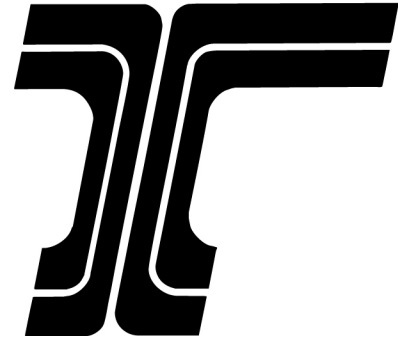


Oregon Department of Transportation



2027-2028 Competitive Transit Grant

For alternative formats / accessibility questions please reach out to:

The Regional Transit Coordinator in your region or Brian Roth: brian.roth@odot.oregon.gov

Applicant Information

Agency Legal Name

Lane Transit District

Agency Legal Street Address

PO Box 7070

City

Springfield

State

OR

Zip

97475-0100

Application Contact First Name

Jack

Application Contact Last Name

Ramsey

Application Contact Position Title

Grant Administrator

Application Contact Email Address

jack.ramsey@ltd.org

Application Contact Phone

(541) 682-3210

First Name of Person Signing Grant Agreement

Pamela

Last Name of Person Signing Grant Agreement

Strutz

Title of Person Signing Grant Agreement

Chief Financial Officer

FEIN (Federal Employer Identification Number)

930586982

UEID (Unique Entity Identification)

U5LFCFM1A8J5

Transit Agency Type

Special District

Does your agency have any existing grant agreements with ODOT?

Yes

Authorized Representative

First Name

Pamela

Last Name

Strutz

Title

Chief Financial Officer

Email Address

pamela.strutz@ltd.org

Phone Number

(541) 682-6161

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

Yes

Do you have flood insurance?

Yes

Risk Assessment Information

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

Yes

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

What type of accounting system does your agency use?

Automated

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

Yes

What is the financial software utilized?

PDS Vista

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

Yes

Will applicant delegate the administration of the grant to a separate agency?

No

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

Yes

Is the Public Transportation Division currently conducting a forensic audit of your agency?

No

Was your agency audited by the State and/or Federal government in the past two years?

Yes

Did the audit result in one or more audit findings?

Yes

Explain any repeat findings if applicable.

N/A

List the year of your last audit and include a URL to the audit document.

<https://www.ltd.org/wp-content/uploads/2025/09/Lane-Transit-District-2024-Final-Single-Audit-Report.pdf>

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

No

Is the project a capital project or an operations project?

Capital

Capital Projects

Project Information

Project Title

Diamond Express Replacement Vehicle

Project description, include details about any capital purchases

Lane Transit District is requesting a total project budget of \$900,000 to replace a 2003 refurbished full-size transit bus in marginal condition that is currently used in LTD's Diamond Express service with a new full-size transit bus.

LTD's Diamond Express service is the only public transportation service that connects the geographically-isolated communities of Oakridge and Westfir to the Eugene-Springfield metropolitan area. This service runs a long and challenging route along two-lane Oregon Highway 58, before joining I-5 near Goshen to head into Eugene. The Diamond Express operates an approximately 90-mile round trip four times a day on weekdays and two times on Saturday, for a total of almost 2,000 revenue miles per week. The length of the route, the speeds traveled, and road conditions all take their toll on the vehicles that are used on this year-round service.

The Diamond Express service currently uses two full-size transit buses, Bus 36, a 2023 40-foot Gillig transit bus, and Bus 16, a 2003 40-foot Gillig that is used as a back-up vehicle. LTD has also allocated a cutaway bus to this service as a back-up for Bus 16, which is frequently out of service due to its age and condition.

Diamond Express Bus 16 is a 2003 40-foot Gillig low floor bus, that was purchased refurbished from Complete Coach Works (CCW) in May of 2019. Mileage at the time of delivery was 64,545; currently (i.e., late March 2026), this vehicle has 390,931 miles on it. This vehicle is past its useful life considering the original age of the bus plus the miles and years in use from refurbishment and delivery dates. This vehicle

is currently out of service pending repair of a cracked frame, a maintenance issue that is indicative of the age and marginal condition of this vehicle.

