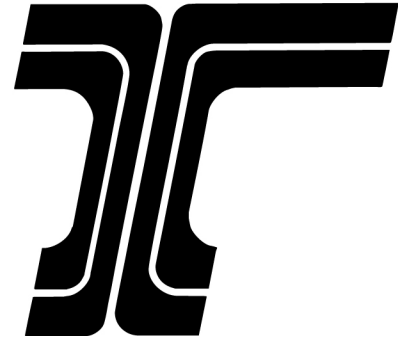


Oregon Department of Transportation



2027-2028 Competitive Transit Grant

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

Grants Administrator

Application Contact Email Address

jack.ramsey@ltd.org

Application Contact Phone

(425) 417-7118

First Name of Person Signing Grant Agreement

Pamela

Last Name of Person Signing Grant Agreement

Strutz

Official who has authority to indebted agency or company

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

☐ No

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 ☐ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

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

- ☒ Yes
☐ No

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
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☒ Automated
☐ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

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

- ☒ Yes
☐ No

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
☐ No

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

- ☒ Yes
☐ No

Provide the agency name.

TAC Transportation, Inc. DBA Pacific Crest Bus Lines

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

☒ Yes

☐ No

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

☐ Yes

☒ No

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

☒ Yes

☐ No

Did the audit result in one or more audit findings?

☒ Yes

☐ No

Explain any repeat findings if applicable.

N/A

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

June 30, 2024 <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?

☒ Yes

☐ No

List the subrecipient(s) and/or contractor(s).

LTD currently contracts with TAC Transportation, Inc. (dba Pacific Crest Bus Lines) to operate its Diamond Express service. This contract began on January 1, 2025 and can be renewed twice. Assuming contract performance continues to meet LTD's standards, the final contract term will expire June 30, 2029, and would therefore cover the July 2027 through June 2028 period of performance specified in this grant solicitation.

Describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained for grant moneys.

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 program and contract manager for the Diamond Express service. As this is an existing program and not a 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 grants and services that are contracted to a qualified bidder through a standard public procurement process. LTD provides contract and grant management to ensure that eligibility is maintained. LTD has a qualified management team, an experienced procurement team, and an experienced Mobility Services Grant Specialist, who has managed Diamond Express operations for over three years and will continue to do so. Moreover, a dedicated program manager has been assigned to oversee all aspects of program grant compliance.

Is the project a capital project or an operations project?

☐ Capital

☒ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Operations Project

Project Information

Project title

Diamond Express Oakridge-Eugene Service

Project description

LTD proposes to continue an essential transportation project that serves as a direct link between the rural community of Oakridge and the Eugene/Springfield metropolitan area, approximately 45 miles west of Oakridge. The Diamond Express is the only public transportation service that links Oakridge and Westfir to the metro area, including hospitals, shopping, schools, and employment. The service also allows rural residents to access additional transit options, such as Amtrak and Link Lane. This project supports the transit network by serving the two main transit stations in the Eugene/Springfield area, a central hub for interregional transportation services.

Oakridge and Westfir are geographically-isolated rural communities along Highway 58 near the eastern edge of Lane County. Oakridge has disproportionately high populations of older adults (37.3%), people with disabilities (29.7%), and residents living in poverty (23.9%) compared to the statewide averages (U.S. Census Bureau, ACS 5-year, 2024).

The Diamond Express operates four round trips between Oakridge and Eugene on weekdays and two round trips on Saturdays. The Diamond Express makes multiple stops in Oakridge (including flag stops), two in Westfir, and up to seven stops in Eugene including University of Oregon, the Downtown Eugene LTD Transit Center, and the Eugene Amtrak station.

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. The back-up vehicle for this service is also a 35-passenger full-size transit bus with two wheelchair securement bays. Because the back-up vehicle, a 2003 refurbished bus, is in marginal condition and requires frequent maintenance, LTD has also allocated a 19-seat cutaway to this service as an additional back-up. LTD has applied for funding for a new full-size transit bus for this service.

The round-trip fare remains \$5.00 and includes a one-day pass on LTD's fixed route service. Fare must be paid in cash with exact change or with Diamond Express tickets that can be pre-purchased at any LTD Customer Service center. LTD group pass holders and other LTD passes cannot currently be used to ride the Diamond Express, but LTD plans to add electronic fare validators using a tap card or mobile app later in 2026. Although rider fares cover only a small portion of the cost of providing the service, fares have not been increased since service was initiated.

