

LANE TRANSIT DISTRICT
STIF ADVISORY COMMITTEE

Tuesday, January 5, 2021
3:30 p.m. to 5:00 p.m.

GoToMeeting

- | | |
|---|---|
| <input type="checkbox"/> Phil Barnhart | <input type="checkbox"/> Sheri Moore |
| <input type="checkbox"/> Amy Cabbage | <input type="checkbox"/> Eugene Organ |
| <input type="checkbox"/> David Davini | <input type="checkbox"/> David Reesor |
| <input type="checkbox"/> Mike Eyster | <input type="checkbox"/> Phillip Shim-Hue |
| <input type="checkbox"/> Josh Haring | <input type="checkbox"/> Frannie Brindle (non-voting) |
| <input type="checkbox"/> Josh Kashinsky | <input type="checkbox"/> Emily Secord (non-voting) |
| <input type="checkbox"/> Susy Lacer | <input type="checkbox"/> Carl Yeh (non-voting) |
| <input type="checkbox"/> Ruth Linoz | |

AGENDA

- I. Call to Order
- II. Roll Call
- III. Agenda Review
- IV. Audience Participation
- V. Formula Fund – Out of District Budget
 - a. Committee Prioritization
 - b. Committee Voting
- VI. STN and Discretionary Process
- VII. STN and Discretionary Project Review
 - a. Committee Voting and Recommendations
- VIII. Next/Future Meeting Agendas
- IX. Adjournment

Call in Information: 1 (646) 749-3122

Access Code: 517-937-005

Watch link live: <https://metrotv.ompnetwork.org/>

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Oregon Public Transportation Plan Goals

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

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



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



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



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



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



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



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



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



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










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



Advisory Committee Criteria

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

- Whether the Project would:
 -  increase the frequency of bus service to communities with a high percentage of Low-Income Households;
 -  expand bus routes and bus services to serve communities with a high percentage of Low-Income Households;
 -  reduce fares for public transportation in communities with a high percentage of Low-Income Households;
 -  result in procurement of buses that are powered by natural gas or electricity for use in areas with a population of 200,000 or more;
 -  improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area;
 -  increase the coordination between Public Transportation Service Providers to reduce fragmentation in the provision of public transportation service; or
 -  expand student transit services for students in grades 9 through 12.
- Whether the Project would maintain an existing, productive service;
- The extent to which the Project goals meet public transportation needs and are a responsible use of public funds; and
- Other factors to be determined by the Qualified Entity or Advisory Committee (for example, geographic equity).

STIF Formula Fund Out-of-District Project Budget

Out-of-District Project List

Project	Description	Task	Fund Type	2022	2023	Total
Project L Florence-Eugene Connector	The route links Florence and Eugene along Highway 126 and connects with key transit hubs at both ends. The pilot began Feb. 18, 2020.	Task 1: Operations	STIF Formula:	\$54,000	\$54,000	\$108,000
			Other State:	\$540,000	\$540,000	\$1,080,000
			Task 1 Total:	\$594,000	\$594,000	\$1,188,000
		Project L Total	STIF Formula:	\$54,000	\$54,000	\$108,000
			Other State:	\$540,000	\$540,000	\$1,080,000
			Project Total:	\$594,000	\$594,000	\$1,188,000
Project K Fare Collection Integration	Provide infrastructure and support to link transit agencies using LTD's TouchPass system, including fare validators, system set-up, associated equipment, licensing and fees.	Task 1: Fare Collection Integration	STIF Formula:	\$0	\$37,500	\$37,500
			Task 1 Total:	\$0	\$37,500	\$37,500
		Project K Total	STIF Formula:	\$0	\$37,500	\$37,500
			Project Total:	\$0	\$37,500	\$37,500
Project M Enhance Lane-Douglas Connector Service	This project increases the number of days that the Lane-Douglas Connector (LDC) fixed route transit service operates after the pilot period ends June 2021. The project deliverables will be Mon.-Fri. with at least two round trips between the Eugene VA Clinic and Roseburg VA Hospital.	Task 1: Increase frequency	STIF Formula:	\$21,119	\$21,119	\$42,237
			Task 1 Total:	\$21,119	\$21,119	\$42,237
		Project M Total	STIF Formula:	\$21,119	\$21,119	\$42,237
			Project Total:	\$21,119	\$21,119	\$42,237
Project N Out-Of-District Expansion Buses	The Diamond Express operates between Oakridge and the Eugene area along Highway 58, requiring use of a new 40' vehicle. The current vehicle will transition to a backup role. This project proposes increasing Rhody Express service frequency in Florence.	Task 1: Diamond Express Expansion Bus	STIF Formula:	\$185,000	\$0	\$185,000
			Task 1 Total:	\$185,000	\$0	\$185,000
		Task 2: Rhody Express Expansion Bus	STIF Formula:	\$110,000	\$0	\$110,000
			Task 2 Total:	\$110,000	\$0	\$110,000
		Project N Total	STIF Formula:	\$295,000	\$0	\$295,000
			Project Total:	\$295,000	\$0	\$295,000
Project O Rhody Express Expansion	The Rhody Express is an hourly fixed route service in the City of Florence. Proposed is a service expansion aiming to increase the frequency of current trips.	Task 1: Increase frequency	STIF Formula:	\$197,000	\$197,000	\$394,000
			Task 1 Total:	\$197,000	\$197,000	\$394,000
		Project O Total	STIF Formula:	\$197,000	\$197,000	\$394,000
			Project Total:	\$197,000	\$197,000	\$394,000
Project P Sustainable Service Reserve	Funds will be maintained to prepare for unanticipated events that could adversely affect the financial condition of STIF funded operations; this aligns with LTD's Fund Balance & Budgetary Reserve Policy.	Task 1: Reserve funds	STIF Formula:	\$28,000	\$28,200	\$56,200
			Task 1 Total:	\$28,000	\$28,200	\$56,200
		Project P Total	STIF Formula:	\$28,000	\$28,200	\$56,200
			Project Total:	\$28,000	\$28,200	\$56,200

Out-of-District Project List

Project	Description	Task	Fund Type	2022	2023	Total
Project Q Diamond Express 4th Trip Service Expansion	The Diamond Express operates between Oakridge and the Eugene area with three round trips daily, five days per week. This expansion would increase the number of trips per weekday to four.	Task 1: Increase frequency	STIF Formula:	\$50,000	\$50,000	\$100,000
			Task 1 Total:	\$50,000	\$50,000	\$100,000
		Project Q Total	STIF Formula:	\$50,000	\$50,000	\$100,000
			Project Total:	\$50,000	\$50,000	\$100,000
Project R Diamond Express Saturday Expansion	The Diamond Express operates between Oakridge and the Eugene area with three round trips daily, five days per week. This expansion would add Saturday trips as a pilot project.	Task 1: Increase frequency	STIF Formula:	\$50,000	\$50,000	\$100,000
			Task 1 Total:	\$50,000	\$50,000	\$100,000
		Project R Total	STIF Formula:	\$50,000	\$50,000	\$100,000
			Project Total:	\$50,000	\$50,000	\$100,000
Project S Florence- Yachats Connector	The Florence-Yachats Connector route began in September 2018 as a one-year pilot project funded by ODOT. LCOG was awarded full funding to continue the pilot project through the FY20-21 STIF Biennium and assumed management, with River Cities Taxi as the operator in September 2019. The route links Florence and Yachats along Hwy. 101 and serves as an important car-free transportation option for local community members and visitors to the coast.	Task 1: Operations	STIF Formula:	\$21,500	\$21,500	\$43,000
			Other State:	\$193,500	\$193,500	\$387,000
			Task 1 Total:	\$215,000	\$215,000	\$430,000
		Task 2: Expansion Bus	STIF Formula:	\$0	\$17,000	\$17,000
			Other State:	\$0	\$153,000	\$153,000
			Task 2 Total:	\$0	\$170,000	\$170,000
		Project S Total	STIF Formula:	\$21,500	\$38,500	\$60,000
			Other State:	\$193,500	\$346,500	\$540,000
			Project Total:	\$215,000	\$385,000	\$600,000
Out-of-District Totals			Fund Type	2022	2023	Total
			STIF Formula	\$716,619	\$476,319	\$1,192,937
			Other State	\$733,500	\$886,500	\$1,620,000
			Funding Total	\$1,450,119	\$1,362,819	\$2,812,937
			Total Available STIF Formula Funds	\$837,430	\$355,584	\$1,193,014
			<i>ODOT Estimated Available Funding</i>	<i>\$337,430</i>	<i>\$355,584</i>	<i>\$693,014</i>
			<i>LTD Estimated Carryover</i>	<i>\$500,000</i>		<i>\$500,000</i>
			Total STIF Formula Funds Requested	\$716,619	\$476,319	\$1,192,937
			Difference Between Funds Available & Funds Requested	\$120,812	(\$120,735)	\$77

STIF Discretionary / STN Program Overview

Statewide competitive STIF discretionary grant programs include:

STIF Discretionary Fund	Statewide Transit Network Program	
	STIF Intercommunity Fund	FTA Section 5311(f) Intercity
<ul style="list-style-type: none"> ○ 5% of STIF funds will be awarded to eligible public transportation service providers based on a competitive grant process ○ \$9.5 million anticipated statewide 	<ul style="list-style-type: none"> ○ 4% of STIF funds will be used to improve public transportation between two or more communities based on a competitive grant process ○ \$7.6 million anticipated statewide 	<ul style="list-style-type: none"> ○ Federal dollars funding routes over 20+ miles with infrequent stops making meaningful connections to the larger intercity network ○ \$1.9 million anticipated statewide

STIF Discretionary Fund Overview

The STIF Discretionary Fund is intended to provide a flexible funding source to improve public transportation in Oregon. It is not a source of ongoing operations funding.

Eligible projects include:

- Capital projects such as vehicles, facilities, equipment, and technology
- Management, planning, and research
- Transit-adjacent projects, such as infrastructure updates
- Pilot operations projects if the application includes an ongoing operations financial plan

Match requirement:

- 20% match is required. This can be reduced to 10% match if the project will:
 - Predominantly serve or provide access to and from rural communities
 - Serve an area located outside of a PTSP’s geographic jurisdiction
 - Fill a significant gap in the Statewide Transit Network
 - Provide statewide benefits to multiple PTSPs

Statewide Transit Network Program Overview

The Statewide Transit Network Program currently utilizes two fund sources: STIF Intercommunity Discretionary and FTA Section 5311(f) Intercity funds. Each fund source has different project eligibility requirements, but there is a significant overlap between the two sets of eligibility requirements.

STIF Intercommunity Discretionary Fund

Eligible projects include:

- Capital projects such as vehicles, facilities, equipment, and technology
- Mobility management, planning, research
- Pilot and ongoing operations projects.