The replacement vehicle will be a clean diesel Category A 40-foot transit bus with 31 seats and two ADA wheelchair securement areas.

Does your agency operate a-fixed route service?

Yes

Project Type

Please select all that apply for the project.

Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction

Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other

Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

Does the project involve vehicle acquisition?

Yes

Does the project involve the purchase of equipment, signs, or amenities?

No

Does the project include construction or rehabilitation of transit facilities, including bike and pedestrian projects?

No

Project Service Area

Indicate the type of service area for the proposed project.

Small urban

Project Service Type

What is the main type of service that will be supported with this award?

Intercity, Fixed Route, Commuter

Service Days and Times

Days of Service	Start Time	End Time
Monday	6:00 AM	7:00 PM
Tuesday	6:00 AM	7:00 PM
Wednesday	6:00 AM	7:00 PM
Thursday	6:00 AM	7:00 PM

Friday	6:00 AM	7:00 PM
Saturday	6:00 AM	7:00 PM
Sunday		

Project Delivery

Does this project include tasks that are dependent on other projects?

No

Does this project include tasks that are dependent on each other?

No

Please describe the task level deliverables.

This bus would be procured following LTD's specific procurement process and likely purchased using a state contract already in place. Once LTD has funding approval, we would start by requesting a quote from a bus builder listed on the state contract. Once quoted, we would begin our requisition process, and follow through to Purchase Order (PO) completion. Current delivery times from PO to delivery is 20-24 months.

Project Administration

Will project administration be an element of the proposed project?

No

Vehicle Acquisition

Does the project include the acquisition of one or more standard fuel vehicles (i.e., diesel or gasoline)?

Yes

Did your agency consider a no-emission vehicle instead (i.e., battery electric, hydrogen fuel cell electric)?

Yes

What kind of no-emission vehicle(s) did you consider? Select all that apply.

Battery Electric Vehicle

Why does your agency believe that a no-emission vehicle is not a practicable option currently? Select all that apply.

Vehicle Cost

Maintenance Requirements

Infrastructure Needs

No Vehicle will Meet Route Needs

If your agency is applying for the purchase of a standard fuel vehicle, describe the efforts your agency made to determine that a no-emission vehicle is not a practical option currently.

The Diamond Express is a rural service that runs 90-mile round trips four times each weekday and twice on Saturdays. Current battery electric and hydrogen fuel cell electric buses do not meet these mileage requirements. The replacement vehicle that LTD intends to purchase will use R99 renewable clean diesel.

Is your proposed project a zero-emissions capital project?

No

Is this a vehicle expansion, replacement, or right-sizing? Select all that apply.

Vehicle Replacement

Vehicle expansion, replacement, or rightsizing

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for projects that are awarded funding from FTA's Section 5339(a) Grants for Buses and Bus Facilities Program, the target grant period will be October 2027 to September 2031. For capital projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant agreement period will be July 2027 to June 2031.

In the section below, provide project timeline milestones under two scenarios: (1) if the project is awarded STIF Discretionary or STIF Intercommunity funds, and (2) if the project is awarded federal FTA Section 5339(a) funds. Please submit a separate schedule for each funding source and ensure the timelines align with the applicable grant agreement periods listed above.

How will you deliver the proposed project activity?

In-house

In-house

Start of project activity for federal award

10/15/2027

Start of project activity for STIF award

7/15/2027

Completion of project activity for federal award

2/15/2030

Completion of project activity for STIF award

11/15/2029

Information for vehicle acquisitions

Purchased or Leased Vehicle 1

Will you use the ODOT Department of Administrative Services state price agreement contract for the purchase of this vehicle?

No

Describe the needs not addressed in state contracts (e.g., no contracts for vehicle size desired, vehicle manufacturer, fuel type, etc.).