Operators, equipment, and infrastructure for the service have been procured. LTD estimates that the project total to continue service as designed for one year is \$450,000, which includes \$430,000 for operations and \$20,000 for preventive maintenance for three vehicles.

Does your agency operate a fixed route service?

☒ Yes ☐ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations, such as rail and bus (MB); unlike demand responsive (DR) and vanpool (VP) services.

Would this award support ongoing operations of an existing service or resume a recently reduced service?

☒ Yes ☐ No

Would this award support intercommunity service?

☐ Yes ☐ No

Will this award establish services on corridors that are identified in the Priority Intercity Bus Network Study?

☐ Yes ☐ No

Will this award support a new pilot project?

☐ Yes ☐ No

Pilot operations projects may be considered for funding if the application indicates a feasible financial plan for ongoing operations beyond the initial pilot period, per OAR 732-044-0005.

Would this award support purchased service?

☐ Yes ☐ No

Would this award support mobility management?

☐ Yes ☐ No

Would this award support preventative maintenance?

☐ Yes ☐ No

Project Service Area

Indicate the primary service area for the proposed project.

☐ Large urban

☐ Small urban

☐ Rural

Large Urban (over 200,000 population), Small Urban (50,000-200,000 population), and Rural (under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

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

Project Service Type

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

☐ Commuter

☐ Complementary Paratransit

☐ Demand Response

☐ Deviated Fixed Route

☒ Intercity

☐ Fixed Route

☐ Paratransit

☐

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank.

Days of Service	Start Time	End Time
Monday	6:01 AM	7:00 PM
Tuesday	6:01 AM	7:00 PM
Wednesday	6:01 AM	7:00 PM
Thursday	6:01 AM	7:00 PM
Friday	6:01 AM	7:00 PM
Saturday	7:01 AM	7:00 PM
Sunday		

Project Administration

Will project administration be an element of the proposed project?

☐ Yes ☒ No

Project Delivery

Is this project part of a group of projects that are dependent on each other?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

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

☒ Yes ☐ No

If the project includes multiple activities or tasks, which best describes the relation between activities or tasks?

☒ Critical to the project

☐ Complimentary to the project

If the activities or tasks are critical, how might the project be impacted if one or more activities or

tasks aren't funded or receive partial funding?

Should the preventive maintenance activity not be funded for the Diamond Express service, LTD would have to use other grant funds, likely Section 5310 funds, to maintain the vehicles in the Diamond Express fleet.

Please describe the task level deliverables.

LTD has already procured the contractor, equipment, and infrastructure needed for the Diamond Express service to operate as planned in FY28. LTD completed an open procurement process for the Diamond Express contractor in 2024 and awarded the contract to TAC Transportation Inc, dba Pacific Crest Bus Lines. The new contract started January 1, 2025, with an initial term of 18 months, and the options for LTD to renew based on successful performance for two additional terms, the first for two years, and the second for one year. The base term of this contract expires 6/30/26, and LTD intends to renew the contract on 7/1/26 for a second term of two years, which will run through 6/30/28, coinciding with the expiration date of the FY28 STIF Discretionary and STIF Intercommunity grants.

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

On-going Operations or Recently Reduced Operations

For each on-going operations or recently reduced operations deliverable, please fill out the following section.

If there are multiple on-going operations or recently reduced operations deliverables in your project, please select "Add Deliverable" at the end of the section.

Ongoing Operations Deliverable 1

Provide a brief history of the current service or recently reduced service.

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 expanded service on the Diamond Express in 2023, adding a fourth round trip between Oakridge and Eugene on weekdays, and adding Saturday service (two round trips).

Describe any elements of the proposed project that differ from the existing or recently reduced service.

LTD intends to continue the same level of service on the Diamond Express, with four round trips on weekdays and two round trips on Saturdays. The service does not operate on Sunday. Please see Attachment 1 - Diamond Express Brochure.

Provide the operations costs for the service for the previous fiscal year.

\$339,744.00

If the service operated in 2024, how many rides **If the service operated in 2025, how many rides**

were provided? Answer N/A if not tracked.

8343

were provided? Answer N/A if not tracked.