Match requirement:

- 20% match is required. This can be reduced to 10% match if the project will:
 - Predominantly serve or provide access to and from rural communities
 - Serve an area located outside of a PTSP's geographic jurisdiction
 - Fill a significant gap in the Statewide Transit Network
 - Provide statewide benefits to multiple PTSPs

FTA Section 5311(f) Intercity**Eligible projects include:**

- Capital projects such as vehicles, facilities, equipment, and technology
- Mobility management, planning, research
- Pilot and ongoing operations projects

Eligible projects need to demonstrate that they support a public transportation service that:

- a) covers longer distances (20+ miles) or closes a significant gap in the Statewide Transit Network;
- b) makes infrequent stops, is not designed primarily to serve commuters;
- c) has the capacity to carry passenger luggage; and
- d) makes meaningful connections to the larger intercity and Statewide Transit Network, including passenger rail, where possible.

Match Requirement:

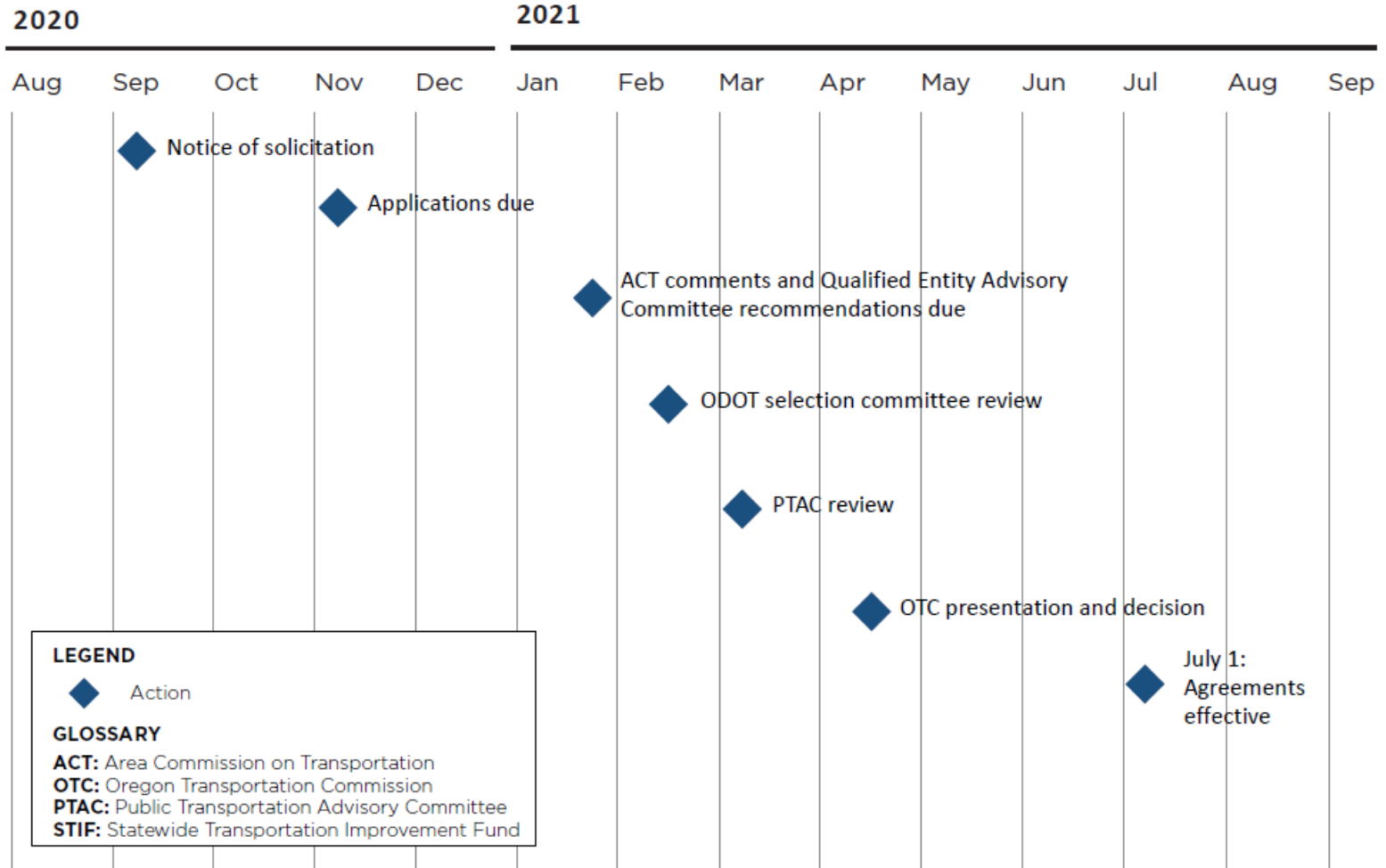
- 50 percent match of the net cost for operations projects
- 20 percent match of the net cost for capital projects and project administration

Application Funding Overview

Applicants indicate on the application if they are applying for 1, 2 or 3 of the eligible funding opportunities and at what match level, as STIF Discretionary and STIF Intercommunity are eligible for either a 20% match or a 10% match. With input from the Area Commissions on Transportation and STIF Advisory Committees, ODOT staff will review the project applications and determine which level of each type of funding shall be used for each project; some projects may receive more than one type of funding. ODOT has asked the LTD STIF Advisory Committee to review nine STIF Discretionary/STN applications that are located either within or adjacent to Lane County.

The application summaries provided in this packet include basic project and budget information from each application. Complete applications and all relevant attachments provided by applicants can be found on ODOT's website at the following link: <https://www.oregon.gov/odot/RPTD/Pages/STIF-Discretionary-Grant-Applications.aspx>.

STIF Discretionary/STN Project Selection Process and Schedule



*The Statewide Transit Network Program includes two potential funding sources: STIF Intercommunity Discretionary Fund, and FTA §5311(f).

STIF Discretionary / STN Project Summaries

Project 1 | Benton County Hwy 99 Transit Corridor Pilot
and

Project 2 | Yamhill County Hwy 99 Transit Corridor Pilot

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Entities: Benton County and Yamhill County

Describe the Project to be funded:

This project proposes to meet a need for public transit along the 99W corridor from McMinnville to Junction City that has been assessed as part of an ongoing Hwy 99W Transit Corridor Study managed by Oregon Cascades West Council of Governments with funding from the STIF Discretionary program. The consensus among participants in the study, which includes representatives from Lane Transit District, Lane Council of Governments, Benton Area Transit, Salem Area Mass Transit and Yamhill County, thought that sufficient demand for transit exists on the corridor to launch pilot transit service. Two of the participants in the study, Yamhill County and Benton County, have agreed to a partnership to operate the pilot transit service. For background, the City of Monroe is completely unserved by transit, and many areas along Hwy 99W are only accessible by private automobile. An overview map is included in Attachment 2, and additional information on the project scope and schedule are included in Attachment 3. Currently, Lane Transit District operates service from Eugene to Junction City; Benton County serves the segment between Corvallis and Adair Village; Cherriots serves from Monmouth to Salem; and, Yamhill County Transit serves from Salem to McMinnville, and north to the Tigard Transit Center.

The project has been broken into three phases; Demand Analysis, Implementation Plan, and Operations. The Demand Analysis phase is nearly complete, with transit provider interviews, stakeholder surveys of existing and potential riders, and input from connecting transit service providers informing the decision to proceed with the next phases of the project. The second phase will refine route details, determine vehicle type, and create a brand and marketing strategy. The final phase will involve operating the service for up to two years from the initial start date. It's estimated that vehicle acquisition would take 9-12 months. This would allow the service to start in the summer 2022 while Yamhill County and Benton County assess and implement a sustainable funding strategy, which likely would initially have to rely on STIF Formula funding from the respective Qualified Entities. Traditional metrics for evaluating transit productivity include passengers per revenue hour of operation, passenger boardings, and route on-time percentage. However, this project is expected to be more of an accessibility (to transit) project and may have to be evaluated using other metrics. The phases have been further outlined in Attachment 3.

Yamhill County Transit and Benton Area Transit are well positioned to implement and manage the proposed transit service on Hwy 99W. Benton County extends south to the City of Monroe, which is approximately seven miles from Junction City and McMinnville is where Yamhill County Transit is located. The geographic location of the project partners will allow them to either split the service into northern and southern segments, or run the entire 70 plus mile route length while keeping dead heads to a minimum via scheduling.

Project 1 | Benton County Hwy 99 Transit Corridor Pilot
and
Project 2 | Yamhill County Hwy 99 Transit Corridor Pilot

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Describe the Project to be funded (cont.)

The initial pilot transit service will involve four round trips per day (two by each partner), five days a week. The project partners would each have to acquire a primary and a backup bus (four total) to implement the pilot transit service. The scope of the proposal covers almost all of the rural communities on Hwy 99W, including the communities of Monroe, Corvallis, and Adair Village, Monmouth, Rickreall and Amity. The proposed pilot transit service would connect with Lane Transit District in Junction City, with four transit services in Corvallis, with Cherriots in Monmouth, with Tillamook County Transportation Service District in Rickreall and with Yamhill County Transit in Amity and McMinnville.

What is the minimum grant amount that will still allow your project to proceed?

Benton County - \$304,520

Yamhill County - \$527,360

Ranked Fund Sources

1 – STIF Intercommunity Discretionary

2 – STIF Discretionary

Why is this Project Important?

If the project is not funded, small cities along Highway 99W, such as Monroe, Adair Village, Monmouth, Rickreall and Amity, will continue to be unserved or underserved by transit. This will likely require travelers to use the only transportation option available to them, automobiles. The need for the proposed pilot transit service has been validated by a transit corridor study in which over half of ~500 survey respondents strongly supported it and by enthusiastic support from staff participants from transit partners like LTD, Cherriots and Link Lane in a recent Hwy 99W transit corridor study Technical Advisory Committee meeting.

The Hwy 99W transit service pilot will not only provide a valuable transportation option to low income households in communities like Junction City, Monroe, Monmouth, Rickreall and Amity, it will serve as an important north/south connection for existing transit services operating between the Oregon Coast and the Willamette Valley. Pilot transit service along Hwy 99W would also connect three university campuses (Linfield University in McMinnville, Western Oregon University in Monmouth and Oregon State University in Corvallis), which would allow students at each university to visit friends or travel home by bus. The momentum gained by conducting a transit corridor study for Hwy 99W would be lost if a transit service pilot is delayed. The project can scaled down by \$175,000 by not funding one of the requested buses.