Lane Transit District will not be using an ODOT Department of Administrative Services state price agreement for the purchase of this new 40-foot diesel Gillig bus, as there is no contract available for a new vehicle this size. This new bus will replace an existing asset and the only price agreement available for this size of vehicle is for refurbished heavy-duty buses. Lane Transit District will instead use a State Cooperative Bus Agreement, procured through RFP following federal regulations, with California or Washington.

Vehicle Category

Category A: large, heavy-duty transit bus

Quantity

1

Unit Cost

\$900,000.00

Total Cost

\$900,000.00

Total Seats

31

ADA Seats

2

Vehicle length (feet)

40

Vehicle propulsion type

Renewable Diesel

Do existing storage and maintenance facilities have capacity to accommodate the purchased vehicles without the need for new or expanded facilities or equipment?

Yes

For each vehicle you intend to acquire if awarded funding, estimate the annual total miles each vehicle will be driven (i.e., annual vehicle miles travelled).

50000

Physical address where the vehicle(s) will be stored/maintained.

3500 East 17th Ave, Eugene, OR 97403

Did you complete an independent cost estimate that included an estimate of the total cost of vehicle as well as timeline for procurement?

Yes

Procurement Schedule:**Project start date**

10/15/2027

Request for proposal/Invitation for bid date:

11/15/2027

Expected order date:

12/15/2027

Expected delivery date:

12/15/2029

Project completion date:

2/15/2030

Information for vehicles to be replaced or rightsized**Replaced Vehicle 1**

Is the vehicle being replaced in service?

No

If the vehicle being replaced is not in service, explain why.

The vehicle being replaced (Diamond Express Bus 16) is currently out of service waiting a on parts for

frame repairs.

Has the vehicle met its useful life minimum for miles and/or years?

Yes

Current mileage

390,931

Month and year vehicle was put into service

05/2019

Current vehicle condition

Marginal

Expected mileage at time of procurement of new vehicle

500000

Expected condition at time of procurement of new vehicle

Poor

VIN

15GGD201431073709

Make and model

Gillig 40 Foot Low Floor

Vehicle Maintenance History (Maintenance Issues, Repairs, etc.)

All required OEM preventive maintenance requirements met, and all repairs from operator-reported defects completed.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$180,000.00	100.00%	Planned
	\$180,000.00	100.00%	

Vehicle Purchase Totals

Total Project Cost	Match Amount (Total Project Cost x 20%)	Grant Amount
\$900,000.00	\$180,000.00	\$720,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$900,000.00	\$180,000.00	\$720,000.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$720,000.00

Is your agency including in-kind match in the application?

No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Describe the need this project addresses. Please provide information to support these statements.

This project, a vehicle purchase to replace a 2003 refurbished full-size transit bus for LTD's Diamond Express service, will allow the Diamond Express to continue to run on its current six-day a week schedule without any service interruptions due to an insufficient number of vehicles in the fleet.

The Diamond Express service is a vital transportation service that eliminates transportation barriers experienced by disadvantaged communities in Oakridge and Westfir. This service provides benefits to older adults, people with disabilities, and low-income populations in Oakridge and Westfir by connecting these communities to the Eugene/Springfield metropolitan area at low cost. There is no other public transportation service between Oakridge and Westfir and the Eugene/Springfield area, which is approximately 45 miles west of Oakridge.

According to the U.S. Census Bureau (ACS 5-year, 2024), 29.7% of the population in Oakridge have a disability and 37.3% are age 65 or older, compared to 15.9% and 19.9% of all Oregonians respectively. The Census Bureau also reports that 23.9% of Oakridge's population lives below the poverty line, compared to 11.8% statewide. The 2023 Link Lane Transit Development Plan (TDP), which examined the transportation needs of rural communities in Lane County, also noted the disproportionately high numbers of older adults, people with disabilities, and low-income residents in Oakridge. This TDP reported as well that the percentages of older adults and people with disabilities in Westfir are higher than the respective statewide rates.

