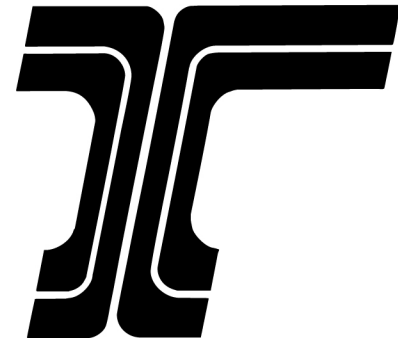


Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2021-23

Applicant Information

Agency Legal Name

Lane Transit District

Agency Legal Address

3500 East 17th Avenue, Eugene, Oregon 97403

Application Contact Name

Gloria J. Gallardo

Application Contact Title

Grant Manager

Application Contact Email Address

gloria.gallardo@ltd.org

Application Contact Phone Number

(626) 388-3332

Name of Person Signing Agreement

Aurora Jackson

Title of Person Signing Agreement

General Manager

Email Address of Person Signing Agreement

aurora.jackson@ltd.org

Phone Number of Person Signing Agreement

(541) 682-6105

Agency Information

1. Transit Agency Type

Mass Transit District

1.A Does the agency have any existing grant agreements with ODOT?

Yes

2. What is the main type of service that will be supported by this award?

Fixed Route

3. Would this award support ongoing operations of an existing service?

No

Risk Assessment Information

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

No

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

Yes

6. What type of accounting system does your agency use?

Automated

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

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

No

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

Yes

Agency Qualifications

11. Describe how your agency has the legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget of the anticipated grant agreement. (Description of operational capacity should apply specifically for the workload of projects in this application.)

LTD has the legal, managerial and operational capacity to successfully implement this project. Since its creation in 1970, LTD has successfully managed complex projects and developed innovative programs that have been recognized by the transit industry. LTD has experience with battery electric vehicles having been a prior recipient of the Low No (2016) and the Bus and Bus Facilities Program funding (2020). Given the experience that LTD is gaining from operations of its current electric bus deployment, the agency has the technical capacity to successfully implement this project.

LTD will manage the bus procurement, as well as administer the grant. LTD has a credentialed grants manager, an experienced procurement team, and a Fleet Director with an extensive background in project management. LTD is in good standing as a responsible and capable recipient of state funds, and is free of any outstanding legal issues. LTD is also current with all reporting requirements.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

No

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Not applying for 10% match reduction

15. Will federal funds be used to complete this project?

Yes

Project Information

16.A Project Title

Lane Transit District Electric Bus Replacement Project

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 22 of program guidance for additional guidance on writing a project description.

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 Bus Rapid 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. 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.

17. What Local Plans include this project or elements of the project? Be specific in the citation of the Local Plans.

- A. Central Lane Metropolitan Planning Organization Regional Transportation Plan
- B. Central Lane Metropolitan Planning Organization Transportation Safety Action Plan
- C. City of Eugene Climate Action Plan
- D. Lane County Transportation Safety Action Plan
- E. Lane County Transportation System Plan
- F. Lane Transit District Transit Tomorrow

18. Please provide specific page(s) of the Local Plan(s) where project or funding need is listed.

A-Chapter 1, pgs 1-4, Chapter 3, pgs 4-5, 29 and 47/B-Pg 7/C-Pgs 7, 12, 23, 33 and 41/D-Pgs 25, 43,48 and 18/E-Pgs 2-3, and H9-H10/F-Pgs 1-4

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

\$2,500,000.00

20. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

21. Rank the fund sources in the order of preference with 1 being first choice and 3 being the last choice.

STIF Discretionary

1

STIF Intercommunity Discretionary

No Preference

FTA Section 5311(f) Intercity

No Preference

22. 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.

23. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

24. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The impacts and benefits of this project are significant and transformative, particularly as it pertains to zero-vehicle households, low-income communities and seniors (Transit Tomorrow Existing Conditions and Choices Report/Maps). The electrification of this fleet will have significant environmental benefits including reduced greenhouse gases, improved air quality, improved traffic and reduced congestion, among other benefits.

The proposed 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. As previously stated, 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, 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.

