figure A-2. Distribution of People in a Zero Vehicle Household



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

<sup>7</sup> U.S. Census Bureau, U.S. Department of Commerce. "Household Size by Vehicles Available." *American Community Survey, 2023 ACS 5-Year Estimates Detailed Tables, Table B08201*

## Limited English Proficiency

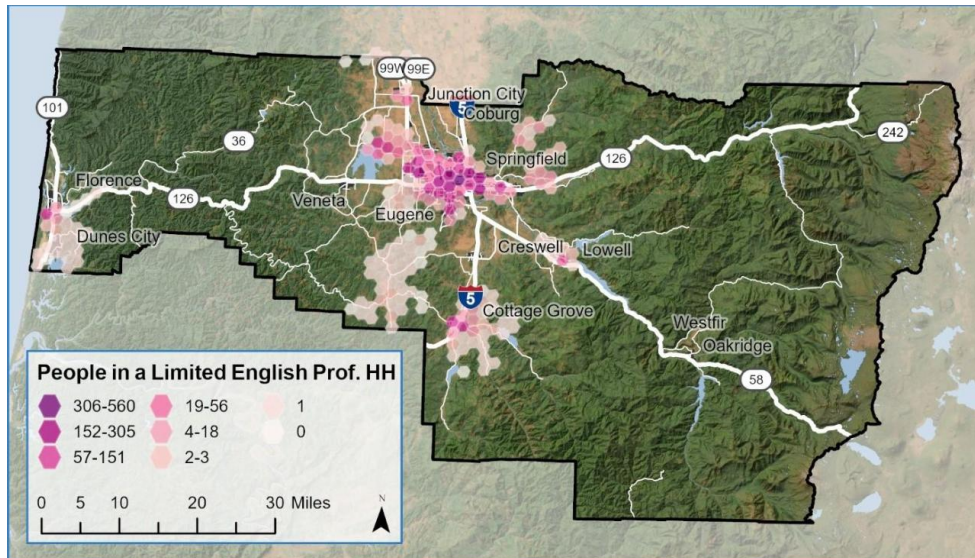
Table A-3. Profile Summary of Lane County Population Living in a Household with Limited English Proficiency

Population Total	Percent of County
4,839	1.3%

Only a small percentage of Lane County lives in a Limited English Proficiency Household, according to the American Community Survey<sup>8</sup>. However, given the barriers to accessing the survey are higher for this population, it is likely that the ACS is underreporting. The spatial analysis in this section should be used as a broad guideline for population locations as an opportunity for additional engagement or research.

According to this analysis, most of this population lives within the Eugene-Springfield area (82%). Two places with disproportionate concentrations are Lowell (4% of the city population) and Cottage Grove (2% of the city population).

Figure A-3. Distribution of People in a Limited English Proficiency Household



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

<sup>8</sup> U.S. Census Bureau, U.S. Department of Commerce. "Household Language by Household Limited English Speaking Status." *American Community Survey, 2023 ACS 5-Year Estimates Detailed Tables, Table C16002*

## Non-White Population

Table A-4. Profile Summary of Lane County's Non-white Population

Population Total	Percent of County
74,268	19.4%

The non-white population<sup>9</sup> is mostly concentrated in the Eugene-Springfield area, with 79% of this group living within Eugene or Springfield. Only 11% of the population lives in rural areas outside incorporated cities. Mapping of these populations outside the urban area is challenging with the data available due to large reporting geographies and margins of error. Understanding how well these populations are served by existing services will best be gathered through public engagement, including surveys, stakeholder interviews, and focus groups.

Population	Count
White Alone	313,849
Black or African American alone	4,472
American Indian and Alaska Native alone	3,646
Asian alone	9,951
Native Hawaiian and Other Pacific Islander alone	8421
Some Other Race alone	13,643
Two or More Races	36,225

## Veterans

Table A-5. Profile Summary of Lane County's Veteran Population

Population Total	Percent of County
24,552	7.8%

There are 24,552 veterans in Lane County. There is notable overlap between this population and the Section 5310 populations that are the subject of this plan, with over half (56%) of the veterans in Lane County over the age of 65. Qualified veterans receive healthcare through the US Department of Veterans Affairs (VA). The VA operates two clinics in Lane County, both located in the city of Eugene. Only 37% of Lane County veterans live in Eugene, with another 16% in Springfield. The remaining 47% of veterans living outside the Eugene-Springfield area will need to travel to Eugene to receive VA medical services.

<sup>9</sup> As defined by American Community Survey, 2023 5-Year Estimates

# Appendix B: Data Sources

Input from community members and stakeholders regarding mobility and transportation in Lane County is vital in understanding what needs are not currently being met. The input that informed the development of this Coordinated Plan comes from various sources and is condensed and summarized here.

## Coordinated Plan Outreach 2025-2026

Outreach and engagement were conducted December 2025 through April 2026 to identify needs and help inform the Coordinated Plan development. This outreach took several forms, including a broadly distributed survey (224 respondents, including 43 older adults and 106 people with a disability), personal interviews with key stakeholders, engagement with groups that work closely with older adults and people with disabilities including public agencies, non-profits and private service providers, and presentations to targeted local and regional committees.

### Key Findings

The most common needs identified through the plan development outreach relate to providing bus service to areas not currently served and increasing the frequency of existing bus service. Also very common are needs relating to affordability and feeling safe and comfortable as passengers and at stops and stations. Many respondents mentioned a need for providing better information and simplifying the rider's experience planning, routing, and paying.

Geographic areas most mentioned as destinations are downtown Eugene, the Eugene/Springfield neighborhoods outside of downtown Eugene, and Cottage Grove. Specific destinations most frequently identified were those relating to healthcare (e.g. hospital, pharmacy, clinic, doctor's office), shopping (mostly groceries), outdoor recreation (parks, trails, the ocean), and the Eugene Airport.

These needs are supplemented and enriched by additional data from a variety of sources, including previously conducted surveys and other outreach and engagement by local governments, transit agencies, service providers, and others. Following are descriptions of each of those supplementary datasets and some findings of most relevance to the Coordinated Plan. A summary of the key needs that have been identified through the data review and data collection efforts of this plan development is provided toward the end of this section. These key needs serve to inform projects identified in the Coordination Practices and Projects section.

## United Way ALICE Report

The United Way ALICE report uses a standardized set of measurements to quantify the cost of a basic household budget in each county in each state, and to show how many households are struggling to afford it. ALICE is an acronym for Asset Limited, Income Constrained, Employed, and represents the growing number of families who are unable to afford the basics of housing, childcare, food, transportation, health care, and technology. This report strives to provide a more nuanced view of household costs than the Federal Poverty Level (FPL), which lacks cost of living differences across different counties in the US.

## Key Findings

The ALICE Report for Lane County finds that 43% of households were below the ALICE Threshold, which includes both households below the 100% FPL and the ALICE level. This is only slightly higher than Oregon as a whole (42%). In contrast to the FPL which shows a decline in the percentage of Lane County Households in poverty between 2010 (18%) and 2023 (15%), the number of ALICE Households is increasing from 26.5 to 28%. This means that an increasing number of Lane County households are cost-burdened but may be unable to access resources that are limited to those below the FPL. Lane County coastal communities and Oakridge/Westfir have a percentage of households below the ALICE Threshold exceeding 50%, with Oakridge above 65%. Senior (65+) populations across the county are also disproportionately cost-burdened, with 50% of Lane County seniors living in a household below the ALICE Threshold.

Reducing transportation cost burden through fare affordability, service coverage, and access to no- or low-cost mobility options is a key consideration for improving access to essential services such as healthcare, employment, education, and food.

## Lane Transit District 2023 Origin-Destination Survey

In 2023, LTD conducted a large on-board survey of riders on fixed-route and EmX vehicles. LTD collected 2,401 surveys through their surveying period, with 326 weekday runs, 192 Saturday runs, and 187 Sunday runs being ridden by surveyors to collect data.

### Key Findings

More frequent service was the most common interest among respondents, particularly on Sundays (34% of respondents), but also on Saturdays (29%) and weekdays (25%). Similarly, respondents expressed considerable interest in extending service later into the evening on weekdays (14% of respondents), on Sundays (13%) and on Saturdays (12%). However, later evening service is a need that was not nearly as important among older adult respondents or respondents with a household income below the poverty threshold.

Other common needs among respondents include better information at bus stops (9%), better safety and comfort at stops, stations, or on the bus (9%), restoring routes not currently in service (8%), and faster and more reliable service (7%).

While 72% of respondents with a disability and 86 percent of older adult respondents need no assistance using the bus, the most common assistance needs by far are use of the lift or ramp and announcing approaching stops.

