

LANE TRANSIT DISTRICT
STIF ADVISORY COMMITTEE

Tuesday, January 3, 2023
3:30 p.m. to 5:00 p.m.

Lane Transit District Board Room & Zoom

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|---|--|---|
| <input type="checkbox"/> Phil Barnhart | <input type="checkbox"/> Susy Lacer | <input type="checkbox"/> Vidal Francis (non-voting) |
| <input type="checkbox"/> Hoover Chambliss | <input type="checkbox"/> Eugene Organ | <input type="checkbox"/> Pete Knox (non-voting) |
| <input type="checkbox"/> Kelly Clarke | <input type="checkbox"/> Cosette Rees | |
| <input type="checkbox"/> Mike Eyster | <input type="checkbox"/> David Reesor | |
| <input type="checkbox"/> Alma Hesus | <input type="checkbox"/> Phillip Shimhue | |
| <input type="checkbox"/> Joshua Kashinsky | | |

AGENDA

- I. Call to Order
- II. Roll Call
- III. Agenda Review
- IV. Audience Participation
- V. STIF Discretionary & Statewide Transit Network Program
 - a. Process Overview
 - b. Project Overview
 - c. Committee Voting and Recommendation
- VI. Next/Future Meeting Agendas
- VII. Adjournment

Zoom: Link to watch live and provide public participation provided on the web calendar at www.LTD.org.

Broadcasting: Watch live (no participation) via link: <https://metrotv.ompnetwork.org/>

LTD STIF DISCRETIONARY & STATEWIDE TRANSIT NETWORK APPLICATION PACKET

DATE: January 3, 2023
TO: LTD STIF Advisory Committee
FROM: LTD Qualified Entity
SUBJECT: LTD STIF Discretionary & Statewide Transit Network Applications

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STIF DISCRETIONARY & STATEWIDE TRANSIT NETWORK PROGRAM OVERVIEW

FUNDING OVERVIEW

Competitive Statewide Transportation Improvement Fund (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 sub-recipients based on a competitive grant process ○ \$13.5 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 ○ \$10.8 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 ○ \$4.2 million anticipated statewide

STIF DISCRETIONARY FUND

The STIF Discretionary fund is a flexible fund source that aims to expand or improve public transportation services by supporting projects that create new service routes, adopt enhanced forms of technology and data collection, maintain transit fleets in a state of good repair, and advance the equity and sustainability of transportation in the state. STIF Discretionary funds are not a source of ongoing operations funding.

Goals of the STIF Discretionary fund are to:

- Improve transit for low-income and transportation-disadvantaged communities
- Reduce greenhouse gas emissions
- Increase transit accessibility and efficiency
- Improve roadway and community safety and livability

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 and Federal Transit Administration Section 5311(f) Intercity funds. While each funding source has different project eligibility requirements, there is significant overlap between the two. The purpose of the Statewide Transit Network Program is to support projects that enhance Oregon's statewide fixed route transit network by investing in key transit hubs, closing gaps between two or more communities, improving access to and from transit for pedestrians and bicyclists, improving collaboration and coordination between agencies that results in functional benefits, or other activities that improve the function of the overall transit network and serve the interests of more than one transit provider.

Goals of the Statewide Transit Network Program are to:

- Expand intercity connections
- Improve coordination between public transportation providers
- Enhance ease of use of the Statewide Transit Network
- Improve infrastructure at inter-regional transit hubs

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.

STIF ADVISORY COMMITTEE ROLE

OVERVIEW

The STIF Discretionary and STN solicitation process provides Qualified Entities (QEs) the opportunity to review and comment on applications relevant to their areas of responsibility. QEs must consult with their STIF Advisory Committees prior to submitting application feedback to ODOT. QE Feedback on STIF Discretionary and STN applications is due to ODOT on February 6, 2023.

ODOT has asked the LTD STIF Advisory Committee to review seven STIF Discretionary/STN applications that are located either within or adjacent to Lane County:

- 1) Coos County Area Transportation District Coos Bay to Florence
- 2) Lane Council of Governments Eugene-Florence Connector Route
- 3) Lane Council of Governments Florence-Yachats Connector
- 4) Lane Council of Governments South Lane County Metro Shuttle
- 5) Lane Transit District Diamond Express
- 6) Lane Transit District Rhody Express Bus Shelter Replacement Project
- 7) Lane Transit District Vehicle Purchase

The application summaries provided in this packet include basic project and budget information from each application. Complete applications and all relevant attachments provided by applicants can be found in Attachment B or on ODOT's website at the following link:

<https://www.oregon.gov/odot/RPTD/Pages/STIF-Discretionary-Grant-Applications.aspx>.

Attachment A includes a scoring document that committee members may use during project review to assess how well each project addresses STIF Discretionary and STN selection criteria.

STIF DISCRETIONARY & STN PROJECT SELECTION PROCESS

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

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).

Focus Areas	Selection Criteria	Score Weighing	
		STIF Discretionary	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 percent	10 percent
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 percent	30 percent
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 percent	10 percent
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 percent	10 percent
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 interregional transit hubs or develops service improvements and approaches that can be replicated statewide. OAR 732-044-0030(1)(c) 	10 percent	30 percent
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 percent	10 percent

OPTP = Oregon Public Transportation Plan

STIF Disc = STIF Discretionary fund

STN = Statewide Transit Network Program

STIF DISCRETIONARY & STATEWIDE TRANSIT NETWORK PROJECT SUMMARIES

SUMMARY OF PROJECTS

#	Project Title	Agency	Project Cost (Grant + Match)	Project Overview
1	Coos Bay to Florence	Coos County Transportation District	\$122,000	6 days/week from Coos Bay to Florence. Operational support for miles outside of Coos County.
2	Eugene-Florence Connector Route	Lane Council of Governments	\$1,180,000	7 days/week from Florence to Eugene. Route administration and operational costs, including service expansion for third mid-day run between Eugene and Florence.
3	Florence-Yachats Connector	Lane Council of Governments	\$635,000	7 days/week from Florence to Yachats. Route operational costs, service expansion to Sunday service.
4	South Lane County Metro Shuttle	Lane Council of Governments	\$350,000	On-demand shuttle service outside of LTD boundary.
5	Diamond Express	Lane Transit District	\$500,000	Operations funding for route between Oakridge and Eugene metropolitan area
6	Rhody Express Bus Shelter Replacement	Lane Transit District	\$100,000	Replacement of 4 bus shelters in poor condition
7	Vehicle Purchase	Lane Transit District	\$3,974,106	Purchase 3 60-foot buses to operate on bus rapid transit routes (EmX)

PROJECT 1 | COOS BAY TO FLORENCE

Project Information

ENTITY:

Coos County 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 two round trips a day and six days a week: Monday through Saturday. The service is a deviated service up to 1/4 mile from route. Reservations are recommended to avoid overcapacity. 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 municipalities visited along the route include the origination site of the Coos Bay/North Bend, Lakeside, Winchester Bay, Reedsport, Gardiner, and Florence. This project is looking for operational support for the miles outside of Coos County. Operating \$105,000; Preventative Maintenance \$17,000 for the Out-Of-District portion of the service.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?

\$122,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

WHY IS THIS PROJECT IMPORTANT?

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.

PROPOSED CAPITAL PURCHASES:

N/A

MATCH SOURCE AND AMOUNT:

State: \$24,400.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Operating	\$105,000.00	\$84,000.00	\$21,000.00	\$94,500.00	\$10,500.00
Preventive Maintenance	\$17,000.00	\$13,600.00	\$3,400.00	\$15,300.00	\$1,700.00
Total:	\$122,000.00	\$97,600.00	\$24,400.00	\$109,800.00	\$12,200.00

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

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

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. Clearly this makes a strong case of the importance this project has for vulnerable populations and historically marginalized communities.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

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 Coos Bay to Florence Connection supports a larger 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. This service 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, Lane Transit District Southwest Area committee on Transportation as well as the Lane Council of Governments and the Lane Area Committee on Transportation. This project also aligns with the goals of the Travel Oregon Sustainable Tourism Advisory Committee.

ENVIRONMENTAL AND PUBLIC HEALTH

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. How does this project support applicant's climate planning efforts?

The Coos Bay to Florence Connection supports Policy 5.1 and 5.3. The route provides access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreations, parks and natural areas, health care and social opportunities via public transportation as demonstrated by the scheduled stops, the flexibility in 1/4 mile deviations and bike racks on the buses. The route also 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 single night layover if needed for health reasons so we have also touched upon 5.2.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

As this project supports collaboration with adjoining transit organizations and by doing so increases ease and accessibility of public transportation networks throughout the state, which in turn results in more active participation in public transportation. More tourists including bicycle tourists are using our

Florence service. The cyclists especially appreciate bypassing the most difficult incline terrains. Lastly, Curry Public Transit will be starting up Saturday service so people will be able to connect all the way to California in the coming months.

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

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 are continuing to collaborate with Tourism, the Confederated Tribes of Coos, Lower Umpqua, & Siuslaw Indians, city of Florence, LTD, and 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. Policy 6.2 and 6.4.

STATEWIDE TRANSIT NETWORK CONNECTIONS

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.

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.

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

This project makes sense for the current and long term needs of Oregon because it facilitates the management of reducing peak period travel, it helps shift traffic volumes away from the peak period and improves traffic flow through the use of high occupancy vehicles and ideally through the application of friendly bicyclist services reduce safety incidents along parts of the throughway that are not ideal due to weather or terrain.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

As this service route passes through three counties and supports the larger statewide network of connectivity, we recommend convening larger groups of stakeholders including HWY 101 Tourism as an opportunity for sustainability of the coastal corridor as a whole. In addition this service route is of particular interest to tribal members, 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.