In addition, by deploying battery electric buses in place of the existing diesel vehicles, LTD will reduce the energy consumption and harmful emissions, including the emission of greenhouse gases, associated with its fleet which has a considerable health impact on the local community. The battery electric buses that LTD is proposing to put into service consume less energy per mile driven than buses that use other common propulsion technologies, such as gasoline, diesel, and natural gas engines. The environmental benefits afforded by the shift from older diesel buses to electric buses are well worth the additional investment on the capital equipment and infrastructure since it is an investment that will benefit the communities served by LTD now, as well as future generations.

LTD's service area also includes 5 qualified opportunity zones in Lane county. 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.

Coordination of Public Transportation Services

25. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

The proposed 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. As previously stated, 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. The replacement buses will be equipped to meet all ADA requirements; and will also include security surveillance systems and Automatic Vehicle Location (AVL) technology equipment to sustain passenger, as well as vehicle safety and security.

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles themselves, which would be new and reliable; but also, in terms of the driving and training of the LTD operators.

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. Again, the electrification of this fleet 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, thereby enhancing the passenger experience. 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.

Reliable transportation facilitates utilization of public transportation which can permit riders to spend their commute time reading, working or studying without having the burden of watching the road. Moreover, electric buses also produce less noise than combustion engine buses; thereby improving the passenger experience while extending the beneficial health effects of BEBs to LTD operators as well as passengers.

Environmental and Public Health

26. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes.

As indicated above, the proposed project will allow LTD to remove vehicles that 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. The replacement buses will be equipped to meet all ADA requirements; and will also include security surveillance systems and Automatic Vehicle Location technology equipment to sustain passenger, as well as vehicle safety and security.

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. Reliable transportation facilitates utilization of public transportation which can permit riders to spend their commute time reading, working or studying without having the burden of watching the road. Electric buses also produce less noise than combustion engine buses; thereby improving the passenger experience while extending the beneficial health effects of BEBs to LTD operators as well as passengers.

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.

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.

By deploying battery electric buses in place of the existing diesel vehicles, LTD will reduce the energy consumption and harmful emissions, including the emission of greenhouse gases, associated with its fleet which has a considerable health impact on the local community. The battery electric buses that LTD is proposing to put into service consume less energy per mile driven than buses that use other common propulsion technologies, such as gasoline, diesel, and natural gas engines. The environmental benefits afforded by the shift from older diesel buses to electric buses will benefit the communities served by LTD now, as well as future generations

Safety, Security, and Community Livability

27. Describe how the project would increase use and participation in active transportation, including public transportation.

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.

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. Again, the electrification of this fleet 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, thereby enhancing the passenger experience which will encourage the use of 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. They are also able to avoid the stress that comes from daily driving in highly congested areas.

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.

Reliable transportation facilitates utilization of public transportation which can permit riders to spend their commute time reading, working or studying without having the burden of watching the road or simply relaxing. Electric buses also produce less noise than combustion engine buses; thereby improving the passenger experience while extending the beneficial health effects of BEBs to LTD operators as well as passengers.

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.

28. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

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

LTD has responded to the challenge and has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan. LTD is an integral and committed stakeholder; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system. To that end, deploying low or no emission vehicles will facilitate a significant decline in greenhouse gases and will foster conformity with air quality standards. Consistent with the local/regional planning documents and priorities, LTD's Long Range Bus Replacement Plan includes the replacement of 51 vehicles by the year 2022. Accordingly, this Electric Bus Replacement Project will augment LTD's ongoing acquisition of battery electric buses in its commitment to provide safe and reliable vehicles that reduce dependency on fossil fuels; while practicing sound fiscal and sustainability management.

Transit is also identified as a tool for improving safety on Lane County roads, which are among the most dangerous in the state. Lane County's first ever Transportation Safety Action Plan was adopted in 2017 to combat the epidemic of roadway deaths in the county. Throughout this plan, improved and reliable transit service; and safety enhancements to improve access to transit service are identified as necessary investments. Replacing outdated vehicles will ensure more reliable and efficient transit service to existing customers and afford LTD the opportunity to expand services in the future in the furtherance of Lane County's safety goals.