## RideSource 2024 Outreach Survey

In 2024, RideSource Service Review project staff conducted qualitative research throughout Lane County on RideSource and other specialized transit services. Surveys were conducted in English and Spanish, with online and hard copies available at various organizations that support older adults, veterans, and people with disabilities. Individual and group interviews were also conducted. The purpose of conducting this survey and interviews was to identify the challenges and opportunities to improve specialized transportation in Lane County for older adults, veterans, and people with disabilities.

## **Key Findings**

A total of 108 survey responses were collected from people in communities including Eugene, Springfield, Cottage Grove, Creswell, Florence, Elmira, Junction City, and Veneta. The primary finding was to improve communication between drivers, customers, medical appointment schedulers, and to inform veterans and others who are unaware of the service. Following this was improving dependability of on-time performance. Other common themes included a lack of transportation service, timeliness of pick-up and drop-off services of customers, improvements needed for scheduling and flexibility of cancellation policies, better training and communication with third party drivers, and lastly, ongoing communication opportunities.

Of the group and individual interviews conducted, several key themes arose. One common concern is related to the economic impacts resulting when RideSource is not on time, such as being stranded or being late for appointments. The survey also suggests that inconsistency in the timing of pick-up and drop-off causes stress for riders, agencies, and medical facilities. Other noted issues included the current phone scheduling system being too long to wait through, and that drivers should enter facilities to see if a rider is waiting inside.

## **Link Lane 2023 Transit Development Plan**

The Link Lane Transit Development Plan was created to evaluate the needs and opportunities for improvement in transit service for rural communities in Lane County. Outreach efforts included bilingual online surveys with 113 responses, as well as three online English and three online Spanish public workshop discussions over the course of 2023.

### **Key Findings**

The primary issues identified included needs related to connectivity and frequency of rural routes, underserved areas and populations, and improved technology, fare payment and rider comfort.

Surveys and open house participants identified the need for rural services to begin operating on Sundays – as the Link Lane Florence-Yachats connector, Routes 92 and 96 of LTD, Diamond Express, and connecting services operated by Lincoln County Transportation Service District, and Coos County Area Transit did not operate on Sundays. Participants also expressed a need for improved evening service, and increased frequency of services. Improving the timing of transfers between services was also a need identified through this effort.

Needs related to underserved areas and populations included adding additional routes within Oakridge, Florence, and Mapleton, as well as providing connections beyond Lane County, making transit services available in the Marcola/Mohawk areas, and improving flexibility of rural transit options such as on-demand services for rural populations not covered by Lane Transit District RideSource parameters. Migrant farm workers were mentioned as in high need of transit service in Creswell, Monroe, Harrisburg, and Springfield which have significant migrant populations, as well as the need for these towns to focus on first- and last-mile and micromobility options for these communities to access field work which often begins at sunrise. Lastly, a need for regional connections between Lane County and nearby population centers such as Corvallis, Roseburg, and Harrisburg were highlighted.

Needs regarding improving technology, fare payment and rider comfort were also of strong interest in survey participants. Safety and comfort at rural bus stops were listed, as well as bicycle capacity on vehicles and secure bicycle storage near rural stops. Outreach participants shared a desire for rural transit providers to form additional partnerships with local organizations such as colleges and recreational groups to expand use of services to wider ridership. The lack of fare reciprocity options between rural and urban services was mentioned, as several rural transit providers currently only accept exact change.

## Lane County 2024 Community Needs Assessment

A County-wide Community Needs Survey was conducted in 2024 including several focus groups, both in rural areas and urban areas of Lane County. The survey received a total of 670 respondents, with 215 living in rural areas and 455 living in urban areas.

### Key Findings

Of the data collected through this effort, that of most relevance to the Coordinated Plan is information about the types of activities or errands people need transportation for, how they get around when their usual transportation isn't available, and unmet needs or barriers related to transportation.

The data shows that lack of service is a real issue for rural communities. Over a third of respondents do not drive and more than 25 percent of respondents receive assistance with transportation. These percentages were nearly the same for both urban and rural respondents, although slightly fewer urban respondents drove. Ten percent of urban respondents and only five percent of rural respondents rely solely on public transportation. Missing appointments due to unmet transportation needs was a more prevalent issue among rural respondents.

## Senior & Disability Services 2025-2029 Area Plan

Senior & Disability Services (S&DS), a division of Lane Council of Governments (LCOG), serves as the designated Area Agency on Aging (AAA) in Lane County. S&DS meets quarterly with Lane Transit District to discuss identified needs and gaps, procedures, and current contracted services. Although the S&DS 2025-2029 Area Plan relies heavily on the data collected as part of the Lane County Community Needs Assessment, it highlights additional insights of value and relevance to the Coordinated Plan.

### Key Findings

Transportation can be a significant challenge for individuals trying to connect to community services. In rural communities, 53% of respondents to the survey frequently or sometimes miss activities and appointments due to lack of transportation, compared to 51% in the Eugene metro area. Lack of transportation in rural communities is a serious problem.

In 2024 S&DS launched a mobile outreach services program to remove barriers faced by older adults and people with disabilities living in rural Lane County, or who otherwise have difficulty traveling to S&DS's full-service offices in Eugene, Cottage Grove, or Florence. The mobile outreach service vehicle serves as a fully operational mobile S&DS office that can come to host sites in rural communities. The vehicle was purchased with a grant from Trillium Community Health Plan. A plan for expanding the program and continued maintenance and eventual

replacement (as needed) of the vehicle(s) may be a need appropriate for inclusion on the Coordinated Plan

## 2023 American Community Survey Five-Year Population/Demographic Estimates

The American Community Survey (ACS) is an ongoing survey conducted by the U.S. Census Bureau. Since 2005, the ACS collects detailed social, economic, housing, and demographic information from a sample of households across the 50 states, the District of Columbia, and Puerto Rico. Covering more than 40 topics—including education, employment, income, housing, and transportation—the ACS provides crucial insights into the changing needs and conditions of communities.

### Key Findings

Older adults in Lane County may experience a range of transportation barriers related to changes in mobility, health, and income as they age. Many older adults reduce or stop driving over time, increasing reliance on fixed-route transit, demand-response services, and assistance from family or caregivers. Physical limitations, chronic health conditions, and the need for mobility devices can make first- and last-mile connections, stop accessibility, and vehicle boarding significant considerations.

People living with disabilities in Lane County may face transportation barriers related to physical accessibility, service availability, and the ability to independently navigate transportation systems. While all fixed-route transit vehicles operated in the county are wheelchair accessible, challenges can still arise related to stop accessibility, pedestrian connections, boarding conditions, and the reliability of accessible infrastructure. Individuals with ambulatory, vision, hearing, or cognitive disabilities may require additional accommodation, such as accessible pathways, audible and visual information, and clear wayfinding to successfully use fixed-route services.

For individuals who are unable to use fixed-route transit, demand-response and ADA paratransit services provide essential mobility; however, these services often require scheduling in advance, may have limited same-day availability, and can involve longer travel times. In rural and small-community areas, longer distances, limited service coverage, and fewer transportation options can further restrict mobility and access to healthcare, employment, and social services. Addressing transportation needs for people living with disabilities will require a coordinated approach that includes accessible vehicles and facilities, flexible service models, travel training and rider support, and ongoing attention to system usability and reliability.

# Appendix C: Committee Involvement & Adoption Timeline

LTD’s Statewide Transportation Improvement Fund (STIF) Advisory Committee served as the project steering committee for the development of the Coordinated Plan. The STIF Advisory Committee is a standing committee that guides how LTD distributes funding through the STIF Formula Fund Plan. The project team provided updates to the committee throughout the project and sought their feedback during key phases.

Month	Advisory Committee Involvement
September 2025	Project team introduced the Coordinated Plan
December 2025	Provided feedback on upcoming community outreach efforts
February 2026	Provided feedback and guidance on projects and priorities
May 2026	Approved draft plan for SPC review

LTD’s Strategic Planning Committee (SPC) were consulted during the plan development and staff provided periodic presentations to the committee with updates on the progress. The SPC are ultimately responsible for providing the LTD Board with a recommendation to adopt the Coordinated Plan.

Month	Strategic Planning Committee Involvement
March 2026	Project team introduced the plan and reported initial outreach results
June 2026	Review of draft plan & recommend LTD Board adoption

The LTD Board, as LTD’s executive decision-making body, is responsible for final action to approve and adopt plans, programs, and policies through LTD’s established public processes. The project team met with the LTD Board twice during the Plan development process including the adoption of the Coordinated Plan September 2026.