Project 1 | Benton County Hwy 99 Transit Corridor Pilot
and

Project 2 | Yamhill County Hwy 99 Transit Corridor Pilot

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Capital Asset Purchase

Four Category C buses: two for Yamhill County Transit and two for Benton Area Transit

Four sets of signs and shelters: two sets for stops in Adair Village and Monroe in Benton County and two sets for stops in Rickreall and Monmouth in Yamhill County

Match Amount: Benton County: State - \$66,760 Yamhill County: State - \$78,040

Budget:

Benton County Budget:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amt	Match Amt	Grant Amt	Match Amt
Vehicle Purchase	\$350,000	\$280,000	\$70,000	\$315,000	\$35,000
Signs/ Shelters Purchase	\$100,000	\$80,000	\$20,000	\$90,000	\$10,000
Planning	\$20,000	\$16,000	\$4,000	\$18,000	\$2,000
Project Admin	\$40,000	\$32,000	\$8,000	\$36,000	\$4,000
Operating	\$145,600	\$116,480	\$29,120	\$131,040	\$14,560
Preventive Maintenance	\$12,000	\$9,600	\$2,400	\$10,800	\$1,200
Total:	\$667,600	\$534,080	\$133,520	\$600,840	\$66,760

Yamhill County Budget:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amt	Match Amt	Grant Amt	Match Amt
Vehicle Purchase	\$350,000	\$280,000	\$70,000	\$315,000	\$35,000
Signs/ Shelters Purchase	\$50,000	\$40,000	\$10,000	\$45,000	\$5,000
Planning	\$20,000	\$16,000	\$4,000	\$18,000	\$2,000
Project Admin	\$90,000	\$72,000	\$18,000	\$81,000	\$9,000
Operating	\$270,400	\$216,320	\$54,080	\$243,360	\$27,040
Total:	\$780,400	\$624,320	\$156,080	\$702,360	\$78,040

Project 3 | Coos County Area Transportation District Coos Bay to Florence Connection

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Entity: Coos County Area Transportation District

Describe the Project to be funded:

The Coos Bay to Florence Connection maintains service between geographically separated communities and improves local connections through the origination site of the Coos Bay Super Stop. The Coos Bay to Florence Connection will operate three round trips a day and four days a week: Monday, Tuesday, Thursday, and Friday. The service is a deviated service up to 1/4 mile from route on a first call first serve basis. Reservations for return trip are required to avoid overcapacity on return trips. The service is intentionally scheduled with two days back-to-back to accommodate overnight stays, if need. Services are coordinated with Coastal Express to the south, operated by Curry Public Transit, Florence-Yachats Connector to the north, operated by Lane Transit District, and the Rhody Express to the west, operated by Lane Transit District to provide a seamless public transit service. The fare is \$12 per one-way trip from Coos Bay to Florence or \$4 per county traveled. The municipalities visited along the route include the origination site of the Coos Bay Super Stop at the VA Clinic/Safeway, Lakeside at HWY 1010/N 8th St, Winchester Bay, Reedsport McKays, Gardiner Post Office, and Florence Three Rivers Casino. A map powered by Remix is available here: <https://tinyurl.com/y3esdhm7>

What is the minimum grant amount that will still allow your project to proceed?

\$230,900.45

Ranked Fund Sources

1 – STIF Intercommunity Discretionary

2 – STIF Discretionary

Project 3 | Coos County Area Transportation District Coos Bay to Florence Connection

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Why is this an important project? What are the consequences of this project not receiving funding?

Without funding for this project there would be a significant gap in the Statewide Transit Network leaving rural communities on the south coast without public transportation to essential services available inland. The Coos Bay to Florence Connection serves as an essential piece connecting the Coastal Express, the Florence Yachats Connector and Rhody Express. It is also an essential piece that ties Highway 101 which supports the tourism industry, a primary economic driver for the coast.

Match Amount:

Federal: \$22,954.19

State: \$46,283.72

Budget:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amt	Match Amt	Grant Amt	Match Amt
Project Admin	\$57,207	\$45,766	\$11,441	\$51,486	\$5,721
Operating	\$231,419	\$185,135	\$46,284	\$208,277	\$23,142
Preventive Maintenance	\$57,564	\$46,051	\$11,513	\$51,808	\$5,756
Total:	\$346,190	\$276,952	\$69,238	\$311,571	\$34,619

Project 4 | City of Cottage Grove Enhance Lane-Douglas Connector Service

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Entity: City of Cottage Grove

Describe the Project to be funded:

The City of Cottage Grove wants to increase the number of trips available each week to veterans and rural residents by increasing the number of days that the Lane-Douglas Connector (LDC) fixed route transit service operates after the pilot period ends June 2021. This project concept needs a more stable funding source like STIF that is easier to apply for (no STF Agency requirement) and easier to manage by all parties. The project deliverables will be a daily service Monday through Friday with at least two round trips between the Eugene VA Clinic and Roseburg VA Hospital. This will provide more transit options and potentially connect more rural communities to healthcare and other destination to improve quality of life. With more service hours and funding, the route with stops in Cottage Grove (Walmart and PeaceHealth Cottage Grove Community Medical Center) and Drain may be modified to add visits to the municipalities of Oakland and Sutherlin and provide a transfer option to UPTD routes at the Roseburg main transit station. Purchasing a new, larger accessible bus will improve the reliability of service and increase bus capacity so more people may be served per trip. If possible, this service will be offered for free or at a nominal price and continue to use GPS and tablets in the bus for drivers to access rider information and collect trip data.

Service History: The initial Lane-Douglas Connector service design is a blend of using a fixed route timetable of arrival and departure times at specific destinations and demand response reservation scheduling that allows for route modification to avoid empty loads. To schedule a ride, a call is made to the Umpqua Public Transit District dispatcher a few days or so in advance to schedule legs of their trip like a demand response operation. This is necessary because of a need to manage vehicle capacity limits (maximum 5 riders) in coordination with a lower capacity when transferring between SLW and North Douglas Betterment (NDB) vehicles in Drain.

Project 4 | City of Cottage Grove Enhance Lane-Douglas Connector Service

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Describe the Project to be funded: *(cont.)*

This timetable will enable transit users to schedule their ride according to bus travel time between stops that best fits their trip time or arrival time needs. The dispatcher relays the trip information to the South Lane Wheels dispatcher who will review the trip request and communicate with North Douglas Betterment if a connection is required. If both parties can fulfil the trip as requested, a positive response is communicated to UPTD to confirm the information with the rider. The initial service tentatively scheduled to start mid-November will operate two days a week (Tuesdays and Thursdays) on non-holidays to compliment the NDB services. The cost per trip will be free during a trial period to encourage use and the SLW vehicles and NDB coronavirus bus capacity limits require each leg of the trip to be carefully coordinated between the two services to avoid stranding anyone at a stop. NOTE: If no trip is scheduled to a destination along the route, the vehicle doesn't travel there because no unscheduled pickups or drop offs will be allowed as a tool to control capacity limits. SLW intends to request a backup vehicle using Section 5339 grant funds.

After seven months of facilitating the pilot service, the contractor, South Lane Wheels (SLW), will have ridership data and rider feedback that will provide valuable details about the transit needs and travel patterns of residents living in the North Douglas County cities of Yoncalla, Elkton, Drain & Sutherlin. Another resource currently evaluating regional transportation needs in the Cottage Grove and North Douglas areas is the Cottage Grove Area Transit Development Plan (TDP) that the LDC serves. The TDP Advisory Committee members are representatives of regional stakeholders who provide input about local transit needs and barriers; This input has been combined with community surveys and other outreach efforts to inform the TDP effort. Recommendations and priority tasks and projects that relate to the operations of the LDC will be strongly considered when making changes to increase the level of service. A shared website portal between SLW's and Umpqua Public Transit District's existing RouteMatch software to facilitate coordinated scheduling and dispatching of rides would be among the resources directly supporting LDC operations. Dispatchers will see the progress of the bus because it is equipped with two-way digital radio system, onboard cellphones (as backup), and RouteMatch compatible tablets with GPS tracking and data collection functions. An additional dispatcher may be required to help handle the multiple steps required to communicate ride details, schedule the ride and monitor the service during operations.

What is the minimum grant amount that will still allow your project to proceed?

\$286,367.00

Project 4 | City of Cottage Grove Enhance Lane-Douglas Connector Service

Page 3 of 3

Ranked Fund Sources

1 – STIF Intercommunity Discretionary

2 – STIF Discretionary

Why is this an important project? What are the consequences of this project not receiving funding?

The need to continue the Lane-Douglas Connector (LDC) is relatively high, as veterans represent approximately 10% of Douglas County’s residents and current low-income and elderly riders on the North Douglas Betterment (NDB) service can't afford to pay a fare for trips to larger communities. Moreover, continuation of this pilot project will enable NDB to direct its limited resources to serve more of the smaller communities to provide more feeder transfers with LDC service in Drain. The proposed increase in days that the route operates and increased bus capacity would more than quadruple the availability of transit service to North Douglas County and fill a gap in the Statewide Transit Network between the two major cities of Eugene and Roseburg, while potentially serving 2,476 veterans residing in five census tracts. Moreover, the route would nearly triple the opportunities for area veterans and underserved residents to access shopping in Roseburg and Cottage Grove or visit the Roseburg VA hospital, which adds flexibility to NDB's and prospective riders' schedules.

Capital Asset Purchases:

A new Category C bus is part of this grant application.

Match Amount: Local: \$10,700

Budget:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amt	Match Amt	Grant Amt	Match Amt
Vehicle Purchase	\$103,000	\$82,400	\$20,600	\$92,700	\$10,300
Preventive Maintenance	\$4,000	\$3,200	\$800	\$3,600	\$400
Total:	\$107,000	\$85,600	\$21,400	\$96,300	\$10,700

Project 5 | LCOG Eugene-Florence Intercommunity Route

Page 1 of 3

Entity: Lane Council of Governments (LCOG)

Describe the Project to be funded:

This route stands as a success story of community driven demand for a needed service. Voices from the community led to a feasibility study which Lane Council of Governments (LCOG) completed with findings demonstrating strong community support and a feasible path forward to establish a transit connection between Florence and Eugene just as FY20-21 STIF Discretionary and Formula fund grant opportunities became available. LCOG was awarded STIF Discretionary and Formula Funds and LCOG partner, Confederated Tribes of Coos, Lower Umpqua and Siuslaw (CTCLUI) Indians were awarded Formula Funds, to initiate a pilot route.

The Florence-Eugene Intercommunity Route began operations February 18, 2020. LCOG staff developed its service schedule, fare structure and stops with the advice of a Route Advisory Committee with committee members representing stakeholders and local representatives along the Hwy 126 corridor between Florence and Eugene. This route runs seven days per week with one AM and one PM round trip. It begins and ends at the Eugene Amtrak Station with stops in both directions at the Lane Transit District's (LTD) downtown transit station, the communities of Veneta and Mapleton, the Three Rivers Casino, Old Town Florence and the Florence Grocery Outlet. Fares are \$5.00 one-way and \$1.00 between Florence and Mapleton.