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.

n/a

PROJECT 2 | EUGENE-FLORENCE CONNECTOR ROUTE

Project Information

ENTITY:

Lane Council of Governments

DESCRIBE THE PROJECT TO BE FUNDED:

The Eugene-Florence Connector route began operations February 18, 2020 in response to community demand for an affordable transit option between the Eugene metropolitan area and the coastal community of Florence. While the Lane Council of Governments (LCOG) is the route contract manager, reliable, consistent operation is a collaborative effort. The Confederated Tribes of Coos, Lower Umpqua and Siuslaw (CTCLUSI) Indians have partnered with LCOG throughout route planning and design, and contribute both a bus and Formula Funds that are vital to continued operations. The Cities of Florence and Eugene support the service by ensuring access for bus stops and movement. Lane County stores the buses when not in operations within secured lots and provides both preventative maintenance and service when needed. Lane Transit District (LTD) lends expertise, shared stop spaces, and transfer information to riders looking beyond the LTD services for access to and from the coast. LTD is in the process of implementing an integrated fare program in which LCOG will participate and make fare acquisition and transfer between these two transit providers easier for riders. LCOG maintains an interline agreement with Amtrak for seamless ticket purchase and bus transfer.

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

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

service schedule did not change throughout COVID and has maintained a reliable and consistent travel option, proving to be a lifeline link in the Statewide Transit Network.

The funding requested for this project is for route administration and operational costs through the 23-25 STIF Biennium. The operational funding includes contractor operational costs, vehicle maintenance, purchase of radios for emergency use, administration, and marketing costs.

Funding requested also includes service expansion. Ridership is significant enough to add a third, mid-day run to the route schedule four days 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 for in the FY22-23 grant but given COVID restrictions and fleet size and availability 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 PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?

\$1,180,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

WHY IS THIS PROJECT IMPORTANT?

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 Connector, 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 visitors alike. The bus accommodates up to two wheelchairs. It also accommodates three bikes, providing cyclists an option for travel and linking trips. Ridership and the number of riders with bikes is steadily increasing. August 2022 saw this route's highest ridership count of 834 and October 2022 had the highest bike count of 91. These are indicators of a diverse use of this service and the critical need to maintain it.

Investment in this project is vital as it will sustain a service initially started with FY19-21 STIF funding.

Without project funding, this service will terminate upon expiration of FY22-23 STIF funding.

PROPOSED CAPITAL PURCHASES:

N/A

MATCH SOURCE AND AMOUNT:

State: \$236,000.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Project Administration	\$82,600.00	\$66,080.00	\$16,520.00	\$74,340.00	\$8,260.00
Operating	\$1,097,400.00	\$877,920.00	\$219,480.00	\$987,660.00	\$109,740.00
Total:	\$1,180,000.00	\$944,000.00	\$236,000.00	\$1,062,000.00	\$118,000.00

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

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

LCOG Senior & Disability Services conducts a Community Needs Assessment every four years “to help pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system.” Focus groups for the March 2020 Assessment emphasized the need for accessible and affordable transportation specifically between rural and urban areas. The assessment found that “the lack of a variety of public transit availability options poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers, and other time sensitive needs.” This route is a life line service for many

According to 2020 American Community Survey (ACS) 5-Year Estimates, the County is quickly diversifying, growing older and earning lower incomes. From 2010 to 2020 the population of people who are White grew 4%. People who are Hispanic/Latino saw 42% growth. The Black or African American population grew 18%; the Asian population grew 29%; and the Native Hawaiian/Other Pacific Islander population grew 34%. The American Indian or Alaska Native population declined by 25%. Overall, people identifying as two or more races grew 84%. On average, residents of Lane County are older, with a median age of 39.7 years (up from 38.5 in 2010). In the US, the median annual household income is \$64,994; in Oregon it is \$65,667. In Lane County it is \$54,942.

The attached ACS Data Chart shows the high percentages of vulnerable populations living in areas served by Link Lane. All areas served by this route have a lower median average income than Lane County. There are high percentages of people identifying with disabilities, including over 25% in Florence and over 40% in Mapleton.

This project aims to address the needs of these populations. Letters of support from agencies such as Florence Food Share, Siuslaw Outreach, and the Rotary Club of Florence highlight this service as an invaluable travel option for their clients and members seeking access to services within and well beyond Lane County.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

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.

This project would not be possible without the resource sharing between multiple agencies; it is an ongoing collaboration between LCOG; the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI); Lane Transit District (LTD); Lane County; and the Cities of Florence and Eugene.

LCOG and CTCLUSI partnered throughout the planning, design, implementation, and funding of this route. CTCLUSI allocates Formula Funds that LCOG will use as match. During the logistics planning phase of this project, the need to identify and have ready a vehicle to run the route was critical. CTCLUSI generously contributed a 2016 cutaway bus from their fleet that is the route's primary vehicle. LCOG and CTCLUSI have agreements in place for this partnership. In 2019, CTCLUSI, with LCOG's support, applied for a new bus for this route through the FTA 5339 grant program and was awarded full funding. CTCLUSI transferred the grant to LCOG and, with the purchase process complete, we are now awaiting its arrival.

The Cities of Florence and Eugene support the service by ensuring access for bus stops and movement. Lane County stores the buses when not in operations within secured lots and provides both preventative maintenance and service when needed. LTD lends expertise, shared stop spaces, and transfer information to riders looking beyond the LTD services for access to and from the coast. LCOG maintains an interline agreement with Amtrak for seamless ticket purchase and bus transfer. Lane County provides secured parking and preventative maintenance.

The project will leverage technology resource sharing, as LTD's integrated fare project should be complete by the biennium, allowing seamless travel between LTD and Link Lane services.

Both passengers and transit providers benefit from the Eugene-Florence Connector route as it is designed to interline with multiple other routes and provide connected transit travel within, to, and from Lane County. LCOG and Coos County Area Transit coordinate to ensure services best meet the public's needs. LCOG and CCAT have coordinated schedules to better interline these routes at the Florence Grocery Outlet Key Transit Hub. LCOG and LTD coordinate and share stop locations at both ends of this route. The Eugene-Florence route stops at the Eugene Transit Station and shares an LTD stop. LTD manages Florence's Rhody Express transit system. The Eugene-Florence route stops at the Rhody Express's Old Town stop and at the Key Transit Hub.

ENVIRONMENTAL AND PUBLIC HEALTH

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. How does this project support applicant's climate planning efforts?

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.

In Lane County and beyond, the Eugene/Springfield metropolitan area is a key destination and, in many cases, the only destination for certain medical services, personal needs, education, jobs, social outlets, and recreation/entertainment. Providing access and mobility for rural Oregonians contributes to positive health outcomes and responds to a community need. As a primary urban center, Eugene and Springfield are a key destination for many throughout Lane County and beyond. However, as identified in the Lane Coordinated Public Transportation Plan (2019), many residents are transportation-disadvantaged and seek support in travel for medical and other needs. This service contributes to positive health outcomes by providing access for vulnerable populations to primary care, educational opportunities and personal shopping needs.

Many residents and visitors in the Eugene/Springfield area are mobility restricted, wish not to drive, or desire a public transportation option to the coast. This route now provides a mobility and access option and contributes towards high quality of life for these individuals. It supports economic development and health of the business community and employers within Florence by bringing in additional visitors.

Within this STIF biennium to date (July 2021-October 2022), this route has provided 8,806 rides, taking cars off the road between Eugene and Florence, reducing carbon dioxide and other fossil fuel emissions.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

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 a vital link between Florence and Eugene.

This 60-mile one way route provides a public transportation option between the valley and the coast, connecting the Eugene/Springfield area to Florence. The survey administered in 2018 for this project's feasibility study asked the question of what barriers to travel people experience along Hwy 126. Responses identified not having access to a car, lack of a public transportation option, and safety

concerns about driving on Hwy 126. This route addresses those barriers by providing an option that does not require access to a personal vehicle.

Ridership has steadily increased since operations began in February 2020. These trips were taken by people who did not have access to a personal vehicle or who chose not to drive and represent a mode shift to a new transit. Regardless of the personal circumstance, the choice this route provides is valuable and must remain consistently reliable and frequent for its continued success as a viable transportation option.

This route's success is also dependent upon connectivity between active transportation modes and its role as a link in both the new Florence Key Transit Hub and the Eugene Key Transit Hub. In Florence, this route connects with the Rhody Express, the Florence Express and the Florence-Yachats Connector for intercommunity access and car-free travel all along Highway 101. Stops in Old Town Florence offer visitors access to a walkable downtown. The buses accommodate up to three bikes, and numbers of riders with bicycles is increasing. Passengers have also transported surfboards from the Eugene area to surf near Florence. In Eugene, the route connects with Lane Transit District's urban transit services and Amtrak. The Eugene transit station is a multi-modal hub, surrounded by many walkable destinations and an onsite BikeShare hub, so transit users can choose to connect the last leg of their journey by bicycle.

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

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

Anecdotally, respondents to the Eugene-Florence survey reported that they often feel unsafe driving along Highway 126 because of the high volume of vehicles and the roadway configuration. This service has provided an option for users to choose not to drive, potentially decreasing the number of vehicles on the roadway. The service will also provide a safe option for those wary of driving on Highway 126.

STATEWIDE TRANSIT NETWORK CONNECTIONS

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.

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. Stops along its route outside of the urban area serve Lane County's rural communities: Veneta with a population of 5,214 and 2,182 employed; Mapleton with a population of 943 and 88 employed; and Florence with a population of 9,396 and 2,973 employed. The Lane Transit

District serves the urban area of Lane County, but its boundary does not extend west beyond Veneta, creating a public transportation service gap and need that this route fills. Three other fixed route transit services meet the Eugene Florence Connector at its final stop in Florence, the Grocery Outlet store: the Rhody Express, the Florence-Yachats Connector and the Florence Express. None of these four services are wholly contained within the service area of the others; creating a Key Transit Hub. Developing a transit hub has been a goal for the City of Florence, and this route is a key component.