7627

What is the predicted number of rides that will be served in the next full year of service? Answer N/A if not tracked.

7800

What is the total project cost to support ongoing operations?

\$430,000.00

The total project cost is the award amount plus the 20% match.

Minimum project cost to support ongoing or recently reduced operations?

\$430,000.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$98,000.00	100.00%	Secured
\$98,000.00		100.00%	

If you selected "Other" for match source, please describe in detail.

N/A

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/1/2027

Provide the consultant or contractor contract award date.

Initial start date

7/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your ongoing operations or recently reduced deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Diamond Express Operations

Task description

LTD contracts with another public transportation service provider to operate its Diamond Express service. LTD has already procured the contractor, equipment, and infrastructure needed for the Diamond Express service to operate as planned in FY28. LTD completed an open procurement process for the Diamond Express contractor in 2024 and awarded the contract to TAC Transportation Inc, dba Pacific Crest Bus Lines. The new contract started January 1, 2025, with an initial term of 18 months, and the options for LTD to renew based on successful performance for two additional terms, the first for two years, and the second for one year. The base term of this contract expires 6/30/26, and LTD intends to renew the contract on 7/1/26 for a second term of two years, which will run through 6/30/28, coinciding with the expiration date of the FY28 STIF Discretionary and STIF Intercommunity grants.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Establish Service on PIBN Routes

For each new service on PIBN route deliverable, please fill out the following section. If there are multiple new service on PIBN route deliverables in your project, please select "Add Deliverable" at the end of the section.

PIBN Deliverable 1

Identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route.

LTD's Diamond Express provides round-trip service between Oakridge and Eugene. It also stops in Westfir.

What is the gap in intercity transportation service that this project fills?

Oakridge and Westfir are geographically-isolated rural communities along Highway 58 near the eastern edge of Lane County, approximately 45 miles east of the Eugene-Springfield metropolitan area. US 58/US 97 between Klamath Falls and Eugene is identified as one of the Regional Corridors in the Priority Intercity Bus Network; LTD's Diamond Express service covers Highway 58 from Oakridge to Eugene.

LTD's Diamond Express service is the only public transportation service that connects Oakridge and Westfir with the metro area and the services it offers: healthcare, education, employment, social services, entertainment, and shopping. In addition, Oakridge's population has disproportionately high percentages of older adults and people with disabilities compared to Oregon state averages, and far more Oakridge residents live below the poverty line than Oregon residents on average. All of these groups may rely more heavily on public transportation than more advantaged Oregon residents. The Diamond Express provides vital lifeline service for this rural area.

If the service operated in 2024/2025, how many rides were provided? If service not provided in 2024/2025, write N/A.

8,343/7,627

What is the predicted number of rides that will be provided in the first full year of service?

7,800

What is the total project cost to establish service on PIBN route?

\$0.00

The total project cost is the award amount plus the 20% match.

Minimum project cost to establish service on PIBN route?

\$0.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$0.00		Secured
\$0.00			

If you selected "Other" for match source, please describe in detail.

PIBN dollars accounted for in Operations section

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/1/2027

Provide the consultant or contractor contract award date.

Initial start date

7/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your new PIBN route deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Diamond Express Operations

Task description

LTD contracts with another public transportation service provider to operate its Diamond Express service. LTD has already procured the contractor, equipment, and infrastructure needed for the Diamond Express service to operate as planned in FY28. LTD completed an open procurement process for the Diamond Express contractor in 2024 and awarded the contract to TAC Transportation Inc, dba Pacific Crest Bus Lines. The new contract started January 1, 2025, with an initial term of 18 months, and the options for LTD to renew based on successful performance for two additional terms, the first for two years, and the second for one year. The base term of this contract expires 6/30/26, and LTD intends to renew the contract on 7/1/26 for a second term of two years, which will run through 6/30/28, coinciding with the expiration date of the FY28 STIF Discretionary and STIF Intercommunity grants.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Purchased Service

For each purchased service deliverable, please fill out the following section. If there are multiple purchased

service deliverables in your project, please select "Add Deliverable" at the end of the section.

Purchased Service Deliverable 1

Do you have an existing contract?

☒ Yes ☐ No

List the contract parties.

Lane Transit District and TAC Transportation, Inc. (dba Pacific Crest Bus Lines)

What is the sub-contract's expiration date?