The route interlines with public and private transit routes in both Florence and Eugene. In Florence, it connects with the Rhody Express for transit trips within Florence; the Florence-Yachats Connector for access to coastal Oregon north of Florence; and with the Coos County Area Transit's new Florence Express for access to coastal Oregon south of Florence. In Eugene, it connects with LTD's urban and rural Lane County network in Eugene's downtown transit station as well as with the Amtrak Station for access to statewide and national destinations. LCOG is working on an Interline Agreement with Amtrak which, when finalized, will allow for enhanced route exposure and coordinated ticket purchase.

Within one month of initiating route service, COVID-19 restrictions began. As such, the vast majority of time this route has operated, has been with COVID related guidelines. The operator and drivers follow cleaning protocols. Passengers wear masks and maintain appropriate distance. The service schedule did not change and has maintained reliable and consistent, proving to be a lifeline link in the Statewide Transit Network.

Project 5 | LCOG Eugene-Florence Intercommunity Route

Page 2 of 3

Describe the Project to be funded: *(cont.)*

The funding requested for this project is for route operational costs through the FY22-23 STIF Biennium. LCOG has requested and received an extension of STIF Discretionary funds from the FY20-21 STIF Biennium through December 2021. Therefore, this grant application requests 18 months of operational funding for the months of January 2022 through June 2023. The operational funding includes associated contractor operational costs, vehicle maintenance, administration and marketing costs. The operational costs assume an additional third mid-day round trip four times per week. The intent of this third trip is to interline with the Florence Express route operated by Coos County Area Transit. It was budgeted in the FY20-21 grant but given COVID restrictions and fleet size limitations, logistics for the third run have not been feasible. If funded, LCOG will continue to manage this route and contract operations.

What is the minimum grant amount that will still allow your project to proceed?

\$900,000

Ranked Fund Sources

1 – STIF Intercommunity Discretionary
2 – STIF Discretionary

3 – FTA Section 3511(f) Intercity

Project 5 | LCOG Eugene-Florence Intercommunity Route

Page 3 of 3

Why is this an important project? What are the consequences of this project not receiving funding?

This project is a vital link in the Statewide Transit Network and is an important lifeline for connecting the rural coastal communities to the Willamette Valley. Without the Eugene-Florence Intercommunity route, there is not a public transportation option to travel between Eugene and Florence. This service provides a safe, affordable, and reliable option for residents and visitor alike. The bus accommodates up to two wheelchairs. It also accommodates three bikes and provides cyclists an option for travel and linking trips car-free. Investment in this project is vital as it will sustain a service currently in a pilot operation. Without project funding, this service will terminate upon expiration of FY20-21 STIF funding. It leverages strong community support as demonstrated in the attached letters from 18 stakeholders and will support regional travel operations during the 2022 International Association of Athletics Federation World Championships in Eugene.

Match Amount: State: \$99,000

Budget:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations					
		20%		10%		50%	
		Grant Amt	Match Amt	Grant Amt	Match Amt	Grant Amt	Match Amt
Operating	\$1,000,000	\$800,000	\$200,000	\$900,000	\$100,000	\$500,000	\$500,000
Total:	\$1,000,000	\$800,000	\$200,000	\$900,000	\$100,000	\$500,000	\$500,000

Project 6 | LCOG Florence-Yachats Connector

Page 1 of 3

Entity: Lane Council of Governments (LCOG)

Describe the Project to be funded:

The Florence-Yachats Connector is a testament of state, local and private partners working together to meet a public need. The route began in September 2018 as a one-year pilot project funded by the Oregon Department of Transportation, managed by the Lane Transit District, strongly supported by the Cities of Florence and Yachats, and operated by River Cities Taxis. The route's corridor along Highway 101 between Yachats and Florence is well outside of the Lane Transit District's boundary and therefore LTD was not a viable long term route manager. Halfway into the one-year pilot, the Lane Council of Government's Board of Directors unanimously supported applying for STIF Discretionary funding to take over management of this route. LCOG was awarded full funding to continue the pilot project through the FY20-21 STIF Biennium and assumed management, with River Cities Taxi as the operator, in September 2019.

The Florence-Yachats Connector links the rural, coastal communities of Florence and Yachats along Oregon's Highway 101 and serves as an important car-free transportation option for local community members and visitors to and along Oregon's premier coastline. This route is the northern route at the Florence Key Transit Hub where the Coos County Area Transit's Florence Express, Lane Transit District's Rhody Express, and LCOG's Eugene-Florence Intercommunity Route all interline. At the northern terminus, it links with the Lincoln County's Northwest Connector for access along Highway 101 north of Yachats. The route operates Monday through Saturday from 7:30 AM to 7:25 PM with four round trips per day. It begins at the Grocery Outlet in Florence; stops mid-way at Carl G. Washburne State Park, and then at West 3rd Street and Pontiac Street (the Little Log Church & Museum) in Yachats. The return route uses the same stops. Since assuming management of the route, LCOG initiated Saturday service and adjusted the schedule for better alignment with the Florence-Eugene intercommunity route. Now, a rider is able to begin a trip by in Yachats, travel to Eugene and return to Yachats in one day.

Since COVID-19 restrictions began, the Florence-Yachats Connector has operated in accordance with COVID related guidelines. The operator and drivers follow cleaning protocols. Passengers wear masks and maintain appropriate distance. The service schedule did not change and has maintained reliable and consistent, proving to be a lifeline link in the Statewide Transit Network.

Project 6 | LCOG Florence-Yachats Connector

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Describe the Project to be funded: *(cont.)*

The funding requested for this project is for route operational costs, assuming the current route schedule, through the FY22-23 STIF Biennium. LCOG has requested and received an extension of STIF Discretionary funds from the FY20-21 STIF Biennium through December 2021. Therefore, this grant application requests 18 months of operational funding for the months of January 2022 through June 2023. The operational funding includes associated contractor operational costs, vehicle maintenance, administration and marketing costs. If funded, LCOG will continue to manage this service with a contract vendor operating the service.

What is the minimum grant amount that will still allow your project to proceed?

\$441,000

Ranked Fund Sources

- 1 – STIF Intercommunity Discretionary
- 2 – STIF Discretionary
- 3 – FTA Section 5311(f) Intercity

Why is this an important project? What are the consequences of this project not receiving funding?

This project is a vital link in the Statewide Transit Network along HWY 101. Prior to its service initiation, this corridor had neither a private nor a public transit option, leaving residents and visitors with few car-free travel options. Now it stands as an important piece in the public transportation network, providing a safe, affordable, and reliable travel option. Continued use through COVID-19 restrictions demonstrates it is a lifeline service for many.

Investment in this project is vital as it will sustain a service currently in a pilot operation. Without project funding, this service will terminate upon expiration of FY20-21 STIF funding. It leverages strong community support as demonstrated in the attached letters of support from stakeholders and supports regional travel options during the 2022 International Association of Athletics Federation World Championships in Eugene. Connected public transportation will be an important way for attendees to visit coastal destinations.

Project 6 | LCOG Florence-Yachats Connector

Page 3 of 3

Capital Asset Purchases:

This application requests funds to purchase a replacement bus for the Florence-Yachats Connector. The route's current bus is a 2018 Ford Make and EC4 Model. Its VIN is 1FDFE4FS5JDC20882. It has 10 seats, is ADA accessible and has a bike rack that can hold three bicycles.

The bus began running this route September 2019. It has received regular service checks on a monthly basis since that date. It is a reliable vehicle currently in good to excellent condition according to the Asset Condition Measurement spreadsheet. Given the route's high mileage through coastal conditions the vehicle received increasing corrective maintenance with monthly oil changes and it has already had one transmission service.

The bus's odometer read as of 10/27/2020 was 79,728 miles. At about this time one year ago, the odometer read was 15,732. The bus drove approximately 63,996 during one year of running this route. LCOG added Saturday service in February 2020, increasing the number of miles the bus is driving. This application is requesting purchase of a bus in the second year of the STIF biennium. By the end of the FY21-23 STIF biennium, the bus will have around 191,000 miles; well over its Useful Life Standards mileage of 150,000. LCOG will purchase the new Category D vehicle through the Oregon state price agreement contract during FY22. Expected delivery time is 6-9 months according to ODOT's Vehicle Descriptions and Useful Life Standards document. LCOG will initiate the purchase process in September of 2021 and have the new vehicle ready to replace the current vehicle during the summer of 2022.

Match Amount:

State: \$49,000

Budget:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations					
		20%		10%		50%	
		Grant Amt	Match Amt	Grant Amt	Match Amt	Grant Amt	Match Amt
Vehicle Purchase	\$170,000	\$136,000	\$34,000	\$153,000	\$17,000	NA	NA
Operating	\$320,000	\$256,000	\$64,000	\$288,000	\$32,000	\$160,000	\$160,000
Total:	\$490,000	\$392,000	\$98,000	\$441,000	\$49,000	\$160,000	\$160,000

Project 7 | LTD Electric Bus Replacement Project

Page 1 of 3

Entity: Lane Transit District (LTD)

Describe the Project to be funded:

Lane Transit District (LTD) proposes to undertake a highly transformative electric bus replacement project that will enhance transit revenue operational efficiency. More importantly, the electrification of LTD's fleet will have significant environmental benefits including improved air quality by providing services that reduce dependency on fossil fuels. This project will provide the match funds (\$3,387,996) necessary to support the purchase of up to eleven battery electric buses that will augment LTD's ongoing acquisition of electric buses.

LTD is the sole public transportation provider for a roughly 4,000 square mile area in Lane County, Oregon, serving the Eugene-Springfield metropolitan area and outlying community as well as the cities of Coburg, Junction City, Veneta, Cottage Grove, Creswell, Lowell, Pleasant Hill, and portions of the county's unincorporated areas. As of the 2010 census, Eugene's population was 156,185 and Springfield's was 59,403. Lane County (co-located with the Eugene-Springfield metropolitan statistical area) had a population of 351,715. LTD was founded in 1970 under the laws of the State of Oregon that allowed the formation of transit districts as special taxing entities and began operations with a fleet of 18 buses and two vans. Since the initiation of transportation services, LTD has grown to meet the demands of an expanding and transformative community. The agency provides a number of services and administers various programs.