This route is connecting people in rural Lane County with car-free access to jobs, services, recreation, entertainment and social outlets. Social service providers and Workforce Oregon in Florence as well as agencies such as the Devereux Center in Coos Bay purchase or have expressed interest in purchasing tickets for their clients to travel to Eugene. Transportation for employment is of particular interest between Mapleton and Florence where coastal Oregon employers are experiencing a lack of employees, and Mapleton has residents lacking transportation. Travel Lane County and Lane Community College participated throughout the planning and implementation of this route as they both value the potential for visitors, students and faculty to travel car-free and access recreational and educational destinations throughout and beyond Lane County.

This is a relatively new service that has operated for the vast majority of its life within COVID conditions. While we view its status to date a great success, this STIF funding is imperative for its long-term success as a foundational link in the Statewide Transit Network.

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

This project will sustain a relatively new and growing intercommunity route between Florence and Eugene and maintain this critical link in the Statewide Transit Network along Hwy 126. This project works towards the goal of a complete Statewide Transit Network and recognizes the value of collaborating with other transit, tribal, and governmental agencies to reduce fragmentation, ensure efficiencies and enhance access opportunities via public transportation. Two goals to sustain this service beyond the current biennium are to pursue additional federal, state and local funding sources and to further collaborate with the NW Collector alliance of transit providers.

Investment in this project at this time is vital as it will sustain a service that only until recently operated as a pilot service. Without project funding, this service will terminate as 21-23 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. This project leverages strong community, political and agency support as demonstrated in the attached letters of support.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

This project will last beyond the 23-25 biennium. LCOG is committed to continuing to provide this service as the need is demonstrably apparent and expected to grow. LCOG's transit services are branded Link Lane. LCOG intends to seek sustaining funding for its Link Lane services by applying for additional funding types and to continue applying for STIF Discretionary and Statewide Transit Network funds. LCOG will also continue to apply for STIF Formula Funds to use as project cost match.

The Transportation Growth Management program awarded LCOG funding to develop its first Link Lane Transit Development Plan. One of its key outcomes or deliverables is a strategic funding plan to prepare for sustainable ongoing funding. This planning effort is underway and will be complete within the upcoming STIF biennium.

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.

N/A.

PROJECT 3 | FLORENCE-YACHATS CONNECTOR

Project Information

ENTITY:

Lane Council of Governments

DESCRIBE THE PROJECT TO BE FUNDED:

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. Prior to this route's beginning of operations in 2018, the distance between Florence and Yachats was the only stretch along Highway 101 that did not have a transit options and the gap in service availability was a barrier to travel for residents and visitors alike. This route now serves local residents traveling between and beyond Florence and Yachats, visitors traveling car-free, as well as backpackers and bicyclists who use the bus for transport along this stretch of the highway that is not comfortable for all.

The Florence-Yachats Connector begins 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 Connector Route all interline. At the northern terminus, it links with the Lincoln County's Northwest Connector for transport along Highway 101 north of Yachats. The route operates 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. LCOG maintains an interline agreement with Amtrak for seamless ticket purchase and bus transfer between the Florence-Yachats Connector and Eugene-Florence Connector. Please see the Route Location Map and Photos attached. As this route was emerging from a pilot phase, COVID-19 restrictions began. As such, the vast majority of time this route has operated, has been with COVID related guidelines. The service schedule did not change throughout COVID and has maintained a reliable and consistent travel option, proving to be a lifeline link in the Statewide Transit Network.

The funding requested for this project is for route operational costs through the 23-25 STIF Biennium. The operational funding includes contractor operational costs, vehicle maintenance, purchase of radios for emergency use, administration, and marketing costs.

Funding requested also includes service expansion to Sunday service. Given the recreational environment in which this route operates, not providing service on Sunday is a barrier for some travelers. If funded, LCOG will continue to manage this service with a contract vendor operating the service and expand to Sunday service.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?
\$635,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

WHY IS THIS PROJECT IMPORTANT?

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 link 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 this service. Without project funding, this service will terminate upon expiration of 21-23 STIF funding. It leverages strong community support as demonstrated in the attached letters of support from stakeholders and supports a needed travel option for residents and visitors alike.

PROPOSED CAPITAL PURCHASES:

N/A

MATCH SOURCE AND AMOUNT:

State: \$127,000.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Project Administration	\$57,150.00	\$45,720.00	\$11,430.00	\$51,435.00	\$5,715.00
Operating	\$577,850.00	\$462,280.00	\$115,570.00	\$520,065.00	\$57,785.00
Total:	\$635,000.00	\$508,000.00	\$127,000.00	\$571,500.00	\$63,500.00

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

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

The Senior & Disability Services division of LCOG conducts a Community Needs Assessment every four years “to help pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system.” The March 2020 Assessment includes consumer surveys, focus groups and research from a broad range of sources. Focus groups expressed concerns that public transportation options are limited in rural areas. The limitations are more pronounced on weekends and during convenient weekday times. It concludes that, “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.”

According to 2020 American Community Survey (ACS) 5-Year Estimates, the County is quickly diversifying, growing older and earning lower incomes. From 2010 to 2020 the population of people who are White grew 4%. People who are Hispanic/Latino saw 42% growth. The Black or African American population grew 18%; the Asian population grew 29%; and the Native Hawaiian/Other Pacific Islander population grew 34%. The American Indian or Alaska Native population declined by 25%. Overall, people identifying as two or more races grew 84%. On average, residents of Lane County are older, with a median age of 39.7 years (up from 38.5 in 2010). In the US, the median annual household income is \$64,994; in Oregon it is \$65,667. In Lane County it is \$54,942.

Communities adjacent to this corridor have high rates of vulnerable populations, per 2020 ACS 5-Year Estimates. Florence’s median age is 60.9; people aged 65 and older is 44.6%; people aged 14 and younger is 7.9%; median household income is \$48,944; non-auto households is 6.4%; people identifying with a disability is 25.9%; and minority population is 3.6%. Yachats median age is 64.1; people aged 65 and older is 48.8%, people aged 14 and younger is 3.7%; median household income is \$51,000; non-auto households is 12.7%; people identifying with a disability is 28.5%; and minority population is 2.2%. This project aims to address identified travel barriers by maintaining a reliable travel option that connects with transit services along the coast and to urban destinations. Letters of support demonstrate the value

of this service in providing an affordable travel option for vulnerable populations seeking access to services within and well beyond Lane County.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

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.

This project is a coordinated effort with the City of Florence, Lane Transit District (LTD), ODOT, Coos County Area Transit (CCAT), and Lincoln County Public Transit to ensure efficiency of service benefiting multiple transit providers, passenger experience, and reduction of fragmentation.

The Florence-Yachats Connector is a major link of intercommunity and intracity routes interlining at the parking lot at the Grocery Outlet in Florence. CCAT, LCOG, and LTD routes coordinate to support the Florence Key Transit Hub. LTD manages the Rhody Express; Florence's public transportation service with River City Taxi as the contract operator. LCOG's Eugene-Florence Connector has its western terminus at the Grocery Outlet Transit Hub. CCAT's Florence Express' northern terminus is at the Grocery Outlet Transit Hub. With these three intercommunity routes and the Rhody Express intracity route all in operation, both residents and visitors have the opportunity to travel east/west from the valley to the coast and north/south within and beyond Florence all using public transportation. The Florence-Yachats Connector interlines with the Lincoln County service in Yachats for access north of Yachats on Highway 101. LCOG has coordinated with the partner agencies to align route times for efficient route transfer at the Florence Transit Hub and in Yachats.

The project will leverage technology resource sharing, as LTD's integrated fare project should be complete by the biennium, allowing seamless travel between LTD and Link Lane services.

One of this project's goals is to align with the NW Collector alliance of transit agencies that have connected and coordinated to better meet transportation needs and provide information to residents and visitors. This project also has wide range of stakeholder and partner support which are leveraged to promote and educate on this service. Please see the attached letters of support from City of Florence, City of Yachats, City of Eugene, Coos County Area Transit, Siuslaw Vision, Florence Area Community Coalition, Florence Area Chamber of Commerce, Lane Community College/Florence Center, Mapleton Food Share, Mapleton Lions Club, Oregon Coast Visitors Association, PeaceHealth Peace Harbor Medical Center, Rotary Club of Florence, Siuslaw Public Library District, Siuslaw Outreach Services, and Travel Lane County for demonstration of the community value in this route and ongoing stakeholder collaboration.

ENVIRONMENTAL AND PUBLIC HEALTH

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. How does this project support applicant's climate planning efforts?

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 the Senior & Disability Services division of LCOG's Community Needs Assessment findings of community concerns that public transportation options are limited in rural areas and some parts of urban areas. The Needs Assessment found that, "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."

The Eugene/Springfield, Newport and Corvallis/Albany areas are key destinations for many coastal residents and, in many cases, the only location for certain medical services, personal needs, education, jobs, and social outlets. As reported in this application's response to #21, a high percentage of residents living along this project corridor are transportation disadvantaged. The mobility and access opportunity with this project contributes towards the quality of life for these individuals. It also supports economic development and health of the business community and employers within Florence and Yachats by providing visitors a transportation option they will otherwise not have.

Within this STIF biennium to date (July 2021-October 2022), this route has provided 2,283 rides, taking cars off the road between Florence and Yachats, reducing carbon dioxide and other fossil fuel emissions. Traffic volumes are high along Highway 101, particularly in summer months, and parking lots for recreational destinations along the stretch between Florence and Yachats are at capacity or overflow. This route plays an important role in creating a connected transit network along the coast, enabling visitors and residents with a choice for this low-environmental impact mode of travel.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

The Florence-Yachats Connector reduces reliance on personal vehicle use, results in mode shift to transit, improves connectivity between active transportation modes, and is an important link in the Florence Key Transit Hub. It interlines with three routes in Florence and one route in Yachats. Each of these connections allow for people to travel on to their final destination without a gap in service.

