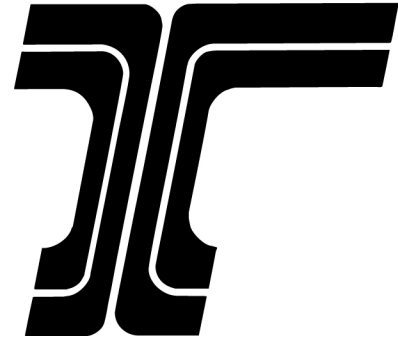


Oregon Department of Transportation



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

Grant 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.

Direct Medical Transportation Inc

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.

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 Direct Medical Transportation Inc. for operations of the LTD Rural Shuttle and with Via Mobility LLC for the technology used to schedule and dispatch rides on the Rural Shuttle, and for the mobile apps used by passengers and drivers. Both of these contracts expire on 6/30/27. If awarded, LTD will issue Requests for Proposals for both operation of the Rural Shuttle and for the required technology and conduct separate public procurement processes for each. LTD anticipates having new contracts in place for both operations and technology by the 7/1/27 effective date of this grant period and will notify ODOT once selection of contractors is completed.

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 Rural Shuttle service. As this proposal extends an operational pilot program and is not a new service, LTD has been able to demonstrate effective operational oversight of the service. This has included regular oversight meetings with contractors and continual review of goals and success metrics. LTD has managed origin to destination service in Cottage Grove since 2019 and is experienced in overseeing this type of service and associated technology.

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 is experienced in overseeing LTD's rural services, including origin to destination transportation. 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

LTD Rural Shuttle

Project description

LTD launched the LTD Rural Shuttle, a new pilot service, in March 2026. Lane Council of Governments published the Link Lane Transit Development Plan (TDP, Attachment 5), which identified transportation needs for unserved and underserved areas and populations within Lane County. Based on LCOG's TDP and LTD's Coordinated Plan (Attachment 3), LTD identified three rural areas of Lane County to be served initially by a Rural Shuttle pilot: (1) South Lane County (rural areas surrounding Cottage Grove and Creswell); (2) the Mohawk Valley (serving the towns of Mohawk and Marcola); and (3) the Highway 36 corridor between Deadwood and Mapleton. Each shuttle service seeks to connect rural residents to services in larger rural cities such as Cottage Grove and Florence, and to provide lifeline connections to a public transit network as well as to the Eugene-Springfield metropolitan area.

The Rural Shuttle pilot was designed to ensure access to transit is equitably available to locations across rural Lane County. Notably, the Mohawk Valley and Highway 36 corridor from Deadwood to Mapleton have not previously been served by any public transit provider.

The LTD Rural Shuttle, a prescheduled origin-to-destination service, currently operates on the following schedule:

South Lane County: Mondays and Wednesdays 6:00 a.m. to 4:00 p.m.

Mohawk Valley: Tuesdays 8:00 a.m. to 4:00 p.m.

Highway 36: Thursdays 8:00 a.m. to 3:00 p.m.

Passengers must schedule rides by 4:00 p.m. the day before they wish to travel by calling the dispatch center or using the mobile app. Fares on the South Lane Rural Shuttle are set at \$5.00 for one way and \$10.00 per round trip, and round-trip fare includes a complimentary LTD bus day pass for passengers who plan to continue their travels on LTD's fixed route system. Fares on the Mohawk Valley and Highway 36 Rural Shuttles are set at an introductory rate of \$2.50 for one way and \$5.00 per round trip, and round-trip fare includes, respectively, a complimentary LTD bus day pass or complimentary LTD Rhody Express day pass.

LTD plans to evaluate this pilot service throughout the 16-month pilot period, including regular monitoring of number of rides, revenue hours, revenue miles, and costs, as well as surveying both Rural Shuttle riders and residents of the selected rural areas.

A vehicle fleet supporting this service has already been procured and is operational. LTD is seeking a project total of \$472,000 to continue current service on the LTD Rural Shuttle for an additional 12 months, which includes \$430,000 for operations, \$18,000 for mobility management, and \$24,000 for preventive maintenance for the four-vehicle fleet.