Month	LTD Board Involvement
June 2025	Project team introduced the Coordinated Plan
September 2026	Public Hearing and Plan adoption

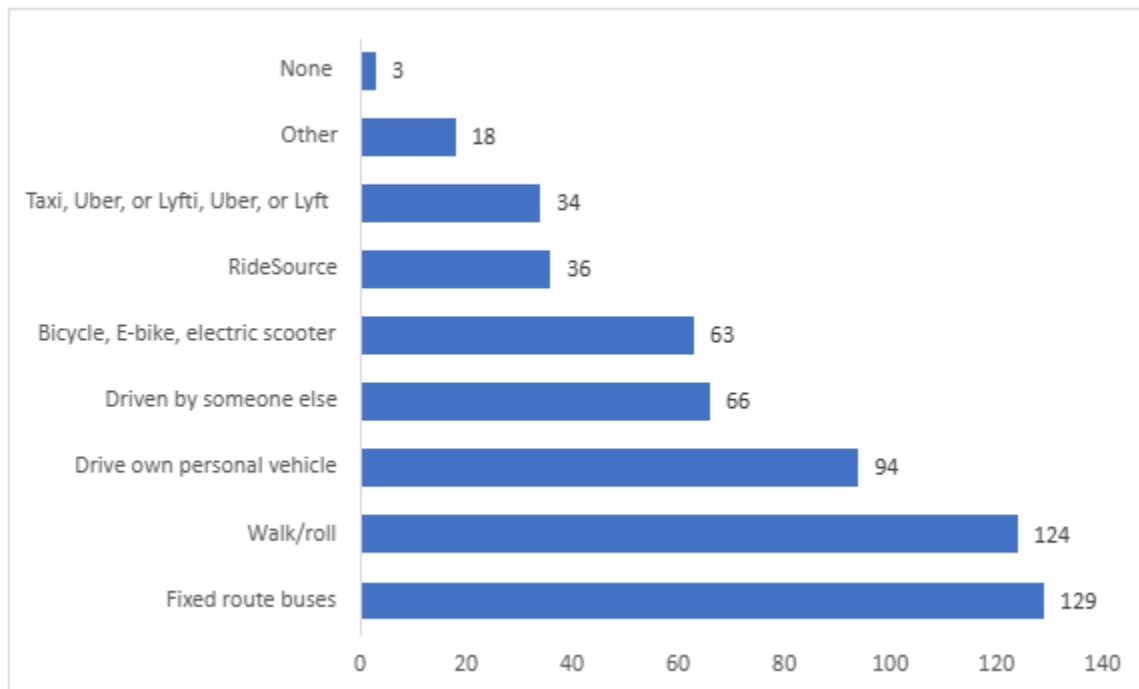
# Appendix D: Survey Results

Although several datasets are referenced in the plan and each helped to provide a more complete picture of needs and gaps in Lane County, one dataset is the result of a survey instrument developed and distributed by the project team specifically for the Coordinated Plan. The results of that survey, described summarily in the plan, are presented here in detail. The survey includes eight questions and was distributed in both paper and digital formats. The project team promoted the survey at presentations, tabling events and forums. The survey was distributed with the help of local community partners to a variety of groups with consideration given to older adults and people with disabilities. The survey was available in both English and Spanish and incentivized with a gift card.

This effort resulted in a total of 224 completed surveys (123 paper and 101 online) including five in Spanish.

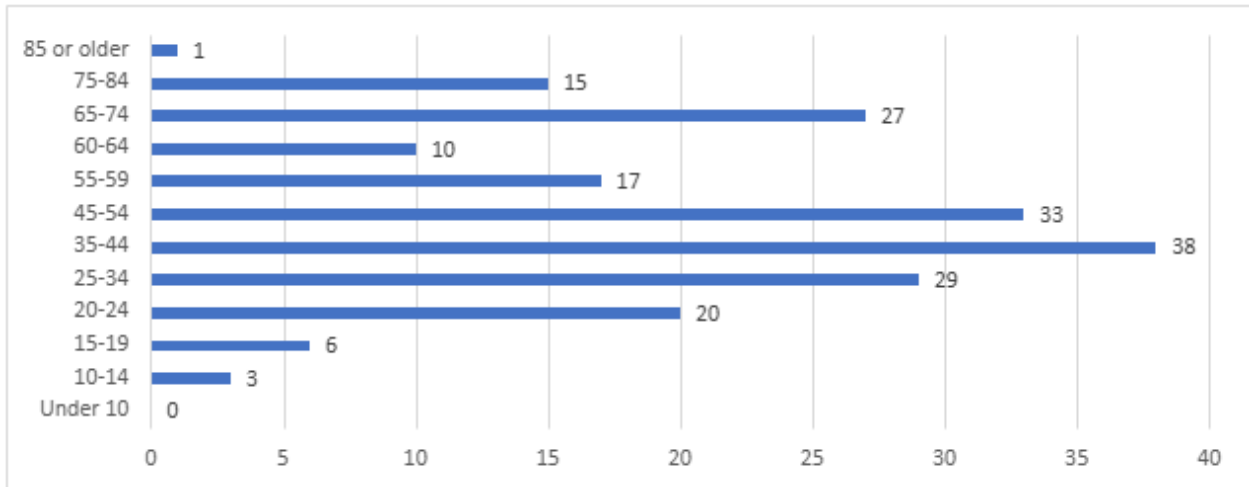
## Question: How do you currently meet your transportation needs?

223 respondents



### Question: What is your age?

199 respondents



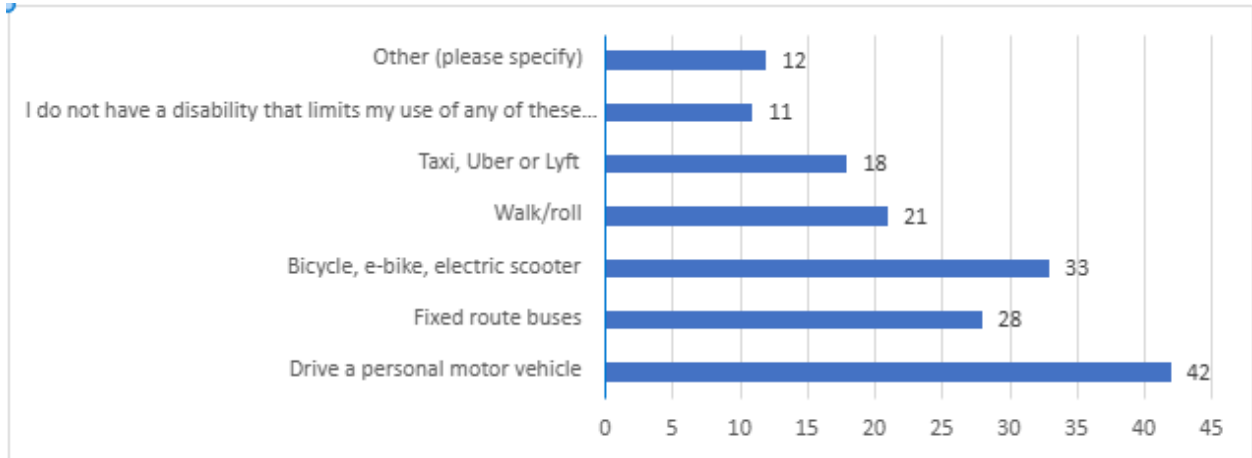
### Question: Do you now or in the past, have a disability that substantially limits one or more major life activity?

221 respondents



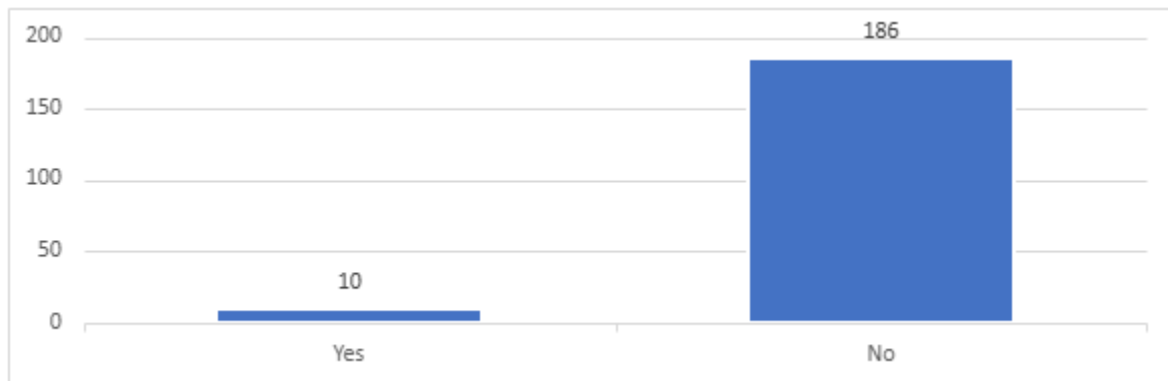
## Question: Are there types of transportation that you are unable to use because of a disability?