This route began service in September 2018, and ridership shows trends with summer peaks and winter lows, indicating regular riders throughout the year with more recreational riders during summer months. Ridership in 2020 was trending higher than 2019 until COVID-19 restrictions began in March 2020. Since then, ridership has steadily increased and saw its highest quarter during the 2022 summer months of July, August, and September with 806 riders. These rides were taken by people who did not

have access to personal vehicle or who chose not to drive. They represent trips that were not taken by personal vehicle and a mode shift to transit. Regardless of the personal circumstance, the choice this route provides is valuable and must remain consistently reliable and frequent for its continued success as a viable transportation option.

Highway 101 is designated as the Oregon Coast Bike route, and this route is utilized by bicyclists to help navigate through a portion of the Highway that feels uncomfortable for some cyclists. Cyclists put their bike on one of the bus's three bike racks, travel by bus between Yachats and Florence and continue on beyond these communities by bike. Riders also utilize the stop at Carl G. Washburne State Park to access the State Park trails, beach access and other amenities. The route also sees a significant number of backpackers hiking along the coast but taking the bus through this corridor of the coastline.

This route is a critical component to the Active Transportation network along the coast, and it is contributing to a mode shift to transit, reduced reliability on personal vehicle use and enhanced connectivity between active travel modes.

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

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

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

STATEWIDE TRANSIT NETWORK CONNECTIONS

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.

This project connects two geographically separated rural, coastal communities along Oregon's premier Coastal Scenic Byway; contributes to the new Florence Key Transit Hub; and is an important link in the Statewide Transit Network.

The City of Florence is a rural coastal community at the southern end of this corridor, with a population of 9,396 and employment of 2,973 per 2020 American Community Survey (ACS) 5-Year Estimates. The City of Yachats is also a rural coastal community, with a population of 2,182 and employment of 218. This route is providing a needed service for residents, visitors, and transportation disadvantaged to travel to and from these communities and beyond.

This service connects with four other public transportation service providers and contributes to the network of services within and beyond Florence and Yachats. It creates a Key Transit Hub in Florence with these other providers: 1) Rhody Express which is the City of Florence's public transportation service, managed by LTD and operated by River Cities Taxi. It serves the City with a north and south loop that meet at the Grocery Outlet transit stop; 2) Coos County Area Transit who started the STIF-funded Florence Express in June 2020 and completed the creation of Florence's Key Transit Hub; 3) LCOG who manages the Eugene-Florence Intercommunity route. Its western terminus is the Grocery Outlet transit stop; 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.

The connections with these four public transportation service providers creates a public transportation network that is just recently available to Oregon residents and tourists, and the Florence-Yachats Connector is a vital link in that network. Sustaining this service is crucial to supporting the utility and connectivity of the Statewide Transit Network.

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

This project will sustain an intercommunity route between Florence and Yachats and a link in the Statewide Transit Network along Hwy 101. This project works towards the goal of a complete Statewide Transit Network and recognizes the value of a collaboration with other transit agencies to reduce fragmentation, ensure efficiencies and enhance access opportunities via public transportation. Project partners and collaborators include LTD, ODOT, Lincoln County Transit, Coos County Area Transit, and the Cities of Florence and Yachats. Two of this project's goals are to pursue ongoing funding from federal, state and local sources and to collaborate with the NW Collector alliance of transit providers.

This project qualifies for the STIF 20% match reduction to 10% as it will predominately serve and provide access to and from rural communities, will fill a significant gap in the Statewide Transit Network and will provide statewide benefits to multiple Public Transportation Service Providers as this application has demonstrated. The match requirement will come from STIF formula funds. Investment in this project at this time is vital as it will sustain a service recently emerging from a pilot operation status. Without project funding, this service will terminate as FY23-25 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. This project will leverage strong community, political and agency support in the show of support contained and in the attached letters of support.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

This project will last beyond the 23-25 biennium. LCOG is committed to continuing to provide this service as the need is demonstrably apparent and expected to grow. LCOG's transit services are branded Link Lane. LCOG intends to seek sustaining funding for its Link Lane services by applying for federal funds, and to continue applying for STIF Discretionary and Statewide Transit Network funds. LCOG will also continue to apply for STIF Formula Funds to use as project cost match; the Lane County STIF Advisory Committee has shown a strong commitment to provide Formula Funds as match for state and federal funds.

The Transportation Growth Management program awarded LCOG funding to develop its first Link Lane Transit Development Plan. One of its key outcomes or deliverables is a strategic funding plan to prepare for sustainable ongoing funding. This planning effort is underway and will be complete within the upcoming STIF biennium.

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.

N/A

PROJECT 4 | SOUTH LANE COUNTY METRO SHUTTLE

Project Information

ENTITY:

Lane Council of Governments

DESCRIBE THE PROJECT TO BE FUNDED:

This project will serve as a pilot rural demand response service model for the Lane Council of Governments (LCOG). The City of Cottage Grove is currently providing a service called Metro Shuttle. Metro Shuttle is a door-to-door service designed for South Lane County residents living outside of the

Cottage Grove city limits who seek transportation to go to points north, most particularly Creswell, Eugene, and Springfield. The service is expressly for rides of 10-miles or more, and rides must originate and/or terminate in the southern region of Lane County. Rides are scheduled by making a reservation with the operator dispatch. Common trip purposes include medical appointments, shopping, and entertainment. The Metro Shuttle does not serve the Eugene Airport. Fares are based on the pickup location. For example, a ride to Eugene that originates and terminates near Dorena Lake is \$30 round-trip. A ride to Eugene that originates and terminates closer to Creswell is \$20 round-trip. The Metro Shuttle is a vital transportation option for many in south Lane County who do not have another travel option.

The City of Cottage Grove provides this service, along with a parallel service within its city limits, via a contract operator. While the City remains committed to ensuring these reliable transit services, it is transferring contract administration responsibilities to LCOG and the Lane Transit District (LTD). This transfer of responsibilities is intended to find best fits for service management and ongoing sustainable operations. The City does not have the internal capacity and expertise to continue with managing transit contract. As an outcome of evaluating best fit for current and future services, LTD will focus on providing the services within their service boundary and LCOG will focus on providing services outside of that service boundary. Please see the attached map showing the LTD service boundary. This outcome highlights the emerging role of LCOG, with its Link Lane transit service, as a public transportation service provider within Lane County and the ongoing collaborative relationship between LCOG and LTD in providing rural transit service.

This outcome also creates an opportunity for LCOG to take on this demand response service as a pilot and upon taking on contract administration will evaluate its efficacy, build on what is working, and identify operational room for improvement. Operational room for improvement may include rebranding of the service and a reconsideration of the fare structure.

As the emerging provider of rural transit in Lane County, LCOG is exploring ways to serve rural residents experiencing transportation barriers, most particularly in accessing health care, basic shopping needs, social, and entertainment destinations in the urban Eugene-Springfield area. Given the dispersed nature of where rural residents live, and Lane County's very large geographic span, the fixed-route model is not the most efficient or cost-effective option. LCOG intends to evaluate the pilot Metro Shuttle as model that could serve more than southern Lane County. We will evaluate the pilot with the question of "Is this a service model that we can expand to serve a wider area or areas of Lane County and beyond?"

If awarded funding, LCOG will undergo a procurement process to bring-on a contract provider to operate the service, including the dispatch.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?
\$350,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

WHY IS THIS PROJECT IMPORTANT?

On-demand rural transit is critical to meeting transportation needs of our rural transportation-disadvantaged community members. LTD's Coordinated Plan identifies the unmet transportation needs of individuals with disabilities, older adults and people with low incomes across all of Lane County, and particularly in areas where there is currently a lack of available public transportation. LTD's service boundary is primarily the Eugene-Springfield metropolitan area, significantly less area than Lane County. LCOG's role in filling gaps in rural transit service is vital to meeting these unmet needs. If this project is not funded, the Metro Shuttle will not operate at current levels.

PROPOSED CAPITAL PURCHASES:

N/A

MATCH SOURCE AND AMOUNT:

Local: \$70,000.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Project Administration	\$31,500.00	\$25,200.00	\$6,300.00	\$28,350.00	\$3,150.00
Operating	\$318,500.00	\$254,800.00	\$63,700.00	\$286,650.00	\$31,850.00
Total:	\$350,000.00	\$280,000.00	\$70,000.00	\$315,000.00	\$35,000.00

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

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

The 2021 Cottage Grove Area Transit Development Plan (TDP) conducted a thorough community profile of the south Lane County area. The TDP included southern Lane County and northern Douglas County in the community profile as this geography reflects residents with similar travel patterns taken on a regular basis to meet daily needs related to work, education, medical and social services, recreation and shopping. Vulnerable populations include people over the age of 65 or under 18, people of color, people with limited English proficiency, people with a disability, people with low to moderate incomes, households with no vehicles available, and veterans. Collectively, these vulnerable populations experience greater travel barriers in rural areas without transit access. The TDP provides insights into the project area's population:

- The share of the population over 65 is greater in the travel shed (22%) than Oregon (17%).
- The share of the population under 18 is similar in the travel shed (20%) to Oregon (21%).
- The travel shed's resident population is 92% white and 8% non-white.
- More residents report having a disability in the travel shed (21%) than Oregon (15%).
- The travel shed has a higher share of low-income individuals at all three measures of poverty than compared with the State.
- The travel shed at 6% does report a lower percentage of vehicle availability than Oregon (8%).
- The share of veterans in the travel shed (12%) is larger than Oregon (9%).

This project will directly support vulnerable populations by maintaining and expanding upon a car-free travel option that is otherwise not available in southern Lane County.