06/2029

MM/YYYY

If this date is after the subgrant agreement period begins, a new procurement will be necessary.

What is the total project cost to support the proposed purchased service?

\$0.00

The total project cost is the award amount plus the 20% match.

Minimum project cost for purchased service.

\$0.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
	\$0.00	0.00%	

If you selected "Other" for match source, please describe in detail.

Purchased service dollars are accounted for in Operations section

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/1/2027

Provide the consultant or contractor contract award date.

Initial start date

7/1/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your purchased service deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Diamond Express Operations

Task description

LTD contracts with another public transportation service provider to operate its Diamond Express service. LTD has already procured the contractor, equipment, and infrastructure needed for the Diamond Express service to operate as planned in FY28. LTD completed an open procurement process for the Diamond Express contractor in 2024 and awarded the contract to TAC Transportation Inc, dba Pacific Crest Bus Lines. The new contract started January 1, 2025, with an initial term of 18 months, and the options for LTD to renew based on successful performance for two additional terms, the first for two years, and the second for one year. The base term of this contract expires 6/30/26, and LTD intends to renew the contract on 7/1/26 for a second term of two years, which will run through 6/30/28, coinciding with the expiration date of the FY28 STIF Discretionary and STIF Intercommunity grants.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Preventive Maintenance

For each preventive maintenance deliverable, please fill out the following section. If there are multiple preventive maintenance deliverables in your project, please select "Add Deliverable" at the end of the section.

Preventive Maintenance Deliverable 1

What are you going to be maintaining? Select all that apply.

- ☒ Maintaining vehicles used in revenue service
- ☐ Maintaining shelters or facilities
- ☐ Maintaining any other asset

If you selected "Maintaining vehicles used in revenue service", please list the number of vehicles included in this preventive maintenance project.

3

If you selected "Maintaining vehicles used in revenue service", will any of these funds be used to maintain electric vehicles, or their charging infrastructure?

☐ Yes ☐ No

If yes, this may require the applicant to successfully get FTA environmental concurrence before incurring any costs.

If you selected "Maintaining vehicles in revenue service", please attach your current Vehicle Preventative Maintenance Plan when you reach the Supporting Documents and Signature section of this application or describe current fleet policies, procedures, and manufacturer equipment recommendations and maintenance schedules for the assets proposed in this maintenance project.

See attachment

A current plan reflecting current fleet policies, fleet procedures, and vehicle and lift equipment manufacturer's recommended maintenance schedule is required.

What is the total project cost to support preventive maintenance?

\$20,000.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$4,000.00	100.00%	Planned
\$4,000.00		100.00%	

If you selected "Other" for match source, please describe in detail.

N/A

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☒ In-house ☐ Contractor or Consultant

In-house

Start of project activity

7/1/2027

Enter start of project activity date.

Completion of project activity

6/30/2028

Enter completion of project activity date.

Task Level Deliverables

For each preventive maintenance deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Diamond Express Vehicle Preventive Maintenance

Task description

LTD has assigned three vehicles to the Diamond Express service, two 40-foot Gillig buses and a 19-seat Ford cutaway. The newer of the two Gillig buses, which went into service in 2024, serves as the primary vehicle for this service, while the older Gillig, a 2003 refurbished bus, is available as a backup. Because of the age and marginal condition of the 2003 Gillig, the Ford cutaway is needed as an additional backup vehicle for this service. In addition, the cutaway is often used for the Saturday Diamond Express service, which has lower ridership than the weekday service. LTD estimates preventive maintenance costs of \$20,000 in FY 28 for the three vehicles in the Diamond Express fleet.

Preventive maintenance on the two full-size transit buses is performed by both LTD’s own in-house Fleet Maintenance team and by the Diamond Express contractor. Because of LTD’s expertise in Gillig buses, LTD’s Fleet team performs routine preventive maintenance and maintains any Gillig elements of the two buses. The contractor ensures that all other preventive maintenance service is performed for both the full-size buses as well as on the Ford cutaway. The preventive maintenance plan is attached (see Attachment 2- TAC Vehicle Maintenance Program).

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Operations Project Total

Total Project Cost	Match Amount	Grant Amount
\$450,000.00	\$90,000.00	\$360,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$450,000.00	\$90,000.00	\$360,000.00

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

\$430,000.00

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

☐ Yes ☒ 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

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

Please explain how operations for the service were previously funded.