106 respondents



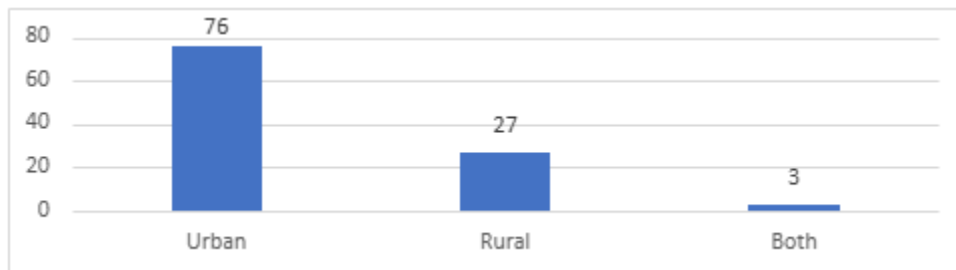
## Question: Are you a Veteran?

196 respondents



## Question: Do you currently live in a rural or urban setting?

106 respondents



## Question: What destinations would you like better transportation access to?

202 respondents

Throughout Cottage Grove and Creswell communities

Areas of commerce

Safe bike routes east to west as in along 6th and 7th or an alternate route Coburg Road safer bike lanes and Oakmont safer bike lane or reduced speed

Bus routes with limited trips per day such as connections to North Springfield, Coburg, Lowell, Veneta

Bike access from the W11 area into River road is currently super inconvenient requiring going into the city center and then back out along the river to River road.

Winco, MWMC, more frequent 24 & 28

The airport

I would like a bus route out Cal Young road

More frequent stop times to downtown

South Hills

Golf courses

Doctors, stores, community groups, and more

To medical appointments, pharmacy and home

Direct line or something that goes Between West Eugene and Santa Clara /Division /River Rd instead of buying all the way

Downtown to transfer to 41/ 40/ or EMX to Barger, 11th, and that area.

Direct route from uo to valley river center

South Eugene, Valley River Center, Santa Clara

Valley River Center, North Eugene/Santa Clara, Willamette, Gateway

My work

Airport

12 Gateway

Too many to list but for starters, Mt. Pisgah

More frequent busses to/from the u of o campus could be nice

To/through the from South Eugene.

I don't know

The LCC Campus on 30th. Ridgeline Trail System trailheads.

More access around Coburg Rd neighborhood.

Neighborhood services that are located in the north /south sections of town not necessarily off Main St, Gateway or Harlow/Hayden Bridge.

More access to neighborhoods adjacent to River Road since the 55 has so few times when the route is followed; I'd love to see the times for this route expanded and possibly have more bus access away from a road that can be as precarious as the NW Expressway and River Road itself.

Danebo Street

Since the creation of the 1 going to Safeway, and on the weekends, my life is complete:)

It would be nice to have access to some more of the secluded river sports around down. Clearwater Park and such.

Eugene Airport, River Road (EmX service), south hills (Crest Dr/Blanton Ridge)

Everything

Hunsaker Ln

Emerald Park, Winco on Barger, Eugene Airport

More frequency across town

Southwest Eugene, Spencer Butte, and Crow

Thrift stores, and local farms.

South Eugene and Friendly

Sunday service for Dexter, and Lowell, and have the 92 run like the 91 7 days a week. Designated stop in Dexter so there is a set time.

A stop closer to Roosevelt and Bertelsen

Eugene Airport. (KEUG)

I would like service from Santa Clara to the airport, without having to go so far south as Eugene Station. Maybe a loop around the metro area? A lot of cities are starting to implement similar bus and train lines (Washington Purple Line, MTA's IBX, etc).

My own home

Cottage Grove. Specifically, the town in the middle of the day.

I'd like to see the EmX come up Coburg Rd

Junction City/ North Eugene

Eugene Airport

I feel like bringing some old bus routes that of course didn't benefit a lot but benefit some would be very convenient.

University of Oregon

Hiking

I definitely think a bus at least a couple times a day that goes from Churchill to West 11th (EmX stops) so close gaps for those who have to walk to catch that bus.

Airport, grocery store, school, medical appointments, outdoor recreation activities

5th street. Oakway.

Emerald Park & Rec Center on Lake St

The Airport

Eugene Airport!!! Parts of the South Hills.

Transportation "access" needs to include the ability to shop (and bring home groceries). Being able to go from one place to another is not the issue.

My home in Jefferson Westside. I have to walk all the way to 6th or 7th or to downtown to get a bus-- it's as if the buses heading west entirely avoid my neighborhood for some reason even though I'd really like to get to shopping locations out on W 11th.

Eugene Airport

Regional trail networks, natural areas, federal public land. Access from Willamette Valley to the coast via OR126 on LTD network (Not via LCOG). LCOG currently provides this, but it should be provided by the district as it would remain in the county. We have no public transit connecting train station to bus station to Eugene airport for regional, domestic, and international travel options. LTD should consider seasonal shuttles marketed to those wanting to float the Willamette River in the summer, without having to worry about car shuttling/etc. Similar with the Deschutes River float shuttles in Bend, Oregon for people floating the river to shuttle back to park and float locations. This allows for further multi-modal transportation to include watercraft as part of the region's transportation plan. There is no public transit to Spencer Butte Trailhead on a regional National Recreation Trail (Ridgeline Trail). There is no public transit to Buford Park (MT. Pisgah), the county's most popular park that hosts many events. Diamond Express should be part of LTD network as a numbered route and managed by LTD. Provide seasonal service to Willamette Pass ski area and area campgrounds for increased recreation/tourism/visitation.

Marcola Meadows apartments and Thurston

Trailheads and Lane County Parks for recreation. Occasionally the EUG airport.

THE AIRPORT PLEASE PLEASE PLEASE. Every other destination I use I can at least get to with a combination but there is no other way for us to get there. Yes, there is Uber but it's expensive, and often discriminates those with disabilities (wheelchairs, service animals), ask me how I know :(

Me gustaría que hubiera una parada de autobús mas cerca de mi casa porque la mas serca esta como unos 20 o 25 minutos

A los super mercados parques

A la escuela de mis hijos, a clinicas

Al medico  
 Downtown  
 Medical Appointments  
 Shopping Centers  
 Good question, I can't think of one right now :)  
 More stops in the rural areas  
 North and south travel  
 Everything is fine and I'm satisfied with what is available (I wouldn't mind a green tortoise option) (?)  
 To library - bus passes but doesn't stop there or closer.  
 Downtown Eugene  
 Downtown  
 In-laws house  
 Ease and breaks of the bus (drivers brake too hard)  
 Travel to the ocean, other destinations  
 Florence, Cougar hot springs  
 Maybe to Harrisburg to Albany and Monroe ORE  
 310 Garfield  
 Along 41 there's a large gap to make bus times  
 310 Garfield  
 Coburg bus running more often  
 Bus #41 to Downtown on time.  
 Parks + campgrounds  
 Back home from medical issues  
 Youth services, Homeless services  
 Homeless services, youth services  
 Florida, Washington D.C, the family plot, the #1 rated plastic surgeon in Los Angeles, Chilies  
 93 more often  
 Eugene  
 Fairgrounds  
 Dr. Appointments  
 Eugene, Springfield, Oakridge  
 West 18th in Springfield, and closer to public access buildings  
 Cottage Grove  
 Dr. Appts  
 Eugene, Springfield, and maybe Roseburg too  
 Curtin to Cottage Grove, OR  
 Eugene/Springfield  
 Cottage Grove city, Dorena  
 Need a bus going upriver past Dorena by disster (???)  
 Eugene Airport  
 Eugene station, more afternoon and night  
 Cottage Grove City  
 Eugene and Albany  
 More buses to Eugene  
 Food pantries in rural cities  
 Whitaker and 99  
 A los citas de doctor y al ser mis compras de comide  
 A los sita de dotor  
 A tugine  
 Centros comeriales, centros de Salud  
 Cottage Grove a Eugene  
 Cottage Grove a Eugene y Springfield - hospital  
 Citas medicas en Eugene  
 Hospital, stienda  
 None  
 From suburbs of Eugene, need to be able to easily walk to stops in 97404 to access downtown and Springfield  
 Santa Clara area and Goshen  
 Creswell more frequent