Statewide Transit Network Connections

29. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

As indicated above, LTD has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan. LTD is an integral and committed stakeholder; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system. To that end, deploying low or no emission vehicles will facilitate a significant decline in greenhouse gases and will foster conformity with air quality standards. Consistent with the local/regional planning documents and priorities, LTD's Long Range Bus Replacement Plan includes the replacement of 51 vehicles by the year 2022. Accordingly, this Electric Bus Replacement Project will augment LTD's ongoing acquisition of battery electric buses in its commitment to provide safe and reliable vehicles that reduce dependency on fossil fuels; while practicing sound fiscal and sustainability management.

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. High capacity transit is a key component of reducing congestion in high demand corridors. Funding this project will facilitate LTD's commitment to operate a high level of service.

Funding and Strategic Investment

30. Describe how the project match requirements will be met or exceeded. Describe why investment in this project makes sense from both the perspective of current need and long term

Oregon transit needs.

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 Electric Bus Replacement 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. The total STIF Discretionary funds requested is detailed below.

LTD is a recipient of the Federal Department of Transportation, 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 (\$1,694,079.00/STIF).

LTD is also leveraging FTA Section 5337/5339 formula funds (\$5,081,751.00) with a 25% match ratio (\$1,693,917.00/STIF).

The total amount of funding (\$3,387,996.00) represents the match as indicated above. This request is consistent with the intent of House Bill 2017, Keep Oregon Moving, for the improvement and enhancement of transportation services.

LTD is in the process of acquiring eleven battery electric buses. Of the \$7.8 million in federal funds obligated for the battery electric vehicle replacements in progress, LTD has leveraged \$1.9 million of its General Funds as the local match. Accordingly, LTD is fully committed to this transformative bus replacement project as evidenced by funds that have previously been obligated for the acquisition of battery electric buses.

31. If this project will last beyond the 2021-23 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A

32. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

No, as indicated in the response to Question #30, LTD has received federal funding for five replacement buses and will use Section 5337/5339 formula funds for six replacement buses. The STIF discretionary grant will provide the total match required for the specified fund sources.

33. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

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.

Project is to be used as match for a 5339(c) grant award of \$13,551,983.00. Note: the amount in the "Cost Each" field only reflects part of the total cost of the vehicle.

Project Details**Task Category**

Vehicle Purchase

Vehicle Purchase

Is this a vehicle expansion, vehicle replacement, or both?

Vehicle Replacement

Vehicle Replacement

Vehicles to be replaced

Year	Make	Model	Vehicle ALI	VIN	# of seats	# of ADA stations	Fuel System	Current Mileage	Date Mileage Recorded
2003	Gillig	G27D1 02N4	11.1X.01 Bus STD 40 FT	15GGD 271131 073060	40	2	Diesel (D)	609,909	10/30/2020
2003	Gillig	G27D1 02N4	11.1X.01 Bus STD 40 FT	15GGD 271331 073061	40	2	Diesel (D)	625,509	10/30/2020
2003	Gillig	G27D1 02N4	11.1X.01 Bus STD 40 FT	15GGD 271731 073062	40	2	Diesel (D)	611,349	10/30/2020
2003	Gillig	G27D1 02N4	11.1X.01 Bus STD 40 FT	15GGD 271931 073064	40	2	Diesel (D)	627,894	10/30/2020
2003	Gillig	G27D1 02N4	11.1X.01 Bus STD 40 FT	15GGD 271631 073068	40	2	Diesel (D)	611,813	10/30/2020
2003	Gillig	G27D1 02N4	11.1X.01 Bus STD 40 FT	15GGD 271831 073069	40	2	Diesel (D)	622,842	10/30/2020
2003	Gillig	G27D1 02N4	11.1X.01 Bus STD 40 FT	15GGD 271331 073075	40	2	Diesel (D)	600,474	10/30/2020
2006	Gillig	G27D1 02N4	11.1X.01 Bus STD 40 FT	15GGD 211561 077500	40	2	Diesel (D)	608,603	10/30/2020
2006	Gillig	G27D1 02N4	11.1X.01 Bus STD 40 FT	15GGD 211261 077504	40	2	Diesel (D)	614,008	10/30/2020
2006	Gillig	G27D1 02N4	11.1X.01 Bus STD 40 FT	15GGD 211761 077501	40	2	Diesel (D)	590,855	10/30/2020