The Metro Shuttle will be a pilot project for LCOG in terms of both a new area of Lane County in which Link Lane will operate and a new on-demand service model. While it will continue to serve rural, southern Lane County, it will also serve as a model for LCOG to evaluate and potentially apply to other areas of rural Lane County. This evaluation will be undertaken through an equity lens and LCOG staff will coordinate with local transportation, community partners, and health representatives to determine areas in which vulnerable populations and/or historically marginalized populations are located and in need of transit services that may benefit from a similar type of service.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

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.

This project is a direct result of local agencies coordinating to provide transit while leveraging each agency's expertise, resources, and missions. The City of Cottage Grove is currently managing two door-to-door type services: one within its City limits and one outside of its City limits. Given internal shortage of capacity and expertise, the City approached LCOG and LTD to discuss how and if these services could be transferred or consolidated. After evaluation of service needs along with the expertise, resources, and mission each agency brings to the table, the decision was made to consolidate these services by transferring the Metro Shuttle into LCOG's Link Lane portfolio and the door-to-door service within the City limits to LTD. This decision best reflects LTD's mission to provide service within its district boundary and LCOG's mission to fill the gap in rural transit service within and beyond Lane County. This arrangement will also leverage the City of Cottage Grove's standing in the community as a partner and advocate for transit services. This project's success is dependent upon all partner's ongoing coordination, and each partner is committed to this endeavor.

The Metro Shuttle will rely on resource sharing between LCOG and LTD as a common dispatch. Currently, vehicles are utilized to serve operations both within and without the Cottage Grove city limits.

LCOG and LTD will coordinate so that the vehicles will continue to do so, even though these two operations will have different contract managers.

The project has the opportunity to leverage technology resource sharing, as LTD's integrated fare project should be complete by the biennium, allowing seamless travel between LTD and Link Lane services.

Passengers will benefit from a well-coordinated operation. While service within and outside of Cottage Grove may be operated by two different agencies, the intent is that a rider will not need to be aware of this deviation. Through shared resources, most particularly dispatch, riders' interface with these services will be seamless.

ENVIRONMENTAL AND PUBLIC HEALTH

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. How does this project support applicant's climate planning efforts?

The 2021 Cottage Grove Area TDP establishes the following two objective related to these criteria:

- Environmental Sustainability – Provide environmentally sustainable transportation options that are a convenient alternative to driving, increase the use of public transportation in the Cottage Grove area, and explore opportunities to utilize cleaner energy.
- Reduce Vulnerability – Reduce the public transportation system's vulnerability to economic fluctuations, natural disasters, climate change, and hazardous incidents, and provide resources to community members during such events.

This project is helping to provide an environmentally sustainable option by freeing people from needing to drive. Many people within this project geography are relatively isolated geographically and access-wise. With this door-to-door service as a travel option, they are able to make a reservation for a ride and schedule that ride to coincide with such personal needs as their appointment time and/or transfer to another transit mode, including Amtrak or metro-area LTD services. This service goes beyond providing an alternative to personal car use as it is a piece of the transportation fabric that is severely lacking in the majority of rural areas.

Two of the service strategies to implement the "Reduce Vulnerability" objective are:

- Establish a shopper shuttle that serves the Cottage Grove area, including communities in north Douglas County
- Coordinate with human services agencies serving adults, seniors, people with disabilities, and veterans to provide transit services meeting the needs of these members of our community

This project is achieving those two strategies as it may serve for shopping needs as a shopper shuttle, and LCOG is a human services agency with deep community ties via its Senior & Disability Services with which Link Lane coordinates and supports.

The Metro Shuttle supports positive health outcomes. The Lane County Transportation Safety Action Plan (2017) reports that improving public health is linked directly to encouraging active transportation. Lower levels of physical activity and active transportation in rural areas create a poorer public health outcome, with higher levels of obesity than their urban counterparts. Transit access plays an important role in a complete active transportation network.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

This project is uniquely positioned to increase use and participation in active transportation for a community that is otherwise reliant on personal vehicle use. The service is designed to meet the transportation needs of rural residents by providing a reservation based on-time shuttle service from the resident's home to destination. The scheduled pick-up feature and rural based geographic scope of the service are intended to make this a value-added car-free option that appeals to a wide variety of riders, some of which may otherwise drive, others of which do not have a car available.

Inherent to its design, the Metro Shuttle supports connections between transit and other modes because people getting rides likely do not have a car available at their destination. If their trip includes destinations beyond their Metro Shuttle drop-off, they will likely be walking, biking, or taking transit. It will be a part of the transit network in supporting connections between transit providers, including Link Lane, LTD, and Amtrak, to travel car-free within and beyond southern Lane County.

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

LCOG will manage this service and operate it under contract. The contract operator must demonstrate the highest standards for safety protocols and have a safe history. LCOG ensures safety compliance with industry standards of the American Public Transportation Association and Federal Transit Administration.

The Lane County Transportation Safety Action Plan (TSAP 2017) reports that traffic crashes are the leading cause of death in Lane County for ages 1-24. In 2014, Lane County had more traffic fatalities than any other county in Oregon and has continued to have high rates. While most traffic is in the cities, most fatalities were in rural areas. Elements of rural roads, such as high speed limits, narrow shoulders with ditches, and the absence of median barriers can increase the risk of fatal crash types. Low population density and geographic isolation of rural communities can increase detection, response, and travel time for emergency medical services, thereby increasing mortality rates. The majority of highway fatalities take place on rural roads (54% of all fatalities and 2.4 times higher than the fatality rate in

urban areas), creating a disproportionate impact to rural areas with regard to fatal and severe-injury collisions and associated economic costs. Multimodal safety is a challenge in the rural area. People who live in rural communities generally travel more in their automobiles and over further distances, increasing the likelihood of a crash. Transportation options in rural areas are limited, with insufficient bicycle and pedestrian networks and access to public transportation.

One TSAP strategy is improving travel options, including transit, for rural residents, which provide significant co-benefits of improving the quality of life for vulnerable populations. Per the Lane County Transportation System Plan, many rural residents feel like they cannot get anywhere in rural Lane County without a car. Youth, seniors, and people with disabilities are especially isolated in rural areas, and there is demand for expanded and more frequent transit service in rural areas. The Metro Shuttle will address this strategy and support and improve the safety of rural residents.

STATEWIDE TRANSIT NETWORK CONNECTIONS

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.

This project will provide critical connections for rural southern Lane County into Cottage Grove and the Eugene-Springfield urban area. LCOG will evaluate its efficacy and value and adjust as needed to meet the needs of residents it is intended to serve. LCOG is consolidating the Metro Shuttle into its Link Lane portfolio as a pilot for how a demand response modeled service may be applied beyond the southern Lane County geography. As a feeder service into a major urban area and/or major transit lines, it expands the geographic availability of transportation services to rural areas that are otherwise unserved.

This pilot has the potential to be transformational on how transit in rural Lane County is offered. The Lane Coordinated Public Transportation Plan, 2019 Update, establishes three priorities based on community transportation needs:

- First Priority: Maintain sustainable service levels of viable operations – ensure transportation services and connections remain at a sustainable level for people who depend on public transportation services in Lane County.
- Second Priority: Respond to growth within existing services – Allow for measured increases where demand points to an unmet need within the available resources.
- Third Priority: Respond to emerging community needs – Take action on opportunities to optimize coordination, develop new partnerships and to accommodate newly identified transportation needs and gaps.

LCOG's Link Lane transit services began operations after this plan was adopted in 2019 and provide a community resource not before available within rural Lane County. The Metro Shuttle addresses these priorities by 1) maintaining a lifeline service, 2) responding to unmet needs in rural Lane County by

operating this service as a pilot and allowing for measured increases to respond to unmet needs across Lane County, and 3) optimizing coordination, and developing a new type of partnership between LCOG and LTD to accommodate both rural and urban transportation needs and gap. This project in-full is creating a foundation for future Statewide Transit Network improvements by creating a model of partnership and rural on-demand service.

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

This project will sustain a legacy door-to-door transit service and revive it as a pilot service model for the Link Lane transit services. This project works towards the goal of a complete Statewide Transit Network and recognizes the value of collaborating with other transit and city agencies to reduce fragmentation, ensure efficiencies and enhance access opportunities via public transportation. Two goals to sustain this service beyond the 23-25 biennium are to pursue federal, state and local funding sources and to evaluate this service's performance for both the area within which it is operating and as a model for other areas within Lane County.

Investment in this project at this time is vital as it will sustain a service and allow LCOG time to manage it as a Link Lane service and evaluate its performance. Without project funding, this service will terminate as FY21-23 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. This project leverages strong collaboration between Cottage Grove, Lane Transit District and LCOG, and all partners are committed to its success.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

This project will last beyond the 23-25 biennium. LCOG is committed to continuing to provide this service. There is keen interest to develop this service as a model that LCOG could expand to other parts of Lane County. LCOG's transit services are branded Link Lane. LCOG intends to seek sustaining funding for its Link Lane services by broadening its funding base, and to continue applying for STIF Discretionary and Statewide Transit Network funds. Local STIF Formula Funds will be used as project cost match.

The Transportation Growth Management program awarded LCOG funding to develop its first Link Lane Transit Development Plan. One of its key outcomes or deliverables is a strategic funding plan to prepare for sustainable ongoing funding. This planning effort is underway and will be complete within the upcoming STIF biennium.

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.

N/A

PROJECT 5 | DIAMOND EXPRESS

Project Information

ENTITY:

Lane Transit District

DESCRIBE THE PROJECT TO BE FUNDED:

LTD proposes to continue an essential transportation project that serves as a direct link between the rural community of Oakridge and Eugene/Springfield (Attachment 1 - Diamond Express Service Brochure). 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 which is a central hub for transit service and a focal point for interregional air, rail and bus service.

The Diamond Express operates between Oakridge and the Eugene metropolitan area three round trips daily, five days per week. The Diamond Express has three stops in Oakridge, one in Westfir, and four in Eugene including University of Oregon, University Medical Center, the Downtown Eugene Transit Center, and the Eugene Amtrak station. The round trip fare is \$5.00 and includes a one-day pass on Lane Transit District's fixed route.