Perhaps a grocery store van?  
More access/times on Sundays, as someone who lives near downtown Eugene and commutes to Gateway for work more times would help my commute time, especially on sundays :)  
Spencers Butte would be awesome!  
A la clinica 1650 Chambers St Eugene OR 97402  
Springfield and willamette areas  
LTD EMX  
A las clincias y tiendas  
Al medico  
Es ver si pasa el Camien por donde vivo 52, 51, 40, Centennial, 11  
Citas medicas, compras de mercado icomida  
Pues mas que nada si hubiera mas autobuses para las calles mas principales por que los que hay estan lines (???) todas  
Ala escuela nort  
Yo trabayo en jhonson city, y one gustana viagar en camien peso al turno que yo, estoy no hay camion en las noches a las 11:00 PM  
A los lugares que uno va donde todavia nos queda un poquito retirado de la parada del bus como fueras del centro de Eugene OR.  
Coast - outer areas like Junction City, Coburg  
Here at apartment building  
Lowells, more bus routes besides 2 morning and 1 evening  
EMX to the coast  
Downtown  
Coast  
The commute to western Eugene feels particularly brutal without a car.  
Nothing comes to mind  
Wheelchair access is so greatly diminished aboard the 25 thousands. There needs to be more room to bypass the fare box.  
Stores for food, doctor  
It is pretty good wish Lowell had more trips, but hardly anyone rides the two trips. Used to be a third trip from Eugene at 2:30 PM. It is really good that there is a 7:30 PM bus to Cottage Grove.  
Please keep existing route #1 the same, it has changed  
More bus run on Sunday routes  
Extend RideSource to further areas  
Oakway Center, Winco, Willamette and 29th, maybe different buses could come at different times instead of all at once, love the view 1 route  
12 Gateway  
Out of town  
Made a plan and or route and stay with it.  
The coast, a ride to see the countryside  
The coast :)  
North+ West Eugene  
Peer Support Group, Dr Appointments  
Closer to More Stores  
Pearl Buck Center  
From Riverwood back to Eugene more routes back. It would be less confusing for riders  
Springfield-->South Eugene; Playgrounds, Government Offices, Markets  
I am not using LTD right now due to a lack of simple and fast access to understanding the bus system  
Home to Shops  
From Santa Clara to Newgate Mall. It's so slow

## Question: How can transportation in Lane County change to better help you meet your needs?

166 respondents

Expand to Cottage Grove and Creswell communities

**Area 1 – Accessible Boarding Types Solution** Provide better signage and audio cues on the exterior of buses identifying which accessible boarding type the bus is equipped with. Rationale Passengers who used the accessibility ramp were either elderly or had accessibility needs. The passengers I noticed just on my trip needed walkers, were visually impaired, or were simply worried about the step off the bus. (ref. Figure 1, Extra Notes) Accessible boarding options provide these groups access to transit and thus mobility. That said, options operate differently on different bus models. Some buses simply 'kneel' while others have a ramp that extends from or folds out from the bus. Different ramp/accessible boarding types need to have clearer signage posted on the exterior of the bus to identify which type the bus is equipped with. As well, audible warning cues indicating what accessible option the bus has should be considered. This would help alleviate passenger confusion or the need to back up when a ramp unfolds in front of someone. **Area 2 – Back Door Solution** Provide better signage on back doors to identify the opening mechanism. Additionally, intuitive opening methods should be considered (such as a proximity sensor). Rationale Passengers who use the back door are frequently confused by its mechanism. Some LTD models are motion activated while others require passengers to push on the handle slightly. These differences in models as well as a lack of signage creates a friction point for riders and leads to confusion. More visible/noticeable signage would likely reduce this friction point. Alternatively, a proximity sensor could be considered. This device would trip when: A) the bus is stopped and the front door is open B) When someone walks up to the back door. This alternative would completely remove the need for passenger input. **Area 3 – Pull Signal Solution** Play a short announcement simply saying, "The stop has already been requested." in the event someone pulls the signal after it has already been activated. Rationale The anxiety of missing a stop on a bus is very real. That said, some passengers are unaware how the pull signal works in its entirety. After the signal has already been activated, there is no message, chime, or notification if the cord is pulled again. A short message notifying passengers that the stop has already been requested would lessen anxiety.

Safer bike routes

More frequent transportation would mean I could live my entire life more efficiently

Perception of safety on buses and on bike trails and better ability to secure bikes. Many businesses on W11 do not even have bike staples and downtown it feels like bikes are at threat.

More frequent buses, better routes to Winco from downtown, better service to MWMC

I'd love to see more frequent buses like EmX on the busiest routes. I know this has been a political challenge in the past, but I think there's a lot of support in the community too. It's hard to use buses when they come infrequently. Thank you. If buses could accept Visa card payment as fare that would be very convenient.

Expand bus routes out to farther communities.

Increase routes and times

I have to walk up and down a steep hill to get to a fixed route system. It will help exponentially.

I need the automobile to be large enough for me and my walker. I worry that my good walker is getting ruined because there isn't enough room for it and it is being crammed in. I feel that they have no respect for me and my walker. I ask for larger vehicles because of my larger walker, and they don't respect my request. Sometimes the brake line is hanging out; or the basket is lopsided. I keep my walker nice because I have to have it. They are shortening the quality of my special bariatric walker. I ask every time for a larger vehicle. It would help meet my needs.

It would help if ride source didn't over book rides; excuse given when drivers don't show or extremely 2 hours late and if medical necessary accommodations for particular vehicle size to fit mobility devices was honored. It would be great if LTD had cabs and didn't partner with Oregon Taxi. Also, it is unsafe to stick unsecure mobility device alongside passenger.

Better traffic enforcement regarding pedestrians. I walk daily and safety is a real concern - from drivers on their cell phones to drivers who do not give right of way to pedestrians (even in crosswalks).

It's going well, but shorter route or shuttle buses with limited hours and days to cover "dead zones" might help. Reference the "Silver Star" (it may be still name ed) shuttle routes in So Nev /Clark Cnty that run fixed shopping and travel minibuses on one or two days a week in a loop for paid riders (seniors and mobility impaired). Just a suggestion. Thanks for asking!)

More frequency

Have buses come more often, and more bus stops near schools

Integration with Google Wallet or another provider that isn't Umo. The app is slow, unintuitive, and drains both battery and cell data. Additionally, expanding EmX into a free bus line would seriously aid efficiency and ease of ridership.

Closer bus stops to work

Sell monthly and annual bus pass options.

N/a

Run more frequently (i. e. #66, including Sundays). Have routes that connect east and west Eugene. I will think more about this too and offer more feedback. Thank you!

more frequent service

I know the hub and spoke model is best from an engineering standpoint, but the transfer time wait at Eugene Central station is a significant time commitment to accomplish daily tasks. I can reach where I need to go by bus, but the time to transfer makes it not a desirable form of transportation. Traveling with children, groceries, and a bag for work also present a challenge that is unique to families but not alleviated by using the bus.

I'd use the bus more often if there were more frequent trips. It's easy for me to get downtown...harder to commit to the bus when I know that if I miss my goal departure time I'll be waiting N minutes. :|

I think that bus service through LTD is great! I do wish that there were options for routes to run later than they do in general and/or for later times to run at half hour intervals still, instead of hour-long ones. It can feel precarious to wait for the bus for longer than what might be necessary once it hits 8 or 9 o'clock, especially along streets that have heavier or faster traffic.

don't change! you're awesome. although i wish the 36 served the stop in front of target still. i hate crossing the street right there on w 11

More frequent service on weekends

light rail and expanding into the suburbs more

More frequent bus service. I live and do most of my shopping and other errands near downtown. The new downtown route could be really great if it ran often enough to be more of a hop-on hop-off type service rather than having to plan to use it  
Having more bus stops near Neighborhoods

Overall the bus has not been a bad experience but there has been some bus drivers that have been rude but it gets me where I need to

Children living on Maxwell road have limited access.

safer bus stations and buses

Become for frequent for higher traffic areas

It would save me money from having to uber to get across town if there routes were quicker or more frequent.

Run later in the evening

Shoulder harness seat belts for all seats, and arm rests on both sides of your seat for standing assistance.

Have more bus frequency on most lines. And perhaps have express 66/67 bus that skips valley river as that adds 10 min to every commute to work.

More frequent buses in the mornings

Routes to more rural areas in the county (I.E Marcola, Dexter, Eugene Airport, Florence)

greater frequency

Get less one way streets

Nicer drivers

Reliability and frequency.

Connections to more places in the community.

Electric scooters during the summer time would be nice.

Increase number of routes and reach

More frequent bus service, even if that means cutting lines

Not necessarily for myself, but for others; I think there should be more school priorities. There should be more frequency during school bell times. Communicate with schools and figure out when students get in and out of school. Add an addition bus during a school bell so buses aren't so crowded. For example, Willamette High Schoolers get out at around 3:20-3:30 and they have to wait 20-25 minutes because the bus just came because it's not aligned with the school bell. That's not convenient nor efficient for those standing out in the rain. A bus stop cover can only keep so many people dry at a time.

Have buses run more frequently, make them free, and add more routes.

Better transit timing, more EmX, better bike infrastructure. more protected bike lanes. more regular bus service like the EmX.

Slow down all vehicle traffic, reduce travel lanes on major thoroughfares, prioritize livability and walkability over speed of people passing through

Provide service to the airport

More protected bike lanes/bike signals. More secure bike parking especially in places like downtown (I'd love locked bike cages.) Buses that come more frequently and go more places.

Use smaller buses and vehicles that are appropriate for low ridership.