The Diamond Express allows Oakridge and Westfir residents to access local hospitals, shopping, schools, and employment. The service also provides opportunities for low income rural residents to access other public transit options near Eugene, such as Amtrak, Greyhound/FlixBus, the Point bus, and Link Lane.

Describe how your agency determined this need existed, including any community engagement you conducted.

The Diamond Express service was created in 2003 through a partnership between Lane Transit District, the City of Oakridge, and community members from Oakridge and Westfir. The City of Oakridge had lost its train service in 1989 when the lumber industry closed operations in Oakridge, and community members were eager to restore a public transit connection to the Eugene/Springfield area. The Diamond Express now serves as the only public transit service that connects Oakridge and Westfir with the metropolitan area.

LTD continues to engage with local community partners. For example, in 2023, LTD staff participated in a series of conversations hosted by Lane Council of Governments about rural transportation in Lane County and responded to questions and comments from Oakridge and Westfir residents about the Diamond Express, including the schedule, fares, and desire for increased service.

LTD also maintains an ongoing relationship with the City of Oakridge to ensure that the Diamond Express is best serving the needs of the City's residents. In addition, in the recent Oregon legislative session, LTD staff met with Representative Darin Harbick, who represents both Oakridge and Westfir. LTD also hosts quarterly meetings for the entire Lane County legislative delegation to discuss key local transit issues.

In addition, LTD provides public presentations at LTD Board of Directors meetings, Board Committee meetings, and the LTD STIF Advisory Committee to discuss the Diamond Express service and solicit input and feedback from the community.

Describe the expected community benefits from this project.

The impacts and benefits of this project are significant, particularly as it pertains to vulnerable populations, including older adults, people with disabilities, and low-income populations. By ensuring that the Diamond Express service has an adequate fleet of vehicles, this vehicle replacement project will eliminate transportation barriers often experienced by disadvantaged communities.

According to the U.S. Census Bureau (ACS 5-year, 2024), 29.7% of the population in Oakridge have a disability and 37.3% are age 65 or older, compared to 15.9% and 19.9% of all Oregonians respectively. The Census Bureau also reports that 23.9% of Oakridge's population lives below the poverty line, compared to 11.8% statewide.

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 (Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

The Diamond Express will provide four round trips each weekday and two round trips on Saturdays 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.

Funding the LTD Diamond Express vehicle 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.

If this project is not awarded funding from this solicitation, what are the expected impacts?

The Diamond Express provides opportunities for low-income rural residents to access additional transit options near Eugene/Springfield, and it acts as a lifeline that connects residents of Oakridge and Westfir to hospitals, shopping, schools and employment.

The 2003 refurbished transit bus that is currently used for the Diamond Express service is in marginal condition and will be in poor condition by the time funding from this opportunity is available. This vehicle, which at this point has almost 400,000 miles on it, requires frequent service due to its age and condition. Because of its poor condition, LTD has had to allocate a 19-seat cutaway bus to the Diamond Express fleet as well to serve as a backup when the 2003 vehicle is out of service. Currently, the 2003 vehicle is out of service for several months due to a cracked frame.

Because Oakridge is outside of LTD's payroll tax district, LTD cannot rely on general funds to purchase a replacement vehicle for this service.

Should this project not be awarded funding, it would substantially impact the Diamond Express service and this transit-dependent community.

Does your project have the potential to increase the use of active transportation, including public transportation?

Yes

Please describe.

Diamond Express is a public transportation service between Oakridge and the Eugene/Springfield area, a direct link between the rural community and the metropolitan area. Round trip riders receive a complimentary 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 by 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, Greyhound/FlixBus, the POINT bus, and Link Lane. An interline agreement with Amtrak streamlines service options further. This project supports the transit network by serving the two main transit stations 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.

Select all that apply to your project.

Improves the passenger experience.

Benefits multiple transportation service providers.

Describe how this project would improve each of the items you selected in the previous question.

Improves the passenger experience: LTD plans to add fare validators to its Diamond Express vehicles later this year so that riders can make use of LTD's electronic fare system. While fares would remain the same on the Diamond Express, this change would relieve passengers from always needing to have the correct cash fare and allow them to use a tap card or mobile app to pay fare instead.