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.

The fare must be paid in cash with exact change or with Diamond Express tickets that can be prepurchased 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 service was initiated.

The resources, equipment, and infrastructure for Diamond Express have already been procured for this service and are in place. To that end, 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.

LTD is requesting grant funds in the amount of \$500,000. This represents the total project cost which is essential to maintain ongoing operations for two years.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?

\$250,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

WHY IS THIS PROJECT IMPORTANT?

The Diamond Express service provides benefits to older adults, people with disabilities, and low income populations. Accordingly, the project will eliminate transportation barriers experienced by disadvantaged communities. To that end, the most recent Community Transportation Association of America (CTAA) report identifies Oakridge with 29.9% of their population age 65 or older, and 29.1% identifying with a disability, compared to 15.9% and 14.7% of all Oregonians respectively. The Census Bureau notes that 37.7% of the population for whom poverty status is determined in Oakridge live below the poverty line, a number that is significantly higher than the Oregon average of 12.4%.

This service provides opportunities for low income rural residents to access additional transit options near Eugene-Springfield; and acts as a lifeline that connects residents to hospitals, shopping, schools and employment. Terminating this project would substantially impact this transit dependent community.

PROPOSED CAPITAL PURCHASES:

N/A

MATCH SOURCE AND AMOUNT:

State: \$100,000.00

State: \$50,000.00

State: \$250,000.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Operating	\$500,000.00	\$400,000.00	\$100,000.00	\$450,000.00	\$50,000.00
Total:	\$500,000.00	\$400,000.00	\$100,000.00	\$450,000.00	\$50,000.00

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

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, particularly as it pertains vulnerable populations. This service provides benefits to older adults, people with disabilities, and low income populations. Accordingly, the project will eliminate transportation barriers often experienced by disadvantaged communities. To that end, the most recent Community Transportation Association of America (CTAA) report identifies Oakridge with 29.9% of their population age 65 or older, and 29.1% identifying with a disability, compared to 15.9% and 14.7% of all Oregonians respectively. The Census Bureau notes that 37.7% of the population for whom poverty status is determined in Oakridge live below the poverty line, a number that is significantly higher than the Oregon average of 12.4%.

Moreover, the Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability (Attachment 2 - Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

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 an essential lifeline service to the rural residents for work, education, and health care.

In consideration of the population that is served, LTD has a well-established partnership with the City of Oakridge who has fully supports this project as evidenced by the attached letter of support (Attachment 3 - Oakridge Letter of Support). In today's environment of limited resources, it is not only advantageous to collaborate from a public transportation perspective; it is also fiscally responsible to encompass multi-disciplinary strategies to promote transit to those groups which may otherwise be overlooked.

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

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

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.

LTD has a long and proud tradition of providing reliable transportation and connecting the community. Moreover, the District has an outstanding and deeply caring staff committed to creating a more sustainable and equitable community.

LTD is also a vested stakeholder in the Planning and Local/Regional Prioritization process. Furthermore, LTD has conducted studies to evaluate long-term transit system investments and service delivery strategies as part of its Transit Tomorrow initiative. This effort, involving technical analysis and broad public engagement, identifies tradeoffs and options in LTD's system design; and choices and decisions that will define the region's public transportation system.

To that end, the Diamond Express 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 is 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 the City of Oakridge.

LTD consistently strives to develop innovative methods to improve upon the attributes of customer service, accessibility and convenience for this targeted population; as well as enhanced efficiency. The redesigned service addresses these factors by improving connectivity and service integrations; more importantly, the service eliminates transportation barriers experienced by disadvantaged communities.

ENVIRONMENTAL AND PUBLIC HEALTH

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. How does this project support applicant's climate planning efforts?

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. LTD has adopted a Climate Action Statement and Fleet Procurement Goals that will reduce community greenhouse gas emissions by taking steps to maximize public transit ridership and support low-carbon active transportation modes (Attachment 4 – LTD Climate Action Statement).

Intercity public transit service reduces the number of vehicles on the road and consolidates trips that would otherwise potentially be inefficient. 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, transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan (Attachment 5 - MPO RTP and Transportation Safety Action Plan - excerpts). 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, economic vitality and sustainability; the attainment of which is directly related to an efficient and effective transportation system.

Public transportation is also 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.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

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. 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.

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.

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 (Attachment 5 - MPO RTP and Transportation Safety Action Plan - excerpts). LTD is an integral and

committed stakeholder; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

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

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

STATEWIDE TRANSIT NETWORK CONNECTIONS

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. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

Moreover, LTD has conducted studies to evaluate long-term transit system investments and service delivery strategies. This effort, involving technical analysis and broad public engagement, identifies tradeoffs and options in LTD's system design; and choices and decisions that will define the region's public transportation system. Accordingly, LTD has considered a number of planning documents, with respect to this project, including but not limited to the following:

- Central Lane Metropolitan Planning Organization Regional Transportation Plan and Transportation Safety Action Plan
- Eugene Climate Action Plan
- Oregon Transportation Safety Action Plan
- Lane County Transportation System Plan

Relevant sections from the various planning documents are included as Attachments 5-8 respectively.

To that end, 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. LTD has an interline agreement with Amtrak which streamlines service options further. This process has been coordinated alongside and are supported by local governments, Amtrak, the Oakridge Economic Development Committee, and the Greater Oakridge Trail Stewards. It is supported by the City of Oakridge and the Intercity Passenger Program that connects communities with a population of 2,500 to the next larger market economy and to other transportation services.

This project supports the transit network by serving the two Key Transit Hubs in the Eugene-Springfield area which is a central hub for transit service and a focal point for interregional air, rail and bus service. Funding this project will facilitate LTD's commitment to operate an efficient and effective transportation system.

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

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

Moreover, the resources, equipment, and infrastructure have already been procured for this service and are currently in place. As such, this project will be implemented in a timely manner.

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

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

LTD's plan for ongoing funding is to apply for STIF Intercommunity and 5311(f) funds in the subsequent biennium. LTD will utilize STIF formula funds as match.

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

N/A

PROJECT 6 | RHODY EXPRESS BUS SHELTER REPLACEMENT

Project Information

ENTITY:

Lane Transit District

DESCRIBE THE PROJECT TO BE FUNDED:

LTD is requesting funds for the Rhody Express Bus Shelter Replacement Project in support of this fixed route service. The Rhody Express service operates an hourly north and south loop, Monday through Friday, from 10 a.m. to 6 p.m (Attachment 1 – Rhody Express Service Brochure). This essential service provides the rural coastal community with access to health care; as well as connects major destinations such educational institutions, shopping and entertainment venues (e.g., casino).

The Rhody Express Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and physical relief from standing for long periods of time. This Bus Shelter Replacement Project is anticipated to foster increased ridership with the enhanced transit stop amenities, as well as improved lighting.

Moreover, providing funding for this Capital Project will ensure the continued delivery of public transportation in an effective and safe manner. In addition, offering riders more comfort and safety will make public transit more appealing to current, as well as potential new riders.

LTD is requesting grant funds in the amount of \$100,000. This represents the total project cost which is essential for the replacement of approximately four bus shelters, in poor condition, at locations along the Rhody Express routes that have exceeded their useful life. The locations of the routes are identified in Project Details section of this application.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?

\$75,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

WHY IS THIS PROJECT IMPORTANT?

LTD is a key stakeholder in the transportation industry and is cognizant of its role and responsibility relative to the Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update (Attachment 2). Moreover, LTD consistently strives to improve upon the attributes of accessibility for this targeted population, especially as it pertains to safety. The Rhody Express services a community comprised of older residents, as well as 17.3% of Florence residents identified as having a disability according to the US Census Bureau (Table V2021).

Providing funding for the Rhody Express Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and an alternative to standing for long periods of time.

Not receiving the funding could potentially impact the continued delivery of the Rhody Express service to this older community in an effective and safe manner; whereas providing the funding will address stated mitigating factors.

PROPOSED CAPITAL PURCHASES:

Replacement and installation of approximately four (4) bus shelters, that are in poor condition, supporting the Rhody Express service is long overdue. ODOT provided funding (#26519) for the replacement of six passenger shelters in 2010. Due to the salty coastal environment in the city of Florence, these shelters are anticipated to have a useful life of ten years which has been exceeded.

The Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and physical relief from standing for long periods of time. In addition, this Bus Shelter Replacement Project is anticipated to foster increased ridership with the transit stop amenities and improved lighting.

LTD is requesting a total project cost of \$100,000 for the replacement and installation of approximately four (4) bus shelters that have exceeded their useful life. LTD’s Letter of Interest had indicated the replacement of five (5) shelters for \$100,000; however, based on the increased cost of labor, supplies and materials, LTD is anticipating to replace four (4) shelters. This request represents LTD’s Priority #3 of three applications.

MATCH SOURCE AND AMOUNT:

State: \$20,000.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Signs/Shelters	\$100,000.00	\$80,000.00	\$20,000.00	N/A	N/A
Total:	\$100,000.00	\$80,000.00	\$20,000.00	N/A	N/A

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

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, particularly as it pertains older adults, people with disabilities, and low income populations. The Rhody Express provides services to a community comprised of older residents, 44.6% aged 65 and above, compared to 18.2% statewide, as well as 17.3% of Florence residents identified as having a disability according to the US Census Bureau (Table V2021). Moreover, 15.6% of residents are identified as having an income below the poverty level in 2019.

The Rhody Express service provides the community with access to health care; as well as connects major destinations such educational institutions, shopping and entertainment venues (e.g., casino).

The Rhody Express Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and provide an alternative to standing for long periods of time. This Bus Shelter Replacement Project is anticipated to foster increased ridership with the enhanced transit stop amenities, as well as improved lighting. The Rhody Express service, coupled with the improved amenities, will provide significant benefits to disadvantaged/low-income populations relative to transportation accessibility by ensuring the continued delivery of public transportation in an effective, efficient and safe manner.