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

☒ Pre-scheduled origin to destination service

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	6:00 AM	4:00 PM
Tuesday	8:00 AM	4:00 PM
Wednesday	6:00 AM	4:00 PM
Thursday	8:00 AM	3:00 PM
Friday		
Saturday		
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 LTD Rural Shuttle service, LTD would need to be successful in pursuing the use of other funding sources, such as Section 5310 and STIF Formula funds, to maintain the vehicles in the Rural Shuttle fleet. If the mobility management activity is not funded for this project, LTD would either need to abandon online ride scheduling and dispatching options, or attempt to pursue other grant funds, such as STIF formula, to fund this activity.

Please describe the task level deliverables.

There will be three task level deliverables in this project: (1) LTD Rural Shuttle Operations; (2) LTD Rural Shuttle Mobility Management; and (2) LTD Rural Shuttle Preventive Maintenance.

LTD Rural Shuttle Operations: LTD contracts with an external service provider to deliver the LTD Rural Shuttle service. The current contractor for the LTD Rural Shuttle service is Direct Medical Transportation, which was contracted through a public procurement process. LTD's contract with Direct Medical Transportation began on 3/1/26 and expires on 6/30/27. Therefore, LTD plans to issue a Request for Proposals for operation of the LTD Rural Shuttle through a public procurement process to ensure the service continues uninterrupted starting on 7/1/27.

Estimated dates for the public procurement process for the LTD Rural Shuttle contractor are as follows:

RFP issue date: 1/1/27

Contract award date: 7/1/27

Initial delivery date: 7/1/27

Final delivery date: 6/30/28

Contract completion date: 6/30/28

LTD Rural Shuttle Mobility Management: LTD contracts currently with Via for the rider mobile app, driver mobile app, and ride scheduling and dispatch software used by the Rural Shuttle service. The contract with Via terminates on 6/30/27, and LTD plans to issue a Request for Proposals for this technology through a public procurement process to ensure that Rural Shuttle operations can continue uninterrupted in FY28.

Estimated dates for the public procurement process for the LTD Rural Shuttle technology are as follows:

RFP issue date: 1/1/27

Contract award date: 7/1/27

Initial delivery date: 7/1/27

Final delivery date: 6/30/28

Contract completion date: 6/30/28

LTD Rural Shuttle Preventive Maintenance: There are four vehicles in the LTD Rural Shuttle Fleet. LTD's contractor for the Rural Shuttle is responsible for maintaining these four vehicles and ensuring each vehicle remains in good working order. The contractor performs or obtains all necessary preventive maintenance and repairs, and LTD reimburses the contractor for the costs of this work.

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.

LTD proposed a new pilot model of rural service to reach unserved or underserved rural areas, by providing a shared fleet of rural service one to two days per week to multiple communities in Lane County. The Rural Shuttle pilot service was designed to equitably distribute access to transit to locations across rural Lane County.

The Link Lane Transit Development Plan (Attachment 5) and LTD’s Coordinated Plan (Attachment 3) were used to help prioritize unserved or underserved areas in Lane County with the greatest need. In addition to providing service in South Lane County, LTD determined that the Mohawk-Marcola area and the Highway 36 corridor between Deadwood and Mapleton were the rural areas that would most benefit from having access to public transportation service.

LTD launched the Rural Shuttle on 3/1/26, and anticipate that it will take some time to establish core ridership. LTD has engaged in extensive public outreach in the served communities and plans additional outreach at community events such as farmers’ markets this spring and summer. Please see Attachment 1: LTD Rural Shuttle Community Engagement Plan for additional details on LTD’s public outreach.

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

LTD’s Rural Shuttle service is a pilot project that has only been operating since March 1, 2026. At this point, just 1.5 months into the project, LTD does not have sufficient data to determine which, if any, of the proposed project’s elements may differ from the service as it is currently operated. However, because this service is currently in pilot status, LTD plans to evaluate it throughout the 16-month pilot period, including regular monitoring of number of rides, revenue hours, revenue miles, and costs, as well as surveying both Rural Shuttle riders and residents of the selected rural areas. LTD’s intention in designing this pilot was to allow for a great deal of flexibility in order to best serve those who live in rural parts of Lane County. It is possible that ridership data combined with survey results could eventually lead to changes in operating hours, the days of the week assigned to each rural area, and/or the rural areas served by the Shuttle.