In addition, LTD would institute a fare capping system, setting a monthly cap on Diamond Express fare that would provide an economic benefit especially to regular riders. LTD would continue to include a fixed-route day pass with round-trip Diamond Express fare so that riders can continue their journey on public transportation upon arrival at LTD's Eugene Station.

Benefits multiple transportation service providers: The Diamond Express creates a link between Oakridge and Westfir and the greater Eugene/Springfield metropolitan community, providing the only public transportation service between these areas. Upon arrival in Eugene, Diamond Express passengers can access additional transit options in the area, such as Amtrak, Greyhound/FlixBus, the POINT bus, and Link Lane. The Diamond Express stops at both the Eugene Amtrak Station and at LTD's Downtown Eugene Station, making it easy to connect with service from these other transportation service providers. An interline agreement with Amtrak streamlines service options further.

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

Yes

Please describe.

LTD's Diamond Express service maintains a vital link in the Statewide Transit Network where there otherwise are no other public transportation options.

Safety

What safety amenities are included in this project? Select all that apply.

Lighting

Cameras

Seat belts

Pedestrian or bicycle infrastructure

Describe the safety improvements or features funded by this project. In particular, describe how

the project will improve the safety of vulnerable road users and transit riders.

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 (Attachments 6 and 7). LTD is an integral and committed partner; 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.

Finally, this vehicle will be equipped with audio and video surveillance and recording capabilities, which will further enhance safety on this new bus.

Climate Mitigation

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

Diamond Express is a public transportation service between Oakridge and the Eugene/Springfield, a direct link between the rural community and the metropolitan area. Utilizing public transit will directly reduce the carbon footprint of these individuals if they instead utilized single occupancy vehicles for their transportation. Round trip riders receive a complimentary 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 by 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, Greyhound/FlixBus, the POINT bus, and Link Lane. An interline agreement with Amtrak streamlines service options further. This project supports the transit network by serving the two main transit stations in the Eugene/Springfield area. The metropolitan area is a central hub for transit service and a focal point for inter-regional air, rail, and bus service.

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated

annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

Category A – clean diesel, 50,000 miles per year, 4,200 passenger trips per year

Access

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

The Diamond Express travels from Oakridge and Westfir to Eugene primarily along Highway 58. Please see Attachment A (Diamond Express Service Brochure) for a map of the service area, as well as Attachment B, a shapefile of the transit service area.

If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service?

The City of Oakridge is the primary beneficiary of this service; however, it also allows community members in the metropolitan area to travel to Oakridge for tourism and recreation, bringing much needed funds to a community with a high proportion of low-income residents. Please see Attachment A (Diamond Express Service Brochure) for a map of the communities served by this service.

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

Yes

Please explain the engagement that you conducted or plan to conduct.

The Diamond Express service was created in 2003 through a partnership between Lane Transit District, the City of Oakridge and community partners from Oakridge and Westfir, and LTD continues to engage with local community members.

For example, in 2023, LTD staff participated in a series of conversations hosted by Lane Council of Governments (LCOG) about rural transportation in Lane County and responded to questions and comments from Oakridge and Westfir residents about the Diamond Express, including the schedule, fares, and desire for increased service. LCOG subsequently developed the Link Lane Transit Development Plan, which addressed the transportation needs of rural residents of Lane County.

As noted above, the City of Oakridge has disproportionately high percentages of residents who are over 65, have disabilities, and are low-income compared to the rest of the state. LTD maintains an ongoing relationship with the City of Oakridge to ensure that the Diamond Express is best serving the needs of the City's residents. In addition, in the recent Oregon legislative session, LTD staff met with Representative Darin Harbick, who represents both Oakridge and Westfir. LTD also hosts quarterly meetings for the entire Lane County legislative delegation to discuss key local transit issues.

Finally, LTD provides public presentations at LTD Board of Directors meetings and Board Committee meetings as well as at LTD's STIF Advisory Committee to discuss the Diamond Express service and solicit input and feedback from the community.