2006	Gillig	G27D1 02N4	11.1X.01 Bus STD 40 FT	15GGD 211961 077502	40	2 Diesel (D)	574,908	10/30/2020
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Condition of Vehicles

VIN	Condition	Explain vehicle maintenance history, right-sizing justification, etc.
15GGD271131 073060	Poor	Vehicle is maintained consistent with established Fleet Maintenance Plan.
15GGD271331 073061	Poor	Vehicle is maintained consistent with established Fleet Maintenance Plan.
15GGD271731 073062	Poor	Vehicle is maintained consistent with established Fleet Maintenance Plan.
15GGD271931 073064	Poor	Vehicle is maintained consistent with established Fleet Maintenance Plan.
15GGD271631 073068	Poor	Vehicle is maintained consistent with established Fleet Maintenance Plan.
15GGD271831 073069	Poor	Vehicle is maintained consistent with established Fleet Maintenance Plan.
15GGD271331 073075	Poor	Vehicle is maintained consistent with established Fleet Maintenance Plan.
15GGD211561 077500	Poor	Vehicle is maintained consistent with established Fleet Maintenance Plan.
15GGD211261 077504	Poor	Vehicle is maintained consistent with established Fleet Maintenance Plan.
15GGD211761 077501	Poor	Vehicle is maintained consistent with established Fleet Maintenance Plan.
15GGD211961 077502	Poor	Vehicle is maintained consistent with established Fleet Maintenance Plan.

Will you use the Oregon state price agreement contract?

No

If no, describe the needs not addressed in state contracts

LTD recently awarded a contract to New Flyer of America for its ongoing Electric Bus Replacement project. Utilizing an existing contract will facilitate project implementation for the next phase of electric vehicle acquisition.

Vehicles to be purchased

Vehicle	Make/ Model	Quantity	Cost Each	Total	# of seats /	# of seats m	Fuel System	Est. Order	Est. D elivery
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					# ADA station s	with ADA deploy ed		Date	Date
11.12.01	New	11	\$384,999.5	\$4,234,995.	40	2	Electric (E)	3/31/20	5/30/2
Bus STD	Flyer		5	05				21	022
40 FT									

Total:
11

**Grand
Total:**
\$4,234,995.
05

Total Task Cost (Grant Amount + Match Amount)
\$4,234,995.05

**Are matching funds available if the project is
awarded?**
Yes

**Percent of funds to be used for fixed route
transportation**
100%

Project Task and Match Amounts

20% Match Rate Calculations

**Grant Amount - STIF Discretionary/STIF
Intercommunity/5311f (80% State/Fed Share)**
\$3,387,996.04

**Match Amount - STIF Discretionary/STIF
Intercommunity/5311f (20% Local Share)**
\$846,999.01

Application Totals

Match Sources

Match Sources	Amount
Federal	\$13,551,983.00

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

20% Match Rate Calculations

Grant Amount
\$3,387,996.04

Match Amount
\$846,999.01

Document Upload (Optional)

A_CLMPO Regional Transportation Plan.pdf

B_CLMPO Transportation Safety Action Plan.pdf

D_Lane Co Transportation Safety Action Plan.pdf

E_Lane Co Transportation System Plan.pdf

F_LTD Transit Tomorrow Outreach Summary.pdf

COE_CAP20-Full-Document-w-Appendices.pdf

Fleet_Replacement Status.pdf

2020.02-Fixed Route Long Range Plan.pdf

FY20_LowNo_LTD_BEST_Ltr of Support_Mar 10 2020.pdf

FY20_LowNo_LTD_COE_Ltr of Support_Mar 10 2020.pdf

FY20_LowNo_LTD_LCC_Ltr of Support_Mar 10 2020.pdf

FY20_LowNo_LTD_Leg_Ltr of Support_Mar 13 2020.pdf