The agency currently operates a fleet of 110 buses on 34 routes, including the award winning EmX BusRapid Transit (BRT) system which serves 51 stations. LTD's fleet includes a combination of 40 foot and 60 foot buses, as well as 60 foot, 5-door, articulated buses. LTD's fleet also includes 60 hybrid-electric vehicles and is slated to acquire eleven battery electric buses in the very near future as part of its commitment to improve air quality. In consideration of local and regional planning priorities, LTD's Long Range Fleet Replacement Plan includes the replacement of 51 vehicles by the year 2022. Given the limited financial resources available to accomplish this endeavor, timely replacement of these buses relies heavily on this project. Of the eleven diesel Gillig buses that will be replaced, seven were placed into service in 2003 and four were placed into service in 2006. All of these buses have over 500,000 miles; they have clearly reached the end of their useful life. These aged vehicles have a poor rate of reliability, have poor fuel efficiency, and lack updated customer safety improvements including wheelchair securement that are vital to LTD's services. LTD's fleet-wide average miles between road calls is 9,500, and the average for the fleet the project will replace is 6,200.

Project 7 | LTD Electric Bus Replacement Project

Page 2 of 3

Describe the Project to be funded: *(cont.)*

Accordingly, replacement of these older diesel buses will increase operational efficiency by reducing LTD's overall fleet maintenance labor and parts costs. More importantly, replacing this aged fleet will improve the reliability of current transit service by reducing road calls and lost service time for vehicles that are in maintenance.

LTD's transit fleet currently consists of a mix of diesel and diesel-electric hybrid buses. LTD has placed an order for eleven 40' New Flyer battery electric buses (BEBs) and charging equipment. This initial phase of replacement buses is being funded by several FTA grants, utilizing a combination of local, formula and discretionary funds. The first three buses are anticipated to be delivered by the end of the calendar year, with the remaining vehicles expected in early 2021. LTD has also initiated efforts to install the necessary charging infrastructure prior to the arrival of the first phase of electric buses.

LTD is in the process of revising its service plan as a part of the "Transit Tomorrow" initiative to provide ridership-focused service. Under this new service plan, nearly the entire fleet will be operating on eighteen to twenty-hour blocks. Therefore, future BEB deployments will require on-route charging to meet these needs, which will also allow LTD to maximize the range potential and environmental benefits provided by operating zero emission buses.

LTD recognizes that the cost to own and operate an electric fleet will require a large initial investment which includes the high cost of the vehicle as well as the cost to increase electrical service to the facilities. However, this higher initial investment will be offset by the lower maintenance and fuel costs that will ultimately reduce the gap in total cost of ownership between a diesel bus and a BEB to comparable levels.

What is the minimum grant amount that will still allow your project to proceed?

\$2,500,000

Ranked Fund Sources

1 – STIF Discretionary

Project 7 | LTD Electric Bus Replacement Project

Page 3 of 3

Why is this an important project? What are the consequences of this project not receiving funding?

As previously stated, this project will allow LTD to remove seven 2003 and four 2006 diesel-fueled buses from service and deploy eleven battery electric buses in their place. These buses have over 500,000 miles and have clearly reached the end of their useful life. These aged vehicles have a very poor rate of reliability, have poor fuel efficiency, and lack updated customer safety improvements including wheelchair securement that are vital to LTD's services. LTD's fleet-wide average miles between road calls is 9,500, and the average for the fleet the project will replace is 6,200. Accordingly, not replacing these older diesel buses will decrease operational efficiency by increasing LTD's overall fleet maintenance labor and parts costs. More importantly, not funding this project of replacing LTD's aged fleet will impact the reliability of current transit service with increased road calls and lost service time for vehicles that are in maintenance.

Capital Asset Purchases:

LTD proposes to purchase up to eleven battery electric buses that will augment LTD's ongoing acquisition of electric buses. The vehicles will have an expected useful life of twelve years/500,000. The replacement buses will also be equipped to meet all ADA requirements; and will include security surveillance systems and AVL equipment.

Match Amount: Federal: \$9,034,602

Budget:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amt	Match Amt
Vehicle Purchase	\$12,422,598	\$3,387,996	\$9,034,602
Total:	\$12,422,598	\$3,387,996	\$9,034,602

Project 8 | LTD Trip Planner / Mobility Wallet Technology Innovation Project

Page 1 of 2

Entity: Lane Transit District (LTD)

Describe the Project to be funded:

Lane Transit District (LTD) proposes to undertake a highly transformative technology innovation project that will enhance operational efficiency and mobility through the creation of a Mobile Wallet-Trip Planner application. Covid-19 has impacted the ways in which people travel, particularly transit reliant individuals. This innovative application will provide contactless payment and integrated trip planning to facilitate riders' transportation decisions, while instilling confidence in riders' transportation systems' ability to meet their needs. With the uncertainties of COVID-19, this application is easy, safe and comes at an opportune time by affording transit riders who are apprehensive a touchless way to pay.

The innovations provided in this application will allow a user to plan a trip using all modes currently available within LTD's service community (transit, personal bicycle, walking, Bike Share Program, TNC Ride-Sharing, Parking and Park-n-Rides, Mobility on Demand, Bike Lockers). Moreover, the project will interact with the Districts' Delerrok TouchPass application; and has the potential to interact LTD's Bike Lockers, the Mobility on Demand (MOD) app, as well as other LTD digital assets. This project also encompasses the potential for future modes (e.g. Scooter Share), as well as national applicability. In addition to providing increased mobility for local residents, the District regularly meets the travel needs of large numbers of visitors, and is planning for future events including the 2022 World Track and Field Championships, which will draw an estimated 60,000 visitors to the area.

LTD has assembled a multidisciplinary team, consisting of professionals with experience in research, application development, data/project management, UI/UX design, and transportation planning and engineering. The agency plans to utilize and expand on an existing code base, developed by Tri-Met in Portland, and further developed by Columbus, OH in their Smart Cities initiative.

The ability to collect and analyze large amounts of aggregated/anonymized usage data is a key element of this project, and one which would enable visibility into a previously-opaque segment of the transportation ecosystem. Future advantages to surrounding cities, to the transit agency, and to research partners at the University of Oregon that would be attained with this project are hard to overstate. LTD expect insights into transportation patterns, rider choices, determinants of rider mode, demographic data, and more.

Project 8 | LTD Trip Planner / Mobility Wallet Technology Innovation Project

Page 2 of 2

What is the minimum grant amount that will still allow your project to proceed?

\$300,000

Ranked Fund Sources

1 – STIF Discretionary

Why is this an important project? What are the consequences of this project not receiving funding?

COVID-19 has impacted the ways in which people travel, particularly transit reliant individuals. This application will provide contactless payment and integrated trip planning to facilitate riders' transportation decisions, while instilling confidence in riders' transportation systems' ability to meet their needs. Award of discretionary STIF funding will allow LTD to undertake a highly transformative technology innovation project that will expand mobility options to the transportation dependent; more importantly, it will facilitate safe transportation options with the creation of an application that will simplify trip planning and payment.

LTD has established partnerships with key stakeholders that share the vision to use innovation to facilitate efficient and safe mobility options as demonstrated by the numerous letters of support. In today's environment of limited resources, it is fiscally responsible to encompass multi-disciplinary strategies to promote safe and smart transportation options.

Match Amount:

Federal: \$450,000

State: \$75,000

Budget:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations	
		20%	
		Grant Amt	Match Amt
Mobility Management	\$1,125,000	\$600,000	\$525,000
Total:	\$1,125,000	\$600,000	\$525,000

Project 9 | LTD Oakridge Transportation Services

Page 1 of 2

Entity: Lane Transit District (LTD)

Describe the Project to be funded:

Lane Transit District (LTD) proposes to continue an essential transportation project that serves as a direct link between the rural community of Oakridge and Eugene/Springfield. The service provides opportunities for low income rural residents to access additional transit options near Eugene-Springfield, such as Amtrak and Greyhound. This project supports the transit network by serving the two Key Transit Hubs in the Eugene-Springfield area. The area is a central hub for transit service and a focal point for interregional air, rail and bus service. LTD is the sole public transportation provider for a roughly 4,000 square mile area in Lane County, Oregon, serving the Eugene-Springfield metropolitan area and outlying community as well as the cities of Coburg, Junction City, Veneta, Cottage Grove, Creswell, Lowell, Pleasant Hill, and portions of the county's unincorporated areas. Since the initiation of transportation services, LTD has grown to meet the demands of an expanding and transformative community. The agency provides a number of services and administers various programs.

The primary Diamond Express bus is a 35-passenger vehicle with two spaces for persons who use a mobility device. This bus also includes a front mounted bicycle rack that holds three bikes. At the driver's discretion, additional bicycles can be placed on board.

Each one-way trip fare is \$2.50. Riders who pay the \$5.00 round-trip fare when boarding in Oakridge will receive an LTD Day Pass that can be used on LTD buses throughout that day in the Eugene/Springfield area. The fare must be paid in cash with exact change or with Diamond Express tickets that can be pre-purchased at LTD Customer Service at the Eugene Station, 11th Avenue and Willamette Street.

Only cash and VISA or MasterCard are accepted. LTD group pass holders and other LTD passes cannot be used to ride the Diamond Express. Rider fares cover only a small portion of the cost of providing the service. LTD has managed to keep the fares as low as possible; the fares have not been raised since startup.

The communities of Oakridge and Westfir have come to depend on Diamond Express to access the metro area. Moreover, this service acts as a lifeline and connects residents to local hospitals, shopping, schools and employment.

Project 9 | LTD Oakridge Transportation Services

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What is the minimum grant amount that will still allow your project to proceed?

\$270,000

Ranked Fund Sources

1 – STIF Intercommunity Discretionary

2 – FTA Section 5311(f) Intercity

Why is this an important project? What are the consequences of this project not receiving funding?

As previously stated, this project provides service that essentially acts as a lifeline and connects rural residents to local hospitals, shopping, schools and employment. The communities of Oakridge and Westfir have come to depend on Diamond Express to access the metro area.

Moreover, the service provides opportunities for low income rural residents to access additional transit options near Eugene-Springfield, such as Amtrak and Greyhound. Terminating this project would substantially impact this community.

Match Amount:

Local: \$24,000

State: \$38,400

Local: \$20,000

Budget:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations					
		20%		10%		50%	
		Grant Amt	Match Amt	Grant Amt	Match Amt	Grant Amt	Match Amt
Operating	\$624,000	\$499,200	\$124,800	\$561,600	\$62,400	\$312,000	\$312,000
Total:	\$624,000	\$499,200	\$124,800	\$561,600	\$62,400	\$312,000	\$312,000

STIF Discretionary/STN Project Selection Criteria

Qualified Entity reviews shall consider the extent to which each project meets the project selection criteria established by the Oregon Transportation Commission (OTC). The following pages provide scoring sheets for each project; project descriptions are provided by project applicants.