The Diamond Express service is primarily funded in the current FY26-FY27 biennium by a STIF Discretionary Intercommunity grant, which is matched by STIF Formula Funds, supplemented by a small contribution from the City of Oakridge. Diamond Express operations have been funded by a variety of sources in the past, including STIF Discretionary Intercommunity funds and Section 5311(f) funds.

Please explain why there are no longer sufficient funds to operate this service?

The current STIF Discretionary Intercommunity grant for Diamond Express operations will expire on June 30, 2027.

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

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 (see Attachment 3 - Link Lane Transit Development Plan), 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 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 hospitals, shopping, schools, and employment not readily available in their local community. 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. The City of Oakridge fully supports this project as evidenced by the attached letter of support (Attachment 4 - Letter of Support). In addition, in the recent Oregon legislative session, LTD staff met with Representative Darin Harbick, who represents both Oakridge and Westfir. LTD 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, Board Committee meetings, and at LTD STIF Advisory Committee meetings to discuss the Diamond Express service and solicit input and feedback from the community. Diamond Express service is noted in LTD's Coordinated Human Services Transportation Plan as a critical program serving east Lane County residents (Attachment 5- 2019 Coordinated Plan). This plan undergoes a 2026 update which includes additional significant public input and robust community review.

Describe the expected community benefits from this project.

The community benefits of this project are significant, particularly as it pertains to vulnerable populations, including older adults, people with disabilities, and low-income populations. 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 (see Attachment 5 - 2019 Coordinated Plan).

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.

In consideration of the population that is served by the Diamond Express, LTD has a well-established partnership with the City of Oakridge, which fully supports this project as evidenced by the attached letter of support (Attachment 4 - 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.

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. Terminating this project would have a substantial negative impact on this transit-dependent community.

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

☒ Yes ☐ No

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.
- ☐ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

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

Improves the passenger experience: In 2026, LTD plans to add fare validators to its Diamond Express vehicles so that riders can make use of LTD's electronic fare system. While fares would remain the same on the Diamond Express, this change will relieve passengers from 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 will institute a fare capping system, setting a monthly cap on Diamond Express fare that would provide an economic benefit especially to regular riders. LTD will 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 ☐ No

Please describe.

Oakridge is a small rural community with limited access to medical care, grocery shopping, employment, and higher education. The Diamond Express, by connecting both Oakridge and Westfir to the Eugene/Springfield metropolitan area, offers residents of these communities access to medical specialists and hospitals for health care services and to many grocery stores for a wider variety of healthful foods, and it provides opportunities for educational and career advancement, which can lead to better economic outcomes, and potentially jobs that offer health insurance.

The Diamond Express also creates the only public transportation connection to Oakridge for metropolitan residents, and often the only option for metro residents looking to transport their bicycle for world class recreation. Oakridge is regarded as a destination for outdoor activities, being recognized by Bike Magazine as one of “America’s Five Best Mountain Biking Towns,” surrounded by hundreds of miles of highly rated trails. As a destination, Oakridge is also home to the longest covered bridge in Oregon, the Willamette Fish Hatchery, as well as hiking to geothermal hot springs and Oregon’s second highest waterfall.

The Diamond Express is lifeline service for transit dependent residents, and has participated in evacuation efforts when wildfires have threatened the Oakridge area. It has served as a connection for rural residents during ice and snow events, critically important to connect residents without electricity to services and warming shelters.

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

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

- ☐ None
- ☐ Trimming
- ☐ Current arrival time tracker
- ☒ Lighting
- ☒ Cameras
- ☒ Seat belts
- ☒ Pedestrian or bicycle infrastructure
- ☐ Other

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.

The two 40-foot transit buses in LTD's Diamond Express fleet are equipped with all required lighting as well as audio/video cameras with recording capabilities. All vehicles are also equipped with bicycle racks. In addition, the one cutaway vehicle that is used as a back-up vehicle for this service is equipped with seat belts, and LTD and its Diamond Express contractor require seat belt use on this vehicle.

The Diamond Express service itself runs a challenging hour-long route from Oakridge along two-lane Oregon Highway 58, before joining I-5 near Goshen to head into Eugene. 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 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.