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

\$420,000.00

If the service operated in 2024, how many rides were provided? Answer N/A if not tracked.

N/A

If the service operated in 2025, how many rides were provided? Answer N/A if not tracked.

N/A

What is the predicted number of rides that will be served in the next full year of service? Answer

N/A if not tracked.

6000

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	\$84,000.00	100.00%	Planned
\$84,000.00		100.00%	

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

LTD Rural Shuttle Operations

Task description

LTD launched the LTD Rural Shuttle, a new pilot service, in March 2026. This pilot serves three rural areas of Lane County: (1) South Lane County (rural areas surrounding Cottage Grove and Creswell); (2) the Mohawk Valley (serving the towns of Mohawk and Marcola); and (3) the Highway 36 corridor between Deadwood and Mapleton. Each shuttle service seeks to connect rural residents to services in larger rural cities such as Cottage Grove and Florence and to provide connections to public transit into the Eugene-Springfield metropolitan area.

The LTD Rural Shuttle is a prescheduled origin-to-destination service that currently operates on the following schedule:

South Lane County: Mondays and Wednesdays 6:00 a.m. to 4:00 p.m.

Mohawk Valley: Tuesdays 8:00 a.m. to 4:00 p.m.

Highway 36: Thursdays 8:00 a.m. to 3:00 p.m.

LTD contracts with a transportation service provider to operate the LTD Rural Shuttle. LTD's current contract with Direct Medical Transportation Inc. will expire on 6/30/27, so LTD will conduct a public procurement process for Rural Shuttle Operations to ensure that service can continue uninterrupted on 7/1/27. The estimated schedule for that public procurement process is:

- Request for Proposal (RFP) issue date 1/1/27
- Contract award date 7/1/27
- Initial start date 7/1/27
- Final end date 6/30/28
- Contract completion date 6/30/28

LTD plans to evaluate its Rural Shuttle pilot throughout the 16-month pilot period, including regular monitoring of number of rides, revenue hours, revenue miles, and costs, as well as surveying both Rural Shuttle riders and residents of the selected rural areas. Data gathered during this evaluation process will be used to make appropriate adjustments to the scope of work LTD provides in its RFP for Rural Shuttle Operations.

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 Direct Medical Transportation Inc.

What is the sub-contract's expiration date?

06/2027

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
State	\$0.00		Planned
\$0.00		0.00%	

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

The operations dollars will identified above will be used for this service.

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

LTD Rural Shuttle Operations

Task description

LTD launched the LTD Rural Shuttle, a new pilot service, in March 2026. This pilot serves three rural areas of Lane County: (1) South Lane County (rural areas surrounding Cottage Grove and Creswell); (2) the Mohawk Valley (serving the towns of Mohawk and Marcola); and (3) the Highway 36 corridor between Deadwood and Mapleton. Each shuttle service seeks to connect rural residents to services in larger rural cities such as Cottage Grove and Florence and to provide connections to public transit into the Eugene-Springfield metropolitan area.

The LTD Rural Shuttle is a prescheduled origin-to-destination service that currently operates on the following schedule:

South Lane County: Mondays and Wednesdays 6:00 a.m. to 4:00 p.m.

Mohawk Valley: Tuesdays 8:00 a.m. to 4:00 p.m.

Highway 36: Thursdays 8:00 a.m. to 3:00 p.m.

LTD contracts with a transportation service provider to operate the LTD Rural Shuttle. LTD's current contract with Direct Medical Transportation Inc. will expire on 6/30/27, so LTD will conduct a public procurement process for Rural Shuttle Operations to ensure that service can continue uninterrupted on 7/1/27. The estimated schedule for that public procurement process is:

- Request for Proposal (RFP) issue date 1/1/27
- Contract award date 7/1/27
- Initial start date 7/1/27
- Final end date 6