Table 1: 2020 Discretionary Solicitation Selection Criteria Framework

Focus Areas	Selection Criteria	Score Weighting	
		STIF Disc.	STN
Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> <ul style="list-style-type: none"> Equity 	<ul style="list-style-type: none"> Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. OAR 732-044-0030(1)(a) Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g., seniors and people with disabilities). OAR 732-044-0030(1)(c) 	20%	10%
Coordination of Public Transportation Services <i>OPTP goals:</i> <ul style="list-style-type: none"> Communication, Collaboration, and Coordination Mobility and Public Transportation User Experience 	<ul style="list-style-type: none"> Improves coordination between public transportation providers. OAR 732-044-0030(1)(b) Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). OAR 732-044-0030(1)(c)(A) Implements technological innovations that improve efficiencies and support a seamless, easy-to-use Statewide Transit Network. OAR 732-044-0030(1)(c)(B) 	10%	30%
Safety, Security, and Community Livability <i>OPTP goals:</i> <ul style="list-style-type: none"> Safety and Security Community Livability and Economic Vitality 	<ul style="list-style-type: none"> Protects fleet condition and ensures vehicles are maintained in a state of good repair. OAR 732-044-0030(1)(c) Results in increased use and participation in active transportation, including public transportation. OAR 732-044-0030(1)(c) 	25%	10%
Environmental and Public Health <i>OPTP goals:</i> <ul style="list-style-type: none"> Environmental Sustainability Health 	<ul style="list-style-type: none"> Reduces greenhouse gas emissions in or through public transportation systems. OAR 732-044-0030(1)(c)(C) Supports positive health outcomes. OAR 732-044-0030(1)(c) 	15%	10%
Statewide Transit Network Connections <i>OPTP goal:</i> <ul style="list-style-type: none"> Accessibility and Connectivity 	<ul style="list-style-type: none"> Improves or maintains service between geographically separated communities. OAR 732-044-0030(1)(c)(D) Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. OAR 732-044-0030(1)(c) 	10%	30%
Sustainable Funding <i>OPTP goal:</i> <ul style="list-style-type: none"> Funding and Strategic Investment 	<ul style="list-style-type: none"> Does not substantially rely on discretionary state funding beyond a pilot phase (i.e., project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended). OAR 732-044-0030(1)(d) 	20%	10%

STIF Disc.: STIF Discretionary Fund
 STN: Statewide Transit Network Program

STIF Discretionary / STN Project Scoring Sheets

Projects 1 & 2: Hwy. 99 Transit Corridor Pilot - Benton & Yamhill County			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr.	STN	Fund/ Don't Fund	Notes
Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity	<ul style="list-style-type: none"> · Improves public transp. service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations 	All cities have a higher or nearly equal percentage of low income residents compared with the State of Oregon. Additionally, Monroe, which is currently unserved by any transit, has over twice the state average for people with disabilities. Collectively, the small communities along Hwy 99W represent 75,000 additional riders that would have access to transit and amenities located in the three largest metropolitan areas in the state.	20%	10%		
Coordination of Public Transportation Services <i>OPTP goal:</i> · Communication Collaboration & Coordination	<ul style="list-style-type: none"> · Improves coordination between public transit providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). 	The proposed Hwy 99W transit service pilot touches four Oregon counties, where seven public transit providers currently operate. Benton County, which has the project identified in their transportation system plan, currently operates service between Corvallis and Adair Village. Yamhill County currently operated service between McMinnville and Amity. The project partners plan to coordinate the four buses used for the proposed route, with each operating half of the service through independent purchased service contracts.	10%	30%		
Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transportation User Experience · Accessibility and Connectivity	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities · Implements technological innovations that improve efficiencies and supports a seamless, easy-to-use Statewide Transit Network. · Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. 	The new north/south connection would alleviate the need to travel all the way to the I-5 corridor to go north or south by bus through the Willamette Valley. The proposed pilot would also connect three university campuses (Linfield University in McMinnville, Western Oregon University in Monmouth and Oregon State University in Corvallis), which would allow students at each university to visit friends or travel home by bus.	10%	30%		

Projects 1 & 2: Hwy. 99 Transit Corridor Pilot - Benton & Yamhill County			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr.	STN	Fund/Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	· Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	Through the expansion of transit service to communities previously unserved or underserved, the transit service pilot will provide a method of travel other than single passenger vehicles to more of the Oregon population. By improving transit access, positive health outcomes are supported by offering active transportation options	15%	10%		
Sustainable Funding <i>OPTP goal:</i> · Funding and Strategic Investment	· Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended).	Long term funding for the Hwy 99W transit service pilot, should it prove useful, will come from Yamhill and Benton County's STIF Formula funds. The project partners have agreed to include transit service along Hwy 99W in their respective STIF Plans for the FY 2024 - FY 2025 biennium should the pilot prove that transit service along the corridor can be successful. Matching funds are not required for projects listed in a local QE's STIF Plan.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> · Safety/security · Community livability & economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	As mentioned earlier, this project would indirectly connect nearly 75,000 people to the three largest metropolitan areas in the state. Providing access to these residents would encourage the use of public transportation for commuting, trips for services and shopping, medical trips, and recreational trips	25%	10%		

Project 3: Coos County Area Transportation District Coos Bay to Florence Connection			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr	STN	Fund/Don't Fund	Notes
Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity	<ul style="list-style-type: none"> · Improves public transp. service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations 	The demographic data available in Remix identifies that this route services 16.2% poverty, 18.9% minority, 21.2% lives with a disability and 22.8% seniors. In addition, there are 655 households and 33.7% only have one car and 9.6% are car free. This makes a strong case of the importance this project has for vulnerable populations and historically marginalized communities.	20%	10%		
Coordination of Public Transportation Services <i>OPTP goal:</i> · Communication Collaboration & Coordination	<ul style="list-style-type: none"> · Improves coordination between public transit providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). 	This supports an initiative of facilitating access to coastal residents to the essential services available in Eugene and beyond. This project also closes the gap on Hwy 101 and enables residents and tourists alike to travel along the entire coast using public transportation. This project has been coordinated with and supported by Curry Public Transit, Douglas County Transportation District, LTD, Southwest ACT as well as LCOG and the Lane ACT. This project also aligns with the goals of the Travel Oregon Sustainable Tourism Advisory Committee.	10%	30%		
Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transit User Experience · Accessibility and Connectivity	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities · Implements technological innovations to improve efficiencies & supports a seamless Statewide Transit Network. · Improves local connections and infrastructure at transit hubs or develops service improvements and approaches that can be replicated statewide. 	Policy 2.3 The Coos Bay to Florence Connector provides a coordinated, seamless regional and intercity bus, rail and air public transportation service to enable trips for commuting and recreation, and assist rural residents to access services in larger communities. Not only is there connectivity to Curry Express, Yachats Connector and Rhody Express but riders can connect with Amtrak, Eugene International Airport and Greyhound.	10%	30%		

Project 3: Coos County Area Transportation District Coos Bay to Florence Connection			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr.	STN	Fund/Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	· Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	This provides access to healthy lifestyle options by helping people to reach goods and services such as groceries, recreations, parks and natural areas, health care and social opportunities via public transit as demonstrated by the scheduled stops, the flexibility in 1/4 mile deviations and bike racks on the buses. This connects riders to the wealth of health and social service amenities available inland. We have also integrated health considerations by having services back to back days to allow for riders to have a layover if needed for health reasons	15%	10%		
Sustainable Funding <i>OPTP goal:</i> · Funding and Strategic Investment	· Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended).	As this service route passes through three counties and supports the larger statewide network of connectivity, we recommend convening stakeholders including HWY 101 Tourism as an opportunity for sustainability of the coastal corridor as a whole. This route is of particular interest to veterans and seniors who require connectivity to services outside of our rural area so there is potential for additional governmental partnerships for these special populations.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> · Safety/security · Community livability & economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	This project specifically supports safety, security and community livability by allowing bicyclists to ride past less than ideal sections of the Oregon coast to more favorable sections. We collaborate with Tourism, the CTCLUSI, city of Florence, LTD, & LCOG to promote public transportation as a safe travel option and secure funding making the Florence stop friendly for bicyclists including an illuminated transfer stop equipped with a bicycle station and services aimed to increase access to/from transit.	25%	10%		

Project 4: City of Cottage Grove Enhance Lane-Douglas Connector Service			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr	STN	Fund/Don't Fund	Notes
Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity	<ul style="list-style-type: none"> · Improves public transp. service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations 	The need to continue the Lane-Douglas Connector (LDC) is relatively high. Veterans represent about 10% of Douglas County's residents, and current low-income and elderly riders on the North Douglas Betterment (NDB) service can't afford to pay a fare for trips to larger communities. This region has been identified as having a large population of veterans and low-income residents that is currently being served by the NDB program.	20%	10%		
Coordination of Public Transportation Services <i>OPTP goal:</i> · Communication Collaboration & Coordination	<ul style="list-style-type: none"> · Improves coordination between public transit providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). 	This is coordination of transit services between Umpqua Public Transportation District (UPTD), NDB and Cottage Grove contracted service through SLW to improve transit options for North Douglas County residents and veterans seeking access to healthcare and quality of life destinations in Lane or Douglas County.	10%	30%		
Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transit User Experience · Accessibility and Connectivity	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities · Implements technological innovations to improve efficiencies & supports a seamless Statewide Transit Network. · Improves local connections and infrastructure at transit hubs or develops service improvements and approaches that can be replicated statewide. 	The Coos Bay to Florence Connector provides a coordinated, seamless regional and intercity bus, rail and air public transportation service to enable trips for commuting and recreation, and assist rural residents to access services in larger communities. Riders connect to Curry Express, Yachats Connector, Rhody Express, Amtrak, Eugene International Airport and Greyhound.	10%	30%		

Project 4: City of Cottage Grove Enhance Lane-Douglas Connector Service			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr.	STN	Fund/ Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	·Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	This project increases service options 5 days a week to encourage LDC use instead of personal cars, reducing pollution and greenhouse gas emissions. This will serve the Eugene VA Clinic, PeaceHealth Cottage Grove Community Medical Center, Walmart Pharmacy, and Roseburg VA to provide transportation options to those seeking medical and healthcare services and improve personal health outcomes. The purchase of a larger capacity vehicle will enhance service reliability, reduce operating cost, & connect rural residents with health services to better support their medical needs, leading to positive health outcomes	15%	10%		
Sustainable Funding <i>OPTP goal:</i> ·Funding and Strategic Investment	·Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services)	There will be STIF Formula or other grant sources available through LTD's QE or UPTD QE to continue operating the LDC as the main public transit connection between Lane and Douglas Counties. Matching funds will be secured through local or state grant sources.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> · Safety/security ·Community livability & economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	The LDC service was initiated to serve a large veteran population residing in north Douglas County. These veterans are aging and have debilitating conditions like combat injuries, substance abuse issues and Post Traumatic Stress Disorder (PTSD). Using a personal vehicle may not be an option for them due to medical conditions or difficulty reassimilating after combat tours overseas. Also, the LDC route will travel along major highway and roads to rural communities that are often unsafe for personal vehicles during snow storms, rainy or icy conditions. A bus would be the safest way to travel under these conditions.	25%	10%		