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

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

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

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. Using public transit directly reduces the carbon footprint passengers would impose if they instead utilized single occupancy vehicles for their transportation. In addition, round trip riders on the Diamond Express receive a complimentary LTD day pass, which encourages riders to use 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, the Diamond Express 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 state transit network by serving the two main transit stations in the Eugene/Springfield area, LTD's Downtown Eugene Station and the Eugene Amtrak Station. Finally, the Eugene/Springfield 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.

N/A

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

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 1 - Diamond Express Brochure for a map of the service area, as well as Attachment 6 - Diamond Express route, 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?

Residents of the City of Oakridge are 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 1 Diamond Express 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 ☐ No

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 (Attachment 3- Link Lane Transit Development Plan), which addressed the transportation needs of rural residents of Lane County. Diamond Express service is noted in LTD's Coordinated Human Services Transportation Plan (see Attachment 5 - 2019 Coordinated Plan) as a critical program serving east Lane county residents. This plan undergoes a 2026 update which includes additional significant public input and robust community review. This included paper and online surveys, six tabling events, and four presentations to public committees and other organizations.

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 meetings 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 essential 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.

Moreover, the Lane Coordinated 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 (see Attachment 5 - 2019 Coordinated Plan).

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. It also ensures that lower income residents who may not be able to afford to live in the metropolitan area maintain access to the same kinds of opportunities as metro residents.

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 4- 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

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related

infrastructure and/or multimodal connectivity of public transportation system.

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

☒ Yes ☐ No

Please explain.

The Diamond Express interlines with Amtrak and stops at the Eugene Amtrak station, allowing anyone to purchase Diamond Express transportation via Amtrak fare systems. Once in the metropolitan area, the Diamond Express also directly connects Oakridge residents with opportunities for bikeshare, the Eugene airport, and other transportation options that would otherwise remain unavailable.

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

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 successfully operated the Diamond Express since 2003 and has consistently operated the service within budget. An operations contractor, equipment, and infrastructure have already been procured. Therefore, implementation of this project on 7/1/27 will be smooth and timely.

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

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

LTD's plan for ongoing funding is to apply again for STIF Discretionary Intercommunity funds for the FY29-FY30 biennium. LTD will use STIF formula funds as match.

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

LTD intends to use STIF formula funds as match. STIF formula funds will be allocated in LTD's STIF Plan this fall, which will then be submitted to ODOT for approval.

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

The Diamond Express services can be scaled down if needed, for example, by reducing the number of weekday trips or removing Saturday trips.

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the 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.

The Diamond Express budget includes two project activities: contractor operations of the service, and preventive maintenance. If needed, the project could be scaled down by dropping the one-year cost of preventive maintenance (\$20,000). LTD could explore the use of other sources of funding to cover preventive maintenance costs without impacting service levels.

The operations budget is scalable, but any reduction in the operations budget would require cuts in the amount of service provided. If the operations budget is scaled down, LTD would need to reduce service on the Diamond Express by reducing the number of trips offered accordingly. With such service cuts, LTD could reduce the project operations total to as low as \$320,000 for the one-year funding period instead of \$430,000. At the 20% STIF Intercommunity Discretionary match rate of 20 percent, this would result in a grant share of as low as \$256,000. This would reduce service by an estimated one round trip per weekday and remove Saturday service entirely, significantly limiting transportation options for Oakridge residents.

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

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

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

☐ Yes ☒ 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.

☐ Yes ☒ 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?

☐ Yes ☒ 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?

☐ Yes ☒ 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%

☐ Yes ☒ No

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

☐ Yes ☒ 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

☐ Yes ☒ No

Purchase of rolling stock

☐ Yes ☒ No

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.

☐ Yes ☒ No

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

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

Attachment 1 - Diamond_Express_Brochure_2025.pdf

Attachment 2 - TAC Vehicle Maintenance Program.pdf

Attachment 3 - Link Lane Transit Development Plan.pdf

Attachment 4 - City of Oakridge Letter of Support 2026.pdf

Attachment 5 - 2019 Public Transit Human Services Coord Plan.pdf

Attachment 4 - Diamond Express route.shp

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

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

Printed Name

Pamela Strutz

A handwritten signature in black ink, appearing to read 'Pamela Strutz', with a long horizontal stroke extending to the right.

☒ 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

Submission Date
4/22/2026