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

In consideration of the population that is served, LTD has a well-established partnership with the City of Florence who fully supports this project as evidenced by the attached letter of support (Attachment 3 - Florence Letter of Support). In today's environment of limited resources, it is not only advantageous to collaborate from a public transportation perspective; it is also fiscally responsible to encompass multi-disciplinary strategies to promote transit to those groups which may otherwise be overlooked.

Funding the LTD Rhody Express Bus Shelter Replacement Project will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

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.

LTD has a long and proud tradition of providing reliable transportation and connecting the community. Moreover, the District has an outstanding and deeply caring staff committed to creating a more sustainable and equitable community.

LTD is also a vested stakeholder in the Planning and Local/Regional Prioritization process. Furthermore, LTD has conducted studies to evaluate long-term transit system investments and service delivery strategies as part of its Transit Tomorrow initiative. This effort, involving technical analysis and broad public engagement, identifies tradeoffs and options in LTD's system design; and choices and decisions that will define the region's public transportation system.

LTD consistently strives to develop innovative methods to improve upon the attributes of customer service, accessibility and convenience for this targeted population; as well as enhanced efficiency. The Rhody Express Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and provide an alternative to standing for long periods of time. This Bus Shelter Replacement Project is anticipated to foster increased ridership with the enhanced transit stop amenities, as well as improved lighting. Accordingly, funding this bus shelter replacement project will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity.

ENVIRONMENTAL AND PUBLIC HEALTH

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. How does this project support applicant's climate planning efforts?

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. LTD has adopted a Climate Action Statement and Fleet Procurement Goals that will reduce community greenhouse gas emissions by taking steps to maximize public transit ridership and support low-carbon active transportation modes (Attachment 4 – LTD Climate Action Statement).

Intercity public transit service reduces the number of vehicles on the road and consolidates trips that would otherwise potentially be inefficient. 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, transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan (Attachment 5 - MPO RTP and Transportation Safety Action Plan - excerpts). 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, economic vitality and sustainability; the attainment of which is directly related to an efficient and effective transportation system.

Public transportation is also 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.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

As previously stated, the service operates an hourly north and south loop, Monday through Friday, from 10 a.m. to 6 p.m. This essential service provides the community with access to health care; as well as connects major destinations such educational institutions, shopping and entertainment venues (e.g., casino).

The Rhody Express Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and provide an alternative to standing for long periods of time. This Bus Shelter Replacement Project is anticipated to foster increased ridership with the enhanced transit stop amenities, as well as improved lighting.

The Rhody Express service, coupled with the improved amenities, will provide significant benefits to disadvantaged/low-income populations relative to transportation accessibility by ensuring the continued delivery of public transportation in an effective, efficient and safe manner. Public transportation is also 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.

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 (Attachment 5 - MPO RTP and Transportation Safety Action Plan - excerpts). LTD is an integral and committed stakeholder; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

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

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the respective operators.

STATEWIDE TRANSIT NETWORK CONNECTIONS

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. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

Moreover, LTD has conducted studies to evaluate long-term transit system investments and service delivery strategies. This effort, involving technical analysis and broad public engagement, identifies tradeoffs and options in LTD's system design; and choices and decisions that will define the region's public transportation system. Accordingly, LTD has considered a number of planning documents, with respect to this project, including but not limited to the following:

- Central Lane Metropolitan Planning Organization Regional Transportation Plan and Transportation Safety Action Plan
- Eugene Climate Action Plan
- Oregon Transportation Safety Action Plan
- Lane County Transportation System Plan

Relevant sections from the various planning documents are included as Attachments 5-8 respectively.

As previously stated, the Rhody Express service operates Monday through Friday, from 10 a.m. to 6 p.m.; and provides this rural coastal community with access to critical health care; as well as connects major destinations such educational institutions, shopping and entertainment venues (e.g., casino).

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

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

Moreover, LTD will manage the procurement of this project, as well as administer the grant. LTD has a long-term contract with a credentialed grants manager, an experienced procurement team, as well as Facilities and Fleet Directors who each have an extensive background in project management of infrastructure projects. As such, this project will be implemented in a timely manner.

The Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and physical relief from standing for long periods of time for the transit dependent community. In addition, this Bus Shelter Replacement Project is anticipated to foster increased ridership with the transit stop amenities and improved lighting, thereby facilitating the continued availability of mobility options to the transportation disadvantaged; as well as improved quality of life and social equity.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A.

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

N/A.

PROJECT 7 | VEHICLE PURCHASE

Project Information

ENTITY:

Lane Transit District

DESCRIBE THE PROJECT TO BE FUNDED:

Lane Transit District (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. 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 which are described in LTD's Services and Programs (Attachment 1).

The agency currently operates a fleet of 100 buses on 34 routes, including the EmX Bus Rapid Transit (BRT) system which serves 51 stations. LTD's fleet includes a combination of 40-foot and 60-foot diesel buses, as well as 60-foot, 5-door, articulated buses. LTD's fleet also includes 60-foot hybrid-diesel vehicles and the agency has recently acquired eleven 40-foot battery electric buses (BEB) which have been deployed into service. To facilitate LTD's commitment to improve air quality, the agency is in the process of acquiring 19 additional BEBs.

LTD is seeking funds through the STIF Discretionary grant program to undertake a bus replacement project in support of its award winning EmX BRT system. Over 30 percent of LTD's fleet will have met or exceeded their useful life by the end of calendar year 2022. The vehicles that will be replaced were placed into service in 2007; and they have a poor rate of reliability and fuel efficiency.

LTD's fleet-wide average miles between road calls is 9,500, and the average for the fleet the project will replace is 3,100. Accordingly, replacement of these older diesel-hybrid 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.

The funding will enable LTD to purchase up to three (3) 60-foot diesel buses that will operate on its bus rapid transit (EmX) routes servicing the Eugene and Springfield metropolitan areas. EmX offers many unique conveniences, including frequent service; bus-only lanes and signals that let buses travel ahead of car traffic which creates faster travel times; and dedicated stations that provide a number of amenities. BRT also reduces the overall amount of vehicle kilometers by employing high capacity buses. Fewer vehicles transporting the same number of passengers reduces traffic congestion.

In addition, LTD has transitioned from conventional B5 ultra-low sulfur diesel (95 percent fossil diesel/5 percent biodiesel) to R99 renewable diesel (99 percent renewable diesel/1 percent fossil diesel). Although R99 is more expensive than the B5 ultra-low sulfur diesel, it emits fewer lifecycle GHGs than conventional diesel fuel. Renewable diesel is chemically identical to fossil diesel; however, it is sourced from renewable materials such as plant and animal waste.

Funding for the replacement vehicles is critical to ensure that LTD continues to serve the community, which is largely minoritized, reliably and safely. To that end, LTD consistently strives to assess the performance of all services and programs. Moreover, LTD is committed to providing safe and reliable vehicles, services, and facilities as this endeavor progresses.

LTD is requesting a total project cost of \$3,974,106 for the replacement vehicles, including vehicle inspections, pre/post Buy America Audits, travel for the bus build and project management. This request represents LTD's Priority #2 of three applications.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?

\$2,649,404.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

WHY IS THIS PROJECT IMPORTANT?

Lane County's population is disproportionately reliant on transit and paratransit services, with 17.6% of Lane County residents identified as living in poverty, compared to 11.4% nationally according to the United States Census Bureau (V2021). Moreover, Lane County's population is disproportionately older, with 31.7% of Lane County's population aged 65 and above, compared to 7.6% nationally; and 35.1% of Lane County residents identified as having a disability according to the 2020 American Community Survey. Additionally, the majority of LTD's service area includes minoritized communities (elderly, low income, people of color, or people who report a disability).

The BRT bus replacement project will facilitate benefits to LTD's service area population by providing vehicles that utilize renewable diesel which emits less pollutants. Accordingly, funding is critical to ensure that LTD continues to serve the community, which is largely minoritized, reliably and safely.

PROPOSED CAPITAL PURCHASES:

LTD is requesting a total project cost of \$3,974,106 for the purchase of approximately three 60-foot diesel BRT replacement vehicles, including vehicle inspections, pre/post Buy America Audits, travel for the bus build and project management. The three 60-foot diesel buses have an expected useful life of twelve years/500,000. The replacement buses will be equipped to meet all ADA requirements; and will also include security surveillance systems and AVL equipment. The project is consistent with LTD's Long Range Fleet Replacement Plan.

The replacement vehicles will operate on LTD’s bus rapid transit routes servicing the Eugene and Springfield metropolitan areas. EmX is an attractive choice for many riders as the service offers many unique conveniences, including frequent service; bus-only lanes and signals that let buses travel ahead of car traffic which creates faster travel times; and dedicated stations that provide a number of amenities. Studies conclude that BRT improves the quality of life in at least four key areas: saving travel time, reducing greenhouse gas (GHG) and local air pollutant emissions, improving traffic safety, and increasing physical activity.

LTD is committed to providing safe and reliable vehicles, services, and facilities; as well as improving sustainability by reducing dependency on fossil fuels. In 2020, LTD transitioned to R99 renewable diesel (99 percent renewable diesel/1 percent fossil diesel) which emits fewer GHGs than conventional diesel fuel and replaces older, more polluting vehicles.

The STIF Discretionary funding will support LTD’s Long Range Fleet Replacement Plan. As indicated in the response to Question 15, LTD is also utilizing FTA formula funds (5337) that will fund the replacement of three vehicles. Coupled with the STIF Discretionary funds, a total of six vehicles will be replaced. This critical project will ensure that LTD continues to provide essential transportation services to the largely minoritized community reliably and safely.

LTD operates its programs without regard to race, color, status, age, or disability which facilitates mobility needs of transit users; and accessibility and transit services for the economically disadvantaged. Accordingly, the project impacts/benefits are significant and will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity for the transit dependent.