Project 5: LCOG Eugene-Florence Intercommunity Route			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr	STN	Fund/Don't Fund	Notes
Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity	<ul style="list-style-type: none"> · Improves public transp. service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations 	From 2006-2015 Hispanic/ Latino people saw 42% growth. African American, Asian American or multiracial people grew by ~26% each. Native Hawaiian/Pacific Islander grew 16% & American Indian people grew by 12%. Communities adjacent to this corridor have high rates of vulnerable populations, per the 2018 US Census ACS. This aims to address identified travel barriers by maintaining a reliable option that connects with transit services along the coast and to urban destinations.	20%	10%		
Coordination of Public Transportation Services <i>OPTP goal:</i> Communication Collaboration & Coordination	<ul style="list-style-type: none"> · Improves coordination between public transit providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). 	This project is an ongoing collaboration between LCOG, CTCLUSI, LTD and CCAT. LCOG and CTCLUSI partnered throughout the planning, implementation and funding of this route. CTCLUSI allocates Formula Funds that LCOG uses as match for Discretionary grant dollars. LCOG and CCAT coordinate to ensure services best meet the public's needs.	10%	30%		
Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transit User Experience · Accessibility and Connectivity	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities · Implements technological innovations to improve efficiencies & supports a seamless Statewide Transit Network. · Improves local connections and infrastructure at transit hubs or develops service improvements and approaches that can be replicated statewide. 	This project directly links coastal rural Lane County with the County's major urban area and is actively working to fill what was a major gap in the Statewide Transit Network. This route originates and terminates at the Eugene Amtrak Station, a Key Transit Hub within Lane County with multiple multi-modal travel options.	10%	30%		

Project 5: LCOG Eugene-Florence Intercommunity Route			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr.	STN	Fund/ Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	· Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	This project addresses the Florence-Eugene Public Transportation Feasibility Study and the LCOG Senior & Disability Services division Community Needs Assessment findings of community concerns that public transportation options are limited in rural areas and some parts of urban areas. As the Needs Assessment states: "This particular lack of robust public transit availability poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers and other time sensitive needs." As such, this project is improving transit access to/from services that improve health outcomes.	15%	10%		
Sustainable Funding <i>OPTP goal:</i> · Funding and Strategic Investment	· Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services)	This project supports the Eugene-Florence route which is intended to continue to serve the public beyond the 2021-23 biennium. LCOG staff will continue to 1) seek grant funds for ongoing funding from federal, state and local sources, 2) maintain stakeholder support and 3) collaborate with partnering transit agencies and CTCLUSI. Through these ongoing efforts, LCOG anticipates keeping this route in operation.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> Safety/ security · Community livability & economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	The Eugene-Florence bus route reduces reliance on personal vehicle use, results in mode shift to transit, improves connectivity between active transportation modes, and is an vital link between Florence and Eugene.	25%	10%		

Project 6: LCOG Florence-Yachats Connector			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr	STN	Fund/ Don't Fund	Notes
Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity	<ul style="list-style-type: none"> · Improves public transp. service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations 	From 2006-2015 Hispanic/ Latino people saw 42% growth. African American, Asian American or multiracial people grew by ~26% each. Native Hawaiian/Pacific Islander grew 16% & American Indian people grew by 12%. Communities adjacent to this corridor have high rates of vulnerable populations, per the 2018 US Census ACS. This aims to address identified travel barriers by maintaining a reliable option that connects with transit services along the coast and to urban destinations.	20%	10%		
Coordination of Public Transportation Services <i>OPTP goal:</i> Communication Collaboration & Coordination	<ul style="list-style-type: none"> · Improves coordination between public transit providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). 	This is a coordinative effort with Florence-Eugene route, CCAT, LTD, ODOT and Lincoln County Public Transit, and efforts to ensure efficiency service and reduce fragmentation are ongoing. A goal is to align with the NW Collector alliance that have coordinated to meet transportation needs and provide information to residents and visitors.	10%	30%		
Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transit User Experience · Accessibility and Connectivity	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities · Implements technological innovations to improve efficiencies & supports a seamless Statewide Transit Network. · Improves local connections and infrastructure at transit hubs or develops service improvements and approaches that can be replicated statewide. 	This service connects with 4 other providers and contributes to the network of services within and beyond Florence and Yachats: 1) Rhody Express; 2) Florence Express 3) Eugene-Florence Intercommunity route; 4) Lincoln County Transit whose Southern Loop terminates in Yachats at the Little Log Church & Museum. A long term goal for this project is to enter into the NW Connector system as a way to better interline service and provide enhanced passenger experience when making transfers.	10%	30%		

Project 6: LCOG Florence-Yachats Connector			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr.	STN	Fund/Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	· Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	The Florence-Yachats Connector improves access to/from services that improve health outcomes and contributes towards a reduction of carbon dioxide and other pollutant emissions. It addresses community concerns that public transportation options are limited in rural areas and some parts of urban areas. "This particular lack of robust public transit availability poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers and other time sensitive needs."	15%	10%		
Sustainable Funding <i>OPTP goal:</i> · Funding and Strategic Investment	· Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services)	This project will support the Florence-Yachats Connector route which is intended to continue to serve the public well beyond the 2021-23 biennium. LCOG staff will continue to 1) seek grant funds for ongoing funding from federal, state and local sources, 2) maintain stakeholder support and 3) collaborate with partnering transit agencies and CTCLUSI. Through these ongoing efforts, LCOG anticipates keeping this route in operation.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> Safety/ security · Community livability & economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	This route is a component to the coastal Active Transportation network and contributes toward a mode shift to transit, reduced reliability on personal vehicle use and enhanced connectivity between active travel modes. Coastal cyclists on this stretch encounter several sections of "Coastal Bike route with less than 4' of shoulder." Cyclists utilize this route to avoid those areas. It also provides a safe and reliable option for residents and visitors who do not feel comfortable driving because of the heavy roadway volumes on a winding coastal roadway.	25%	10%		

Project 7: LTD Electric Bus Replacement Project			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr	STN	Fund/ Don't Fund	Notes
Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity	<ul style="list-style-type: none"> · Improves public transp. service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations 	The impacts and benefits of this project are significant and transformative, particularly as it pertains to zero-vehicle households, low-income communities and seniors. Fleet electrification will have environmental benefits including reduced greenhouse gases, improved air quality, improved traffic and reduced congestion.	20%	10%		
Coordination of Public Transportation Services <i>OPTP goal:</i> Communication Collaboration & Coordination	<ul style="list-style-type: none"> · Improves coordination between public transit providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). 	Project funding will improve the reliability of current transit service by reducing road calls and lost service time for vehicles that are in maintenance which is essential for transit reliant patrons. This will have significant health and environmental benefits including reduced greenhouse gases; improved air quality; and improved traffic which facilitates avoidance of the stress that comes from daily driving in highly congested areas, enhancing the passenger experience.	10%	30%		
Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transit User Experience · Accessibility and Connectivity	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities · Implements technological innovations to improve efficiencies & supports a seamless Statewide Transit Network. · Improves local connections and infrastructure at transit hubs or develops service improvements and approaches that can be replicated statewide. 	Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP). 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 by attaining an efficient and effective transportation system. Deploying low or no emission vehicles will facilitate a significant decline in greenhouse gases and will foster conformity with air quality standards.	10%	30%		

Project 7: LTD Electric Bus Replacement Project			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr.	STN	Fund/Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	· Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	Public transit is linked to healthier lifestyles, as transit users increase their daily amount of physical activity to and from transit stops and final destinations. They avoid stress that comes from daily driving. LTD's service area includes 5 qualified opportunity zones. This project supports improved air quality and public health outcomes for local residents in QOZ(s) served by the respective routes.	15%	10%		
Sustainable Funding <i>OPTP goal:</i> · Funding and Strategic Investment	· Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services)	This will provide the match funds to support the purchase of up to 11 electric buses to augment LTD's ongoing acquisition of electric buses. LTD is a recipient of the Federal Transit Administration (FTA), FY 20 Bus and Bus Facilities grant program. The federal share of the FTA project which funds the purchase of five electric buses is \$3,952,851.00 with a 30 percent match ratio. LTD is also leveraging FTA Section 5337/5339 formula funds (\$5,081,751.00) with a 25% match ratio.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> Safety/ security · Community livability & economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	Funding this project will improve the reliability of current transit service by reducing road calls and lost service time for vehicles that are in maintenance which is essential for transit reliant patrons. Fleet electrification will have significant health and environmental benefits including reduced greenhouse gases; improved air quality; and improved traffic which facilitates avoidance of the stress that comes from daily driving, enhancing the passenger experience which will encourage the use of public transit.	25%	10%		

Project 8: LTD Trip Planner / Mobility Wallet Technology Innovation Project			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr	STN	Fund/ Don't Fund	Notes
Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity	<ul style="list-style-type: none"> · Improves public transp. service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations 	The LTD Trip Planner/Mobility Wallet Technology Innovation Project will expand mobility options to the transportation dependent; it will facilitate safe transportation options. LTD will work to meet the needs for mobility and accessibility, as well as perfect the passenger experience with minimal disruption in deploying the mobile wallet/trip planning applications.	20%	10%		
Coordination of Public Transportation Services <i>OPTP goal:</i> Communication Collaboration & Coordination	<ul style="list-style-type: none"> · Improves coordination between public transit providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). 	Funding this project will improve the passenger experience; benefit multiple transit providers; and improve coordination and resource sharing between agencies, including the use of transportation data and technology which is essential for transit reliant patrons. This project will greatly assist people in planning, executing, and paying for trips in the LTD service community. This application will provide a "one stop shop" where users can plan and pay for their trip	10%	30%		
Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transit User Experience · Accessibility and Connectivity	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities · Implements technological innovations to improve efficiencies & supports a seamless Statewide Transit Network. · Improves local connections and infrastructure at transit hubs or develops service improvements and approaches that can be replicated statewide. 	Funding the Lane Transit District Trip Planner/Mobility Wallet Technology Innovation Project will enable LTD to continue to provide leadership with respect to the addressing mobility options in a COVID-19 environment. The project will also facilitate transit mobility and accessibility needs, as well as improve upon the qualities of customer service, reliability, accessibility and convenience thereby improving the quality of life for the residents of Lane County.	10%	30%		