On-time, regular (every 15 minutes) bus service. Protected bike lanes. When I first moved here, I tried to take the bus to work but it was late 1/3 of the time. About once a week or so it would be so significantly off schedule that I'd walk back home and then have to drive into work. I gave up. And it was a major/primary bus route (Willamette). Since then, I'll opt for the EmX but avoid taking the regular bus if I can because it is so unreliable.

more bus routes

It would be great to be able to visit popular recreation sites via public transit. There is no public transit to our region's airport, EUG, what a shame.

More safety. Too much bullying by high school students. They bully on bus and at bus stops. There used to be LTD riders who helped and they need to do that again

I occasionally use LTD bus and would use it more if safety concerns were addressed. I have observed other passengers bullying others. It's not always safe to speak up because you have to eventually get off the bus and then subject to more than bullying. I don't fault the LTD drivers. They need to focus on driving, they cannot split their attention to address issues created by passengers. An LTD rider should be one EVERY bus in addition to the driver for safety. I know other people who would use LTD more if they felt safe. You are losing passengers and creating an unsafe environment for those who MUST use public transportation.

less steep steps

More frequent service on LTD bus routes like the 28, 11, 51/52

Create an airport line, even if it only runs 2x to 3x a day, I'd rather wait at the airport, then be stuck with no ride

En

micasa pienso que si tuvieran asientos como los del autobús escolar que tienen en la parte de enfrente unos como sillitas para niños pequeños porque mi hijo es autista y no se va a quedar sentado en el asiento el solo y el necesita los cinturones de la sillita

Por ahora bien

Ampliar las rutas que salen de la estación de Santa Clara hacia otros lugares

Que tengan salidas mas seguidas

Costs

Cottage Grove gap in time schedule after 20+ years!

By helping get to places they need cheaper option or more ways to do it without cutting into taxes

More bus routes

Nothing much other than medical transport

Easier access to route information

It seems to be ok from Cottage Grove to Eugene, however Curtain is annexed to Cottage Grove but is in Douglas County :(

Better short term visits to Eugene and Springfield, medical/or otherwise

It would be helpful to have more buses in Cottage Grove and also Dorena

More buses on weekends

Offer lower prices

I think its good

It is doing great

More frequent buses going to Eugene and Cog (???)

Discounted rates for people w/ limited mobility and those who aren't consider perm. disabled

Easier and closer bus transportation by the Whitaker and hwy 99 area. I live on 6th st. and can't walk very well so the closer to that area would be great that way I'm not having to walk to Walmart.

More stops in Cottage Grove

Los horarios que fueran mas accesibles

Los horarios del transporte y las locaciones

Soy hispana, me gustaria mas atencion en espanol

Viajes diferentes, mas a Eugene

Tener viajes de Cottage Grove a mas lugares

Diferente/mas horas de servicio

Use smaller busses at times when ridership is slow

Being on time, being more helpful and respectful. Hand Sanitizer dispenser, none slip flooring a place to put canes and walkers

A simpler way to understand the bus routes, bus schedule, and how the bus works. Help determining what you need and what LTD can do for people that need further assistance or information

Stop changing bus lines without letting people know

A bike path that goes out from Roosevelt that goes along side the beltloop to west 11th....Why don't you do the getting there kick off parties anymore

Drivers pause longer at stops

BMX bike is too big and don't fit. Sometimes I ride with my bike but some drivers make me get off the bus

Get closer to the stops not break so much

Having the buses like the EMX get closer to the stop so I wont fall through the door curb with my bike. Also not being able to use my shopping cart with a back basket makes it where I can't stop on the bus.

Limit EMX access for persons without bus passes

Some homeless people without bus passes are rudely kicked-off and treated less than. Transit officers not need to be underpaid, this treatment needs to be fixed

Cane storage on city buses, being on time consistently, people trained for de-escalation as well as disability needs, courteous respectful drivers who aren't stressed, hand sanitizer dispensers

I am very satisfied with your service it meets all my transportation needs

Bus routes need to be more far reaching into outskirt suburbs of Eugene. More stops, shorter routes that connect suburbs to main routes.

More stops in suburban areas and a greater (???)

Closer bus stops? More frequent bus on the routes

I actually think this is a great service! After a car collision, I considered all my options for transport to appointments and social events. Thank you!

As I mentioned before just more times and routes on sundays.

For me personally, I am in need of transportation for free. I do work and it doesn't always involve money. Maybe bus passes for volunteering?

Que tubieran mas rutas

Ensure it's a SafePlace

More smaller buses or vans to less traveled routes

Walks 2 miles to EMX since 78 route was cancelled

Que (???) mas rutas y en ocasiones el chafer no espera a las personas cuando esta cena.

Mejorar el Horario de fin de Semana

Paradas mas serconas (???)

Pues como lanota anteriores que hubiera mas transporte en la calles principales por que hoy en dia estan muy inlimitadas donde transitad autobus

Picanso que no hay cambio por que para mi funcion, muy bien, muy amable

Yo uso el bus para ir a las clases de ingles pk (???) es mas comoda para mi.

A que pase mas constante el bus porque ha veces llega tarde a sus consultas uno.

A mi me gustaria que haya mas horario en las mananas oh en las tardes.

Ya que tambien hay jovenes que viajan en autobuses para llegar a les escuelas.

Having the buses run earlier and later 5 AM - 12 AM

More times from downtown to 255 High st. at late nights on weekdays

More routes to Lowell

Mental health and understanding of autism

Better drivers who are understanding of low income folks

Free on certain days for homeless.

I think a lot of people would take advantage of public transit if there was better public information about how to use it.

Ads/visual aids at bus stations

Expanded route areas

You are doing a great job

I think LTD does a fabulous job of questions/addressing disability issues at every level!

More routes on busy buses

Lowell, Cottage Grove great. How about those with substance abuse, mental health issues, criminal behavior one way trip to Eugene or one trip at starting destination. So many people at main hub kicked off bus.

The bathrooms at the transit center open on weekends

Go to more places in town. Open the bathrooms on Saturday and Sunday.

Having support people on bus to help me feel safe and mobile. Closer bus stops to important places, DHS, LCDDS, etc.

More grace time on arrival for para-transit

Allow emotional support dog

No change route

It is great in that I am 79 and can ride for free - provide special buses to help us shop at Winco or other stores

Provide buses to take us to grocery stores

Less expensive bus fare, more options/qualifiers for free bus fare (weekly, monthly)

More buses going to rural areas

Free, \$3.50 is a lot of money to me, I can't even afford to feed myself

Everything is gravy, however if I may be a dreamer then let me have a hot air balloon option or some other inexpensive group air travel option for short distances please (gemini rising)

Lower cost or free pass

Bus, walking, ride taxi

24 hr formatted schedules

More routes available

No

Fix the change times

We are getting old ha ha

Pay attention to when people need off the bus and pull the cord; stop slamming on the breaks.

Midnight routes, there are people who work nights or get out of hospitals in the early morning 12-6. At least from hospital to main routes, to bus station or to Hwy 99 or to Frankling Blvd. Where did all the seating go at bus stops.

Miss stop at Bertlesen on EMX to Walmart.

More bus stops along your longer routes

Make times more seeable

More routes to rural areas/more often

Go further out to rural areas.

Have free ride areas.

After hours on call Ridesource to bill my OHP

Be more affordable and accessible

No complaints, no requests

More access to rural routes

More buses going to different places



# Coordinated Plan

Presented to the Lane STIF Advisory Committee

May 12, 2026



# MISSION

Connecting Our Community

# VISION

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

# VALUES

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

# What is the Coordinated Plan?

Last updated 2019

Improve Transportation Services for

- Older Adults (65+)
- Individuals with Disabilities

Identify Needs of Stakeholders

Inventory Services

Identify Gaps and Overlaps in Coverage

Develop Priorities & Strategies to Guide Investments

Required by Federal Transit Administration

# Plan Development Timeline

	2025							2026								
	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
Policy Assessment																
Evaluation of Existing Conditions																
Needs Assessment																
Public Engagement																
Coordination Practices & Projects																
Funding Resources																
Draft Final Plan																

# Projects

(n=27)

Replacement/  
Expansion Vehicles

Vehicle Preventive  
Maintenance

Behavioral Health  
Transportation

Transit Training &  
Hosts

RideSource  
Paratransit

RideSource Shopper

Volunteer Escort

Link Lane Eugene-  
Florence Connector

Link Lane Florence-  
Yachats Connector

Transportation to  
Work for Persons  
with Developmental  
Disabilities

South Lane County

West Lane County

East Lane County

Crucial Connections

Veterans Services  
Transportation

Mobility  
Management and  
Service Coordination

Transportation  
for OHP Members

Bike Share

Pass Programs

Rural Shuttle Pilot  
Programs

ADA Airport Access

Microtransit Pilot

Grocery Delivery Pilot

Fare Management  
System

Alternative Mobility  
Solutions

Interagency Transit  
Network

Route 1 Downtown  
Loop

# Projects Added to the 2026 Plan

(n=13)