MATCH SOURCE AND AMOUNT:

State: \$794,821.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Vehicle Replacement	\$3,974,106.00	\$3,179,284.80	\$794,821.20	N/A	N/A
Total:	\$3,974,106.00	\$3,179,284.80	\$794,821.20	N/A	N/A

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

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, particularly as it pertains to older adults, people with disabilities, and low income populations. LTD's service area population is disproportionately reliant on transit and paratransit services. Lane County's population is disproportionately older, with 31.7% of Lane County's population aged 65 and above, compared to 7.6% nationally; 35.1% of residents identified as having a disability according to the 2020 American Community Survey; and 17.6% of Lane County residents identified as living in poverty (US Census Bureau V2021). Moreover, the majority of LTD's service area includes minoritized communities (elderly/low income/people of color/people reporting a disability).

The BRT bus replacement project will facilitate benefits to LTD's service area population by providing vehicles that utilize renewable diesel which emits less pollutants. In September 2020, LTD transitioned to R99 renewable diesel (99 percent renewable diesel/1 percent fossil diesel) which emits fewer GHGs than conventional diesel fuel and replaces older, more polluting vehicles. Renewable diesel is sourced from renewable materials. As such, this project supports the federal Justice40 Initiative by deploying buses that will reduce air pollution, while facilitating accessibility/transit services for the economically disadvantaged.

The funding will enable LTD to purchase up to three (3) 60-foot diesel buses that will operate on its bus rapid transit (EmX) routes servicing the Eugene and Springfield metropolitan areas. Studies conclude that BRT improves the quality of life in at least four key areas: saving travel time, reducing greenhouse gas (GHG) and local air pollutant emissions, improving traffic safety, and increasing physical activity.

The grant funding will ensure that LTD continues to provide essential transportation services to the largely minoritized community reliably and safely. LTD operates its programs without regard to race, color, status, age, or disability which facilitates mobility needs of transit users; and accessibility and transit services for the economically disadvantaged. Accordingly, the project impacts/benefits are significant and will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity for the transit dependent.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

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.

LTD has a proud tradition of providing reliable transportation and connecting the community. The BRT bus replacement project will facilitate benefits to LTD's service area by replacing vehicles placed into service in 2010. These aged vehicles have a poor rate of reliability and fuel efficiency; and lack updated customer safety improvements including wheelchair securement. The new replacement vehicles will utilize renewable diesel which emits less pollutants; more importantly, they will ensure that LTD continues to provide transportation services to the largely minoritized community reliably and safely.

LTD is also a vested stakeholder in the Planning and Local/Regional Prioritization process. LTD has conducted studies to evaluate long-term transit system investments and service delivery strategies as part of its Transit Tomorrow initiative. This effort, involving technical analysis and broad public engagement, identifies tradeoffs and options in LTD's system design; and choices and decisions that will define the region's public transportation system.

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, this proposed bus replacement project will support LTD's award winning BRT system which serves 51 stations and has local community support as evidenced by the attached letters of support (Attachment 2). EmX began in 2007 and serves 28 system miles, traveling between west Eugene, downtown Eugene, the UO, downtown Springfield, and the Gateway and the RiverBend areas. This service is the backbone of LTD's public transportation service, carrying an average of 12,000 riders a day (weekdays) and connecting to other routes; as well as Park & Ride locations and bicycle-pedestrian pathways. Recent service enhancements mean many riders can now make more direct crosstown connections, no longer needing to travel into Eugene Station to do so. Designated transfer points provide better connectivity and convenience.

ENVIRONMENTAL AND PUBLIC HEALTH

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. How does this project support applicant's climate planning efforts?

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, 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. LTD has adopted a Climate Action Statement and Fleet Procurement Goals that will reduce community greenhouse gas emissions by taking steps to maximize public transit ridership and support low-carbon active transportation modes (Attachment 3 – LTD Climate Action Statement).

The funding will enable LTD to purchase up to three 60-foot diesel buses that will operate on its bus rapid transit (EmX) routes servicing the Eugene and Springfield metropolitan areas. EmX offers many unique conveniences, including frequent service; bus-only lanes and signals that let buses travel ahead of car traffic which creates faster travel times; and dedicated stations that provide a number of amenities. Moreover, BRT reduces the overall amount of vehicle kilometers traveled by employing high capacity buses. Fewer vehicles transporting the same number of passengers reduces traffic congestion. 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.

In addition, LTD has transitioned from conventional B5 ultra-low sulfur diesel (95 percent fossil diesel/5 percent biodiesel) to R99 renewable diesel (99 percent renewable diesel/1 percent fossil diesel). R99, though more expensive than B5, emits fewer lifecycle GHGs than conventional diesel fuel. Renewable diesel is chemically identical to fossil diesel; however, it is sourced from renewable materials such as plant and animal waste. Accordingly, the BRT bus replacement project will facilitate benefits to LTD's service area population, which is disproportionately reliant on transit and paratransit services, by providing vehicles that utilize renewable diesel which emits less pollutants and replaces older, more polluting vehicles.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

The agency currently operates a fleet of 100 buses on 34 routes, including the Emerald Express (EmX), named after the region's Emerald Valley which serves the Eugene-Springfield metropolitan area and is one of the first BRT systems to operate in the U.S. The EmX began in 2007 and now serves 28 system

miles, traveling between west Eugene, downtown Eugene, the University of Oregon, downtown Springfield, and the Gateway and the RiverBend areas. This service is the backbone of LTD's public transportation service, carrying an estimated 12,000 riders a day (weekdays) and connecting to other bus routes as well as Park & Ride locations and bicycle-pedestrian pathways.

Recent service enhancements mean many riders can now make more direct crosstown connections, no longer needing to travel into Eugene Station to do so. Designated transfer points provide better connectivity and convenience.

The STIF Discretionary funding will enable LTD to purchase up to three 60-foot diesel buses that will operate on its EmX routes. The EmX vehicles are designed to make boarding faster and easier for everyone, facilitating the use of public transportation. Moreover, BRT encourages biking which leads to improved health; and also creates safe, accessible and walkable communities, appealing transit stops/stations and safer streets and sidewalks.

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, economic vitality and sustainability; the attainment of which is directly related to an efficient and effective transportation system.

Consistent with the local/regional planning documents and priorities, LTD's Long Range Fleet Replacement Plan (Attachment 4) includes the replacement of 41 vehicles by the year 2024. Accordingly, this STIF Discretionary BRT Bus Replacement Project will augment LTD's ongoing replacement of vehicles that have met their useful life 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. Replacing outdated vehicles will ensure more reliable and efficient transit service to existing customers in the furtherance of Lane County's safety goals.

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

STATEWIDE TRANSIT NETWORK CONNECTIONS

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. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

Moreover, LTD has conducted studies to evaluate long-term transit system investments and service delivery strategies. This effort, involving technical analysis and broad public engagement, identifies tradeoffs and options in LTD's system design; and choices and decisions that will define the region's public transportation system. Accordingly, LTD has considered a number of planning documents, with respect to this project, including but not limited to the following:

- Central Lane Metropolitan Planning Organization Regional Transportation Plan and Transportation Safety Action Plan
- Eugene Climate Action Plan
- Oregon Transportation Safety Action Plan
- Lane County Transportation System Plan

Relevant sections from the various planning documents are included as Attachments 5-8 respectively.

As previously stated, this proposed bus replacement project will support LTD's award winning EmX Bus Rapid Transit (BRT) system which serves 51 stations and 28 system miles, traveling between west Eugene, downtown Eugene, the UO, downtown Springfield, and the Gateway and the RiverBend areas. Recent service enhancements mean many riders can now make more direct crosstown connections, no longer needing to travel into Eugene Station to do so. Designated transfer points provide better connectivity and convenience.

LTD consistently maintains and upgrades all of LTD's vital EmX corridors, including improved passenger safety, accessibility and comfort at platforms along these routes, providing better service for the agency's growing ridership.

Accordingly, funding this project will facilitate LTD's commitment to operate an efficient and effective transportation system; as well as the ongoing replacement of vehicles that have met their useful life; while practicing sound fiscal and sustainability management.

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

The impacts and benefits of this project are significant and transformative, particularly as it pertains to zero-vehicle households, low-income communities and seniors (Attachment 9 - Transit Tomorrow Existing Conditions and Choices Report/Maps). LTD has a long and proud tradition of providing reliable transportation and connecting the community.

Over 30 percent of LTD's fleet will have met or exceeded their useful life by the end of calendar year 2022. Of the six diesel-hybrid buses that will be replaced, four vehicles were placed into service in 2007; two vehicles were placed into service in 2010. These aged vehicles have a poor rate of reliability and fuel efficiency; and lack updated customer safety improvements. 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; and will increase operational efficiency by reducing LTD's overall fleet maintenance labor and parts costs.

The funding will enable LTD to purchase up to six 60-foot diesel buses that will operate on its bus rapid transit (EmX) routes servicing the Eugene and Springfield metropolitan areas. In September 2020, LTD transitioned from conventional B5 ultra-low sulfur diesel (95 percent fossil diesel/5 percent biodiesel) to R99 renewable diesel (99 percent renewable diesel/1 percent fossil diesel). R99, though more expensive than B5, emits fewer lifecycle GHGs than conventional diesel fuel.

To that end, BRT reduces the overall amount of vehicle kilometers traveled by employing high capacity buses. Fewer vehicles transporting the same number of passengers reduces traffic congestion, and affords the opportunity to replace older, more polluting vehicles.

LTD has the resources and infrastructure to support the replacement vehicles. Accordingly, funding LTD's BRT Bus Replacement Project will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, the funding will enable LTD to continue serving the community reliably and safely which will facilitate improved quality of life and social equity. Moreover, this project specifically 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.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A.

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

N/A.