If such engagement is not important to the success of this project, please explain why.

As noted above, LTD believes such engagement is important to the success of this project.

How may resource-limited groups benefit from this project?

The impacts and benefits of this vehicle replacement project are significant, particularly as it pertains to resource-limited communities. The Diamond Express service provides benefits to older adults, people with

disabilities, and low-income populations, eliminating transportation barriers often experienced by disadvantaged communities. Replacing the 2003 transit bus that is currently in the Diamond Express fleet will allow LTD to continue to serve these groups who rely on public transit.

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 (Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

The Diamond Express will provide four round trips each weekday and two round trips each Saturday 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 2: 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 multidisciplinary 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.

How may resource-limited groups be burdened by this project?

While the Diamond Express service is intended to benefit resource-limited communities, there may still be burdens that arise for some members of the communities LTD intends to serve.

LTD has expanded the Diamond Express service in the past two years, adding an additional weekday trip and Saturday service. However, lack of Sunday service may be challenging to passengers who need to travel to the Eugene area on Sundays. LTD is continuing to monitor ridership on the Saturday service that was added in 2023 before undertaking any additional service changes.

LTD has also worked to keep this service as affordable as possible, maintaining fare at \$5.00 round trip since the inception of the service and including an LTD fixed route day pass with round-trip fare. It is possible, though, that this fare could be seen as a burden by those with limited financial resources.

Infrastructure and multi-modal connectivity

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

No

Readiness to Proceed

Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

LTD has made several purchases of multiple full-size transit buses in the current biennium. These procurements have been carried out on schedule and completed on budget. For this purchase, LTD would replicate the procurement process it has used in the recent past to buy full-size transit buses for other LTD services. Our Fleet Management staff is familiar at this point with build and delivery times for these types of vehicles, and would plan appropriately to ensure that this vehicle purchase is successfully completed in a

timely manner.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LTD intends to use STIF Formula Funds for the required 20% match for this vehicle purchase.

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, write N/A.

LTD intends to use STIF Formula Funds for the required 20% match for this vehicle purchase. STIF Formula Funds will be allocated in LTD's STIF Formula Plan in the Fall and Winter of 2026-2027.

If actual costs exceed the budgeted amount for the project, describe your contingency plans.

LTD would use STIF Formula funds or the LTD General Fund to make up the difference if actual costs exceeded the budgeted amount for this project.

Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.

N/A

Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.

LTD works with Trillium Transit/Optibus to maintain the public GTFS feed for the Diamond Express Service. LTD promptly notifies Trillium Transit of any change in service schedules so that the public GTFS feed remains consistently accurate.

Environmental

Will the proposed project involve FTA funding? (Not including an award from this grant program)

No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

No

Purchase of rolling stock

Yes

Please provide additional details.

One Category A Diesel Bus will be purchased with grant funds.

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

No

Has the FTA already provided NEPA concurrence for this project or components of this project?

No

Supporting Documents

Please provide any additional supporting documents

Attachment A - Diamond_Express_Brochure_2025.pdf

Attachment B - Diamond Express route.shp

Attachment C - Independent Cost Estimate (ICE) - 40ft Gillig Buses.docx

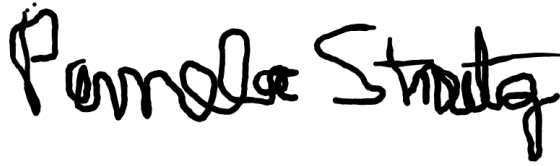
Submitting Your Application

- Click the “Save” button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the “Upload” button or by dragging documents from your computer to the “drag files here” area.
- Electronically sign your application by using the pen icon. Type your name in the “Printed Name” section.
- Submit your application by using the “Submit Application” button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

A handwritten signature in black ink that reads "Pamela Strutz". The signature is written in a cursive, flowing style with a large initial 'P' and a long horizontal stroke at the end.

Printed Name
Pamela Strutz

I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Yes

Submission Date
6/3/2026