Link Lane  
Eugene-Florence  
Connector

Link Lane  
Florence-Yachats  
Connector

Transportation  
for OHP  
Members

Bike Share

Pass Programs

Rural Shuttle  
Pilot Programs

ADA Airport  
Access

Microtransit  
Pilot

Grocery Delivery  
Pilot

Fare  
Management  
System

Alternative  
Mobility  
Solutions

Interagency  
Transit Network

Route 1  
Downtown Loop

**Existing Coord. Plan  
project**  
**New project**

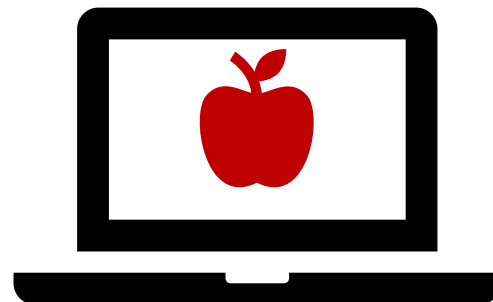
# Project Highlight 1 of 4

Project Description	Need	Practice (Strategy)
<p><b>Rural Shuttle Pilot Programs</b></p> <p>Launched March 2026, these pilot programs provide prescheduled origin-to-destination transportation one to two days a week in three areas:</p> <ul style="list-style-type: none"> <li>• Mohawk Valley – Operating in the Mohawk Valley between Marcola and the Springfield Urban Growth Boundary, this shuttle also drops off at shopping and medical destinations within Springfield.</li> <li>• Oregon Highway 36 – Operating on OR 36 between Deadwood and Mapleton, this shuttle also drops off at specific locations within the city of Florence.</li> <li>• South Lane County – Operating in Lane County south of Creswell, this shuttle will drop off at the Cottage Grove Walmart or the Creswell Park &amp; Ride for connections to other LTD services.</li> </ul>	<ul style="list-style-type: none"> <li>•Unserved or undeserved areas</li> <li>•Non-traditional services</li> <li>•Lack of availability</li> </ul>	<ul style="list-style-type: none"> <li>•Services outside the metropolitan area</li> </ul>



## Project Highlight 2 of 4

Project Description	Need	Practice (Strategy)
<p><b>Grocery Delivery Pilot</b></p> <p>Transportation costs are often the second largest cost for households. This pilot program would fund memberships for a food delivery service for eligible paratransit participants to order groceries. By offering a convenient alternative to grocery-related trips, the pilot seeks to lower operational demand on paratransit vehicles while improving quality of life for riders who face mobility or transportation barriers.</p>	<ul style="list-style-type: none"> <li>•Non-traditional services</li> <li>•Safety &amp; accommodation</li> </ul>	<ul style="list-style-type: none"> <li>•Cost-sharing agreements</li> <li>•Resource and capacity management</li> </ul>



## Project Highlight 3 of 4

Project Description	Need	Practice (Strategy)
<p><b>Fare Management System</b></p> <p>Currently, LTD provides free fare on fixed routes for persons 65 years or older. However, riders who qualify for half-fare on LTD's fixed route system do not receive the same discounted fare on other transit systems that LTD connects to. This project would support LTD to work with other agencies to link discounted fare across transit systems.</p>	<ul style="list-style-type: none"> <li>•Affordability</li> <li>•Safety &amp; accommodation</li> </ul>	<ul style="list-style-type: none"> <li>•Interagency partnerships</li> <li>•Cost-sharing agreements</li> <li>•Fare management coordination</li> <li>•Supporting an external transportation provider network</li> </ul>



# Project Highlight 4 of 4

Project Description	Need	Practice (Strategy)
<p><b>ADA Airport Access</b></p> <p>Currently, there is no accessible public transportation service to the Eugene Airport. This project would involve developing service scenarios that may include fixed route, on-demand, or other mobility services to provide accessible airport access.</p>	<ul style="list-style-type: none"> <li>•Unserved or underserved areas</li> <li>•Lack of availability</li> <li>•Safety &amp; accommodation</li> </ul>	<ul style="list-style-type: none"> <li>•Multiple service options</li> <li>•Interagency partnerships</li> </ul>



# Thank You! Questions?

Brandon Melton  
[Brandon.Melton@LTD.org](mailto:Brandon.Melton@LTD.org)

Daniel Callister  
[DCallister@LCOG-or.gov](mailto:DCallister@LCOG-or.gov)



# LTD STIF Advisory Meeting

Kathleen Flynn

May 12, 2026

# STIF Funding Overview

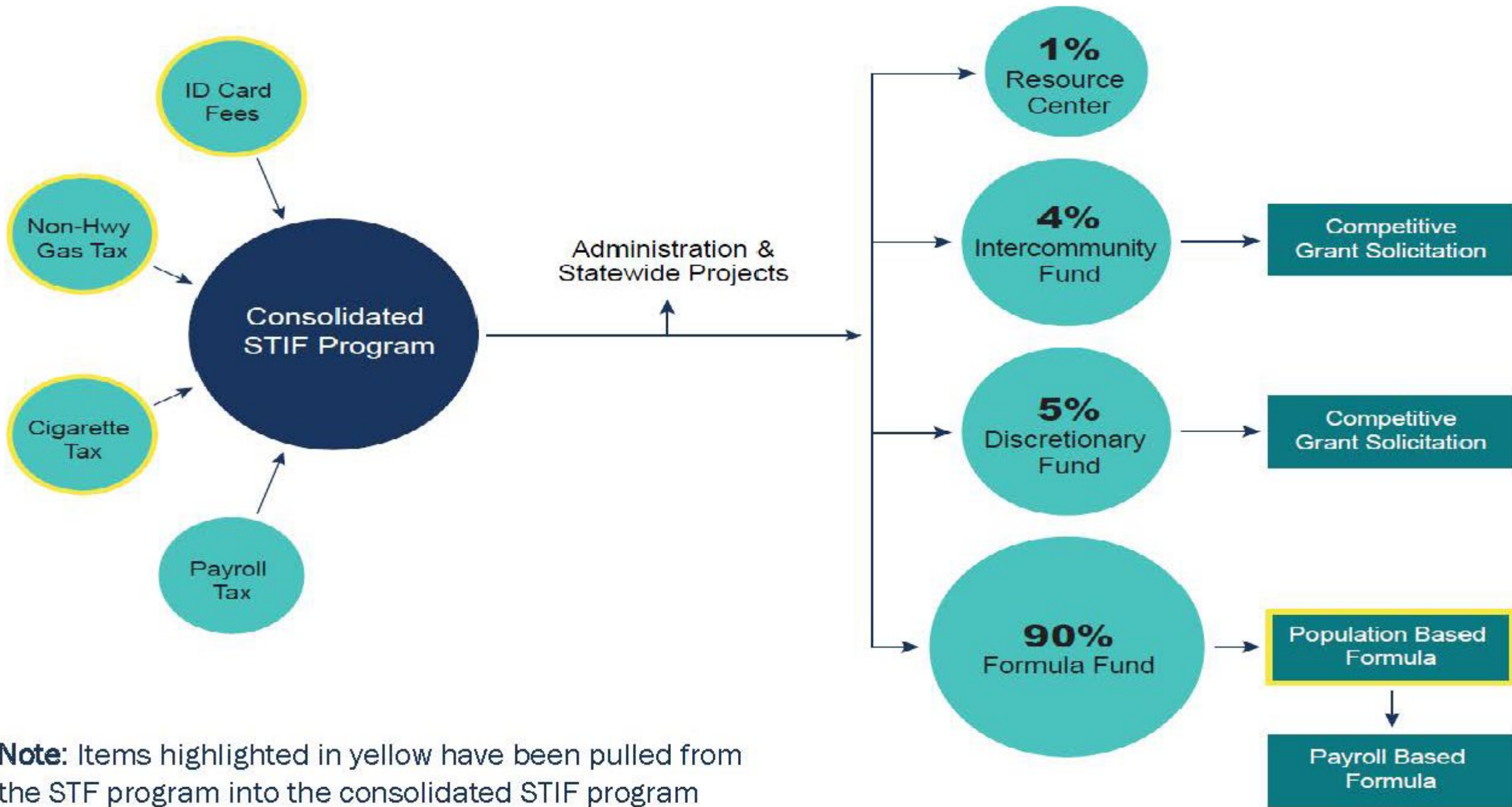
# Funding Programs

## STIF Formula Funds

- Population-based
- Payroll-based

## STIF Discretionary Fund

## STIF Intercommunity Fund



# 2027-2028 Competitive Transit Grants

# Competitive Transit Grant Funding Sources

- The CTG solicitation replaces ODOT's 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

