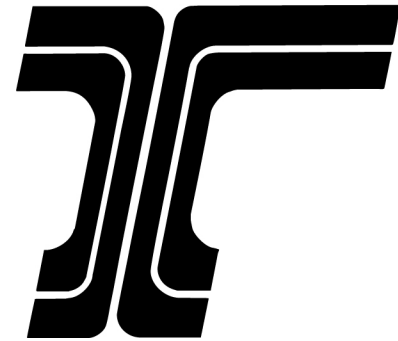


Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2023-25

Applicant Information

Agency Legal Name

Lane Transit District

Project Title

Diamond Express

Agency Legal Address

3500 East 17th Avenue, Eugene, Oregon 97403

Application Contact Name

Gloria J Gallardo

Application Contact Title

Grant Manager

Application Contact Email Address

gloria.gallardo@ltd.org

Application Contact Phone Number

(626) 388-3332

Name of Person Signing Agreement

Jameson Auten

Title of Person Signing Agreement

Chief Executive Officer

Email Address of Person Signing Agreement

jameson.auten@ltd.org

Phone Number of Person Signing Agreement

(541) 682-1605

Agency Information

1. Transit Agency Type

Mass Transit District

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

Yes

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

Fixed Route

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

Yes

3.A Brief history of current project/service. What, if any, elements of the proposed project differ from existing efforts and services?

Diamond Express service was created in 2003 through a partnership between Lane Transit District (LTD), the City of Oakridge and stakeholders from Oakridge and Westfir. This project will continue to serve as a direct link between the rural community of Oakridge and the Eugene/Springfield metropolitan area. This provides opportunities for rural residents to access additional transit options near Eugene-Springfield, such as Amtrak and Greyhound. An 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 which is a central hub for transit service and a focal point for inter-regional air, rail and bus service.

Risk Assessment Information

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

Yes

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

Yes

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

Combined

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

Yes

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

Yes

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

No

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

Yes

Agency Qualifications

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

LTD provides transit services for a roughly 4,000 square mile area in Lane County. This broad service area has provided LTD with extensive experience and a foundation on which to promote public transportation in

all communities as demonstrated by its continued commitment to excellence and service.

LTD currently serves as the eligible program manager for the Diamond Express service. As this is an existing program and not new service, LTD has demonstrated its operational capacity to ensure that the service continues in an effective and efficient manner.

LTD will continue to manage the grant, as well as the service that is contracted to a qualified bidder through a standard procurement process. LTD has a credentialed grants manager, an experienced procurement team, and an experienced Accessible Services Specialist with an extensive background in contract/project management. Accordingly, LTD has the legal, managerial and operational capacity to successfully implement this project.

12. Certification of Compliance

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

Yes

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

Yes

13.A If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.

The current contractor for the service is TAC Transportation Inc. dba Pacific Crest Bus Lines who has been contracted through a public procurement process.

As indicated in the response to question #11, LTD maintains oversight of the Diamond Express contracted service. LTD provides contract and grant management to ensure that eligibility is maintained. Moreover, a dedicated program manager has been assigned to oversee all aspects of program grant compliance.

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

Fills a significant gap in the Statewide Transit Network

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

No

Project Information

16.A Project Title

Diamond Express

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 7 of the application instructions for additional guidance on writing a project description.

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 pre-purchased at LTD Customer Service at the Eugene Station, 11th Avenue and Willamette Street. Only cash and VISA or MasterCard are accepted. LTD group pass holders and other LTD passes cannot be used to ride the Diamond Express. Rider fares cover only a small portion of the cost of providing the service. LTD has managed to keep the fares as low as possible; the fares have not been raised since 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.

17. What is the minimum project cost that will still allow your project to proceed?

\$250,000.00

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

STIF Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

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

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.

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

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

21. 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

22. 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

23. 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

24. 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.

25. 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

26. 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

27. 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.

28. 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.

29. 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.

30. Capital Asset Purchases

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

Project Details

Task Category
Operating

Operating

Give a brief (1-3 sentences) description of this project cost.

LTD is requesting a total project cost of \$500,000 for operational assistance that is essential to support ongoing service of Diamond Express for two years. This request represents LTD's Priority #1 of three applications.

Total Task Cost (Grant Amount + Match Amount)
\$500,000.00

Project Task and Match Amounts

50% Match Rate Calculations

Grant Amount - 5311f (50% Fed Share)
\$250,000.00

Match Amount - 5311f (50% Local Share)
\$250,000.00

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity (80% State Share)
\$400,000.00

Match Amount - STIF Discretionary/STIF Intercommunity (20% Local Share)
\$100,000.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF Intercommunity (90% State Share)
\$450,000.00

Match Amount - STIF Discretionary/STIF Intercommunity (10% Local Share)
\$50,000.00

Application Totals

Match Sources

Match Sources	Amount
State	\$100,000.00
State	\$50,000.00

State

\$250,000.00

Are matching funds of at least 20% of project costs available if the project is awarded?

Yes

What percent of funds will be used for demand response transportation?

0%

Percent of funds used for fixed route transportation

100%

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

Application Totals Summary By Task - 20% Match Rate

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$0.00	\$0.00	\$0.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$500,000.00	\$400,000.00	\$100,000.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$500,000.00	Total Grant Amount: \$400,000.00	Total Match Amount: \$100,000.00

Application Totals Summary By Task - 10% Match Rate (For Qualified Applicants)

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
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Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$0.00	\$0.00	\$0.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$500,000.00	\$450,000.00	\$50,000.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
Total Project Cost:		Total Grant Amount:	Total Match Amount:
\$500,000.00		\$450,000.00	\$50,000.00

Application Totals Summary By Task - 5311(f) Operations Only

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Operating	\$500,000.00	\$250,000.00	\$250,000.00

Document Upload (Optional)

Attachment 1_Diamond Express Service Brochure.pdf

Attachment 2_2019 Public Transit Human Services Coordinated Plan.pdf

Attachment 3_Oakridge_DExpress_Letter of Support.pdf

Attachment 4_LTD Climate Action Policy Statement and Goals.pdf

Attachment 5_CLMPO RTP_Transp Safety Action Plan.pdf

Attachment 6_Eugene Climate Action Plan.pdf

Attachment 7_Lane Co Transp System Plan.pdf

Attachment 8_OR Transp Safety Action Plan.pdf

LTD_Diamond Express_Attachment List.pdf