Project 8: LTD Trip Planner / Mobility Wallet Technology Innovation Project			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr.	STN	Fund/ Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	· Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	This project has the potential for a direct and positive environmental impact because it will make the alternatives to single-occupancy-vehicle use easier and more cost-effective.	15%	10%		
Sustainable Funding <i>OPTP goal:</i> · Funding and Strategic Investment	· Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services)	LTD is seeking Federal funds in the amount of \$450,000, through the discretionary Public Transportation COVID-19 Research Demonstration Grant Program that will be used in conjunction with the STIF discretionary funds being requested (\$600,000) in this application. In addition, LTD is utilizing \$75,000 in 19-21 STIF Formula funds (MAS) toward this project for a grand total of \$1,125,000	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> Safety/ security · Community livability & economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	Public transportation is linked to healthier lifestyles, as people who use public transportation increase their daily amount of physical activity either walking or bicycling to and from their transit stops and their final destination. Funding this project will expand mobility options to the transportation dependent; more importantly, it will facilitate safe transportation options. LTD's service area also includes 5 qualified opportunity zones in Lane county. Accordingly, this project would support improved air quality and public health outcomes for local residents and the workforce in QOZ(s) served by the respective routes.	25%	10%		

Project 9: LTD Oakridge Transportation Services			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr	STN	Fund/Don't Fund	Notes
Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity	<ul style="list-style-type: none"> · Improves public transp. service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations 	The Diamond Express will provide three round trips each weekday 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 a lifeline service to the rural residents for work, education, and health care. It also is serving a community that disproportionately identifies as a higher proportion of older and low income adults, and individuals with a disability relative to the State of Oregon	20%	10%		
Coordination of Public Transportation Services <i>OPTP goal:</i> Communication Collaboration & Coordination	<ul style="list-style-type: none"> · Improves coordination between public transit providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). 	The service has been redesigned to accommodate an interline agreement with Amtrak and to meet the needs of rural residents. This has included the addition of the Westfir stop. This process has been coordinated alongside and are supported by local governments, Amtrak, the Oakridge Economic Development Committee, and the Greater Oakridge Trail Stewards. Service is also supported by local cash contributions from Oakridge.	10%	30%		
Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transit User Experience · Accessibility and Connectivity	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities · Implements technological innovations to improve efficiencies & supports a seamless Statewide Transit Network. · Improves local connections and infrastructure at transit hubs or develops service improvements and approaches that can be replicated statewide. 	This proposed project serves as a direct link between the rural community of Oakridge and Eugene/Springfield. This provides opportunities for low income rural residents to access additional transit options near Eugene-Springfield, such as Amtrak and Greyhound. A forthcoming interline agreement with Amtrak streamlines service options further. This project supports the transit network by serving the two Key Transit Hubs in the Eugene-Springfield area. The area is a central hub for transit service and a focal point for interregional air, rail and bus service.	10%	30%		

Project 9: LTD Oakridge Transportation Services			ODOT Score Weighting		Recommendations	
Focus Areas	STIF/STN Evaluation Criteria	Description	Discr.	STN	Fund/Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	· Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	Intercity public transit service reduces the number of vehicles on the road and consolidates trips that would otherwise potentially be inefficient. Moreover, public transportation is linked to healthier lifestyles, as people who use public transportation increase their daily amount of physical activity either walking or bicycling to and from their transit stops and their final destination. They are also able to avoid the stress that comes from daily driving in highly congested areas.	15%	10%		
Sustainable Funding <i>OPTP goal:</i> · Funding and Strategic Investment	· Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services)	As this is an ongoing service, LTD intends to continue to apply for discretionary funds.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> Safety/ security · Community livability & economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	Diamond Express is a public transportation service between Oakridge and the Eugene/Springfield, a direct link between the rural community and the metropolitan area. A day pass is transferable into an LTD day pass, which encourages riders to utilize public transit for their intercity trip, as well as for their local transportation needs. Moreover, this transportation service provides opportunities for low income rural residents to access additional transit options near Eugene-Springfield, such as Amtrak and Greyhound. A newly created interline agreement with Amtrak streamlines service options further. This project supports the transit network by serving the two Key Transit Hubs 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.	25%	10%		

STIF Discretionary / STN Project Tables

Summary Table

#	Project Title	Provider	Summary	Total Project Cost (Grant + Match)
1	Hwy 99W Transit Corridor Pilot	Benton County	This project proposes to meet a need for public transit along the 99W corridor from McMinnville to Junction City that has been assessed as part of an ongoing Hwy 99W Transit Corridor Study managed by Oregon Cascades West Council of Governments with funding from the STIF Discretionary program. Yamhill County Transit and Benton Area Transit are well positioned to implement and manage the proposed transit service on Hwy 99W. The initial pilot transit service will involve four round trips per day (two by each partner), five days a week.	\$667,600
2	Hwy 99W Transit Corridor Pilot	Yamhill County		\$780,400
3	Coos Bay to Florence Connection	Coos County Area Transportation District	The Coos Bay to Florence Connection maintains service between geographically separated communities and improves local connections through the origination site of the Coos Bay Super Stop. The Coos Bay to Florence Connection will operate three round trips a day and four days a week: Monday, Tuesday, Thursday, and Friday. The service is a deviated service up to 1/4 mile from route on a first call first serve basis.	\$346,190
4	Enhance Lane-Douglas Connector Service	City of Cottage Grove	The City of Cottage Grove wants to increase the number of trips available each week to veterans and rural residents by increasing the number of days that the Lane-Douglas Connector (LDC) fixed route transit service operates after the pilot period ends June 2021.	\$107,000
5	Eugene-Florence Intercommunity Route	Lane Council of Governments	This route runs seven days per week with one AM and one PM round trip. It begins and ends at the Eugene Amtrak Station with stops in both directions at the Lane Transit District's (LTD) downtown transit station, the communities of Veneta and Mapleton, the Three Rivers Casino, Old Town Florence and the Florence Grocery Outlet. The funding requested for this project is for route operational costs through the FY22-23 STIF Biennium.	\$1,000,000

#	Project Title	Provider	Summary	Total Project Cost (Grant + Match)
6	Florence-Yachats Connector	Lane Council of Governments	The Florence-Yachats Connector links the rural, coastal communities of Florence and Yachats along Oregon’s Highway 101 and serves as an important car-free transportation option for local community members and visitors to and along Oregon’s premier coastline. This route is the northern route at the Florence Key Transit Hub where the Coos County Area Transit’s Florence Express, Lane Transit District’s Rhody Express, and LCOG’s Eugene-Florence Intercommunity Route all interline. The funding requested for this project is for route operational costs, assuming the current route schedule, through the FY22-23 STIF Biennium.	\$490,000
7	Lane Transit District Electric Bus Replacement Project	Lane Transit District	Lane Transit District (LTD) proposes to undertake a highly transformative electric bus replacement project that will enhance transit revenue operational efficiency. More importantly, the electrification of LTD’s fleet will have significant environmental benefits including improved air quality by providing services that reduce dependency on fossil fuels. This project will provide the match funds (\$3,387,996) necessary to support the purchase of up to eleven battery electric buses that will augment LTD’s ongoing acquisition of electric buses.	\$12,422,598
8	LTD Trip Planner/Mobility Wallet Technology Innovation Project	Lane Transit District	This innovative application will provide contactless payment and integrated trip planning to facilitate riders’ transportation decisions, while instilling confidence in riders’ transportation systems’ ability to meet their needs. The innovations provided in this application will allow a user to plan a trip using all modes currently available within LTD’s service community (transit, personal bicycle, walking, Bike Share Program, TNC Ride-Sharing, Parking and Park-n-Rides, Mobility on Demand, Bike Lockers).	\$1,125,000
9	Oakridge Transportation Services	Lane Transit District	Lane Transit District (LTD) proposes to continue an essential transportation project that serves as a direct link between the rural community of Oakridge and Eugene/Springfield. The service provides opportunities for low income rural residents to access additional transit options near Eugene-Springfield, such as Amtrak and Greyhound. This project supports the transit network by serving the two Key Transit Hubs in the Eugene-Springfield area.	\$624,000

Budget Table

#	Project Title	Provider	Types of Funds Requested (ranked by preference)	Minimum Grant Amount	Match Sources	Total Project Cost (Grant + Match)	Match Rate Calculations					
							20%		10%		50%	
							Grant Amt	Match Amt	Grant Amt	Match Amt	Grant Amt	Match Amt
1	Hwy 99W Transit Corridor Pilot	Benton County	1 - STIF Intercommunity 2 - STIF Discretionary	\$304,520	State - \$66,760	\$667,600	\$534,080	\$133,520	\$600,840	\$66,760	N/A	N/A
2	Hwy 99W Transit Corridor Pilot	Yamhill County	1 - STIF Intercommunity 2 - STIF Discretionary	\$527,360	State - \$78,040	\$780,400	\$624,320	\$156,080	\$702,360	\$78,040	N/A	N/A
3	Coos Bay to Florence Connection	Coos County Area Transportation District	1 - STIF Intercommunity 2 - STIF Discretionary	\$230,900	Federal - \$22,954.19 State - \$46,283.72 Total - \$69,237.91	\$346,190	\$276,952	\$69,238	\$311,571	\$34,619	N/A	N/A
4	Enhance Lane-Douglas Connector Service	City of Cottage Grove	1 - STIF Intercommunity 2 - STIF Discretionary	\$286,367	Local - \$10,700	\$107,000	\$85,600	\$21,400	\$96,300	\$10,700	N/A	N/A
5	Eugene-Florence Intercommunity Route	Lane Council of Governments	1 - STIF Intercommunity 2 - STIF Discretionary 3 - FTA Section 5311(f)	\$900,000	State - \$99,000	\$1,000,000	\$800,000	\$200,000	\$900,000	\$100,000	\$500,000	\$500,000
6	Florence-Yachats Connector	Lane Council of Governments	1 - STIF Intercommunity 2 - STIF Discretionary 3 - FTA Section 5311(f)	\$441,000	State - \$49,000	\$490,000	\$392,000	\$98,000	\$441,000	\$49,000	\$160,000	\$160,000
7	Lane Transit District Electric Bus Replacement Project	Lane Transit District	1 - STIF Discretionary	\$2,500,000	Federal - \$9,034,602	\$12,422,598	\$3,387,996	\$9,034,602	N/A	N/A	N/A	N/A

#	Project Title	Provider	Types of Funds Requested (ranked by preference)	Minimum Grant Amount	Match Sources	Total Project Cost (Grant + Match)	Match Rate Calculations					
							20%		10%		50%	
							Grant Amt	Match Amt	Grant Amt	Match Amt	Grant Amt	Match Amt
8	LTD Trip Planner/ Mobility Wallet Technology Innovation Project	Lane Transit District	1 - STIF Discretionary	\$300,000	Federal - \$450,000 State - \$75,000	\$1,125,000	\$600,000	\$525,000	N/A	N/A	N/A	N/A
9	Oakridge Transportation Services	Lane Transit District	1 - STIF Intercommunity 2 - FTA Section 5311(f)	\$270,000	Local \$24,000 State \$38,400 Local \$20,000	\$624,000	\$499,200	\$124,800	\$561,600	\$62,400	\$312,000	\$312,000