# Eligible Projects

- Capital projects such as vehicles, facilities, and equipment
- New pilot projects
- **FY28 only:** Ongoing operations or recently reduced services
- Preventive maintenance, mobility management, and purchased transportation services that maintain ongoing operations or recently reduced service
- Capital or operations projects that maintain or expand corridors on ODOT's Priority Intercity Bus Network

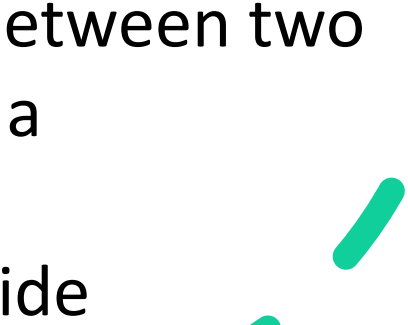


# STIF Funding Program Areas

## **STIF Discretionary Fund**

- Five percent (5%) of the STIF will be awarded to eligible public transportation service providers based on a competitive grant process.
- \$9 million anticipated state-wide

## **STIF Intercommunity Fund**

- Four percent (4%) of the STIF will be used to improve public transportation between two or more communities based on a competitive grant process.
  - \$8.2 million anticipated state-wide
- 

# Competitive Transit Grant Program Timeline



February & March 2026 – Notices of Phase 1 and Phase 2 solicitations



April 3, 2026 & April 20, 2026 – Phase 1/Phase 2 Initial Applications due to ODOT



May 12, 2026 and June 9, 2026 – STIF Advisory Committee review and recommendation to LTD Board of Directors



May 29, 2026 & June 15, 2026 – Phase 1/Phase 2 Final Applications due to ODOT



June 20, 2026 – LTD Board of Directors Meeting/QE recommendations due to ODOT in mid-July



December 2026 – Public Transportation Advisory Committee review




January 2027 - Oregon Transportation Commission review

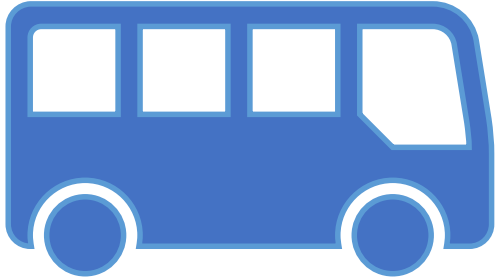


## STIF Advisory Committee Role

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



# Lane Transit District: Vehicle Replacement Proposals



Project Title	Minimum Grant Amount Requested	Match Sources	Total Project Cost (Grant + Match)
Diamond Express Oakridge to Eugene Service – Vehicle Replacement	\$720,000	State: \$180,000	\$900,000
Downtown Loop – Vehicle Replacement	\$720,000	State: \$180,000	\$900,000
Fixed Route Service – Vehicle Replacement	\$720,000	State: \$180,000	\$900,000

# Diamond Express Replacement Vehicle

- Oakridge to Eugene round trip service
  - 4 times a day on weekdays
  - 2 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 Riverfront area with downtown.
- Approximately 3570 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 percent.
- LTD's current spare ratio is 57 percent because we have so many 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.



## Lane Transit District Agenda Item Summary (AIS)

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**Prepared & Presented By: Kathleen Flynn, Grant Specialist**

**AIS Title: FY28 STIF Discretionary and Intercommunity Funding and Proposals**

**Action: Discussion and Feedback**

**Agenda Item Summary:** The Oregon Department of Transportation (ODOT) is currently soliciting proposals for three funding sources, including Statewide Transportation Improvement Fund (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 is replacing 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 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 will be reviewing 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.

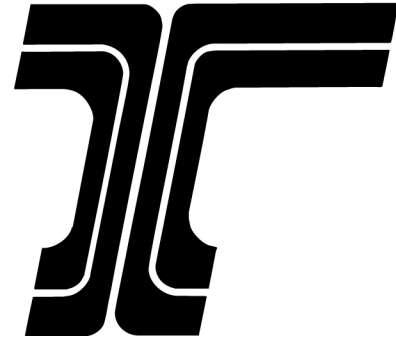
Because ODOT combines multiple funding sources into one solicitation, eligible proposals could be considered for federal 5339 funds, STIF Discretionary, or Intercommunity funds. LTD plans to present all proposals that could be considered for STIF Discretionary or Intercommunity funds to the STIF Advisory Committee.

**Attachments:**

- (1) LTD Competitive Transit Grant Proposal: Diamond Express
- (2) LTD Competitive Transit Grant Proposal: Downtown Loop
- (3) LTD Competitive Transit Grant Proposal: Fixed Route Vehicle

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

# 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:**

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

**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**

390,931

**Month and year vehicle was put into service**

05/2019

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**

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
	<b>\$180,000.00</b>	<b>100.00%</b>	

**Vehicle Purchase Totals**

<b>Total Project Cost</b> \$900,000.00	<b>Match Amount (Total Project Cost x 20%)</b> \$180,000.00	<b>Grant Amount</b> \$720,000.00
-------------------------------------------	----------------------------------------------------------------	-------------------------------------

## Budget

<b>What is the estimated total cost to complete this project?</b>	<b>Estimated Match Amount</b>	<b>Estimated Grant Amount</b>
\$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.

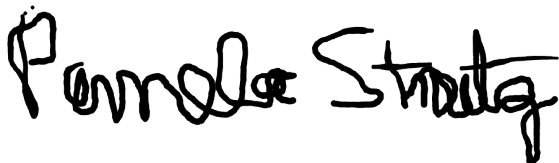
## Submitting Your Application

- 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](mailto: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**

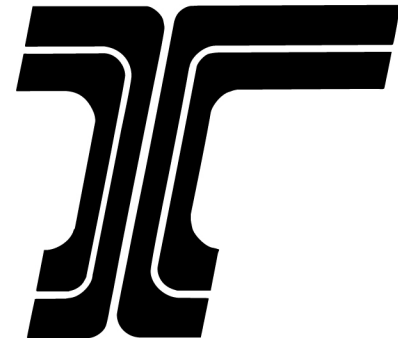
Pamela Strutz

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**

4/2/2026

# 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.

<b>Days of Service</b>	<b>Start Time</b>	<b>End Time</b>
------------------------	-------------------	-----------------

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.*

**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****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
	<b>\$180,000.00</b>	<b>100.00%</b>	

If you selected "Other" for match source, please describe in detail.

N/A

## Vehicle Purchase Totals

<b>Total Project Cost</b>	<b>Match Amount (Total Project Cost x 20%)</b>	<b>Grant Amount</b>
\$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.

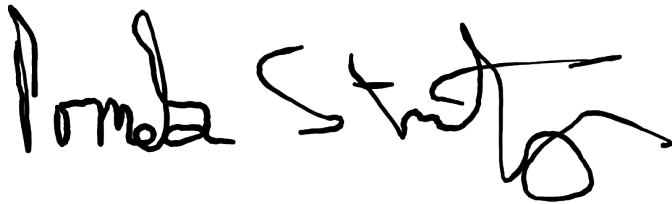
## Submitting Your Application

- 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](mailto: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**

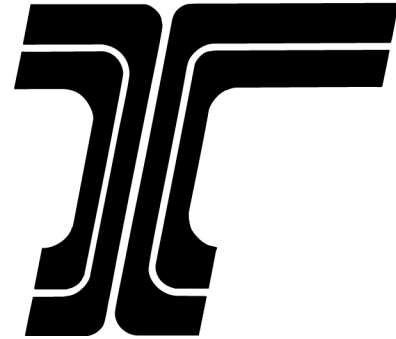
Pamela Strutz

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**

4/17/2026

# 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**

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 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
	<b>\$180,000.00</b>	<b>100.00%</b>	

If you selected "Other" for match source, please describe in detail.

N/A

## Vehicle Purchase Totals

<b>Total Project Cost</b>	<b>Match Amount (Total Project Cost x 20%)</b>	<b>Grant Amount</b>
\$900,000.00	\$180,000.00	\$720,000.00

## Budget

<b>What is the estimated total cost to complete this project?</b>	<b>Estimated Match Amount</b>	<b>Estimated Grant Amount</b>
\$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.

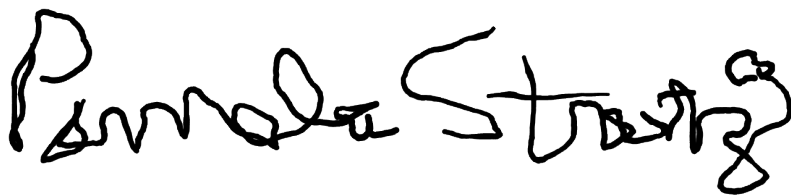
## Submitting Your Application

- 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](mailto: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**

4/15/2026