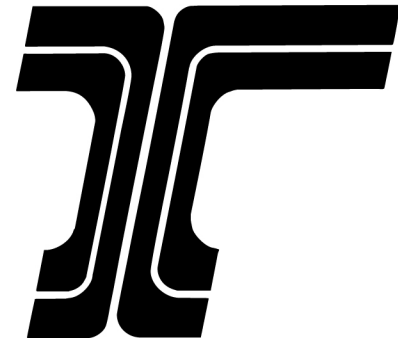


Oregon Department of Transportation



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

Applicant Information

Agency Legal Name

Lane Transit District

Project Title

Vehicle Purchase

Agency Legal Address

3500 East 17th Avenue, Eugene, California 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) 682-6105

Agency Information

1. Transit Agency Type

Mass Transit District

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

Yes

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

Fixed Route

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

No

Risk Assessment Information

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

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.)

The agency has the legal, managerial and operational capacity to successfully implement this project. Since its creation in 1970, LTD has successfully managed complex projects and developed innovative programs that have been recognized by the transit industry. LTD was the first transit district in the US to become fully accessible for people with disabilities and developed the first comprehensive bus rapid transit (BRT) project in the US. To that end, the LTD BRT Bus Replacement project will improve the reliability and safety of its transit system which services minoritized communities.

Moreover, LTD has extensive experience with federally funded bus replacement projects. LTD will manage the bus 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 a Fleet Director who has an extensive background in the acquisition of rolling stock and project management.

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.

As this request is for capital funds supporting a bus replacement project (three diesel 60-foot buses), there will be no sub-recipient; however, LTD will utilize a transit vehicle manufacturer for the acquisition of the rolling stock.

LTD will manage the procurement for this bus replacement project, as well as administer the grant. LTD has a Fleet Director who has an extensive background in the acquisition and management of rolling stock projects.

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

Not applying for 10% match reduction

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

Yes

Project Information

16.A Project Title

Vehicle Purchase

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.

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.

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

\$2,649,404.00

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

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

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.

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 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

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 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

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, 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

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.

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.

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. 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

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.

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

27. 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.

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.

N/A.

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.

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.

Project Details

Task Category

Vehicle Purchase

Vehicle Purchase

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

Vehicle Replacement

Vehicle Replacement

Vehicles to be replaced

Year	Make	Model	Vehicle ALI	VIN	# of seats	# of ADA stations	Fuel Systems	Current Mileage	Date Mileage Recorded
2009	New Flyer	DE60L FA	11.1X.06 Bus Articulated	5FYH7 YU089 C0357 58	392	31	Hybrid Diesel (HD)	544,737	11/23/2022
2009	New Flyer	DE60L FA	11.1X.06 Bus Articulated	5FYH7 YUOX9 C0357 59	392	31	Hybrid Diesel (HD)	536,482	11/23/2022
2009	New	DE60L	11.1X.06	5FYH7	392	31	Hybrid	530,464	11/23/2022

Flyer	FA	Bus Articulated	YU069 C0357 60	Diesel (HD)
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Condition of Vehicles

VIN	Condition	Explain vehicle maintenance history, right-sizing justification, etc.
5FYH7YU089C 035758	Marginal	The vehicle maintenance is performed consistent with the established Maintenance Plan.
5FYH7YUOX9C 035759	Marginal	The vehicle maintenance is performed consistent with the established Maintenance Plan.
5FYH7YU069C 035760	Marginal	The vehicle maintenance is performed consistent with the established Maintenance Plan.

Will you use the Oregon state price agreement contract?
No

If no, describe the needs not addressed in state contracts
While LTD is not utilizing the Oregon state contract, LTD is utilizing the Washington State contract for the acquisition of the 60-foot diesel transit buses. New Flyer of America, FTA eligible transit vehicle manufacturer, has the vehicle model (XDE60) that meets the needs for LTD’s BRT Bus Replacement Project, including availability and technical configurations (e.g., five door). 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.

Vehicles to be purchased

Vehicle ALI	Make/ Model	Quantity	Cost Each	Total	# of seats / # ADA station s	# of seats with ADA deploy ed	Fuel System	Est. Order Date	Est. D elivery Date
11.12.06 Bus Articulated	XDE60	3	\$1,324,702. 00	\$3,974,106. 00	392	31	Diesel (D)	10/31/2 023	12/31/ 2024
Total:			3	Grand Total:					
				\$3,974,106. 00					

Total Task Cost (Grant Amount + Match Amount)
\$3,974,106.00

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)
\$3,179,284.80

Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)
\$794,821.20

Application Totals

Match Sources

Match Sources	Amount
State	\$794,821.00

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	\$3,974,106.00	\$3,179,284.80	\$794,821.20
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	\$0.00	\$0.00	\$0.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$3,974,106.00	Total Grant Amount: \$3,179,284.80	Total Match Amount: \$794,821.20

Document Upload (Optional)

LTD_BRT Bus Replacement_Attachment List.pdf

Attachment 1_LTD Svcs-Programs.pdf

Attachment 2_Community Letters of Support.pdf

Attachment 3_LTD Climate Action Policy Statement and Goals.pdf

Attachment 4_LTD Long Range Fleet Replacement Plan.pdf

Attachment 5_CLMPO RTP_Transp Safety Action Plan.pdf

Attachment 6_Eugene Climate Action Plan.pdf

Attachment 7_OR Transp Safety Action Plan.pdf

Attachment 8_Lane Co Transp System Plan.pdf

Attachment 9_LTD Transit Tomorrow Existing Conditions-Choices Rpt_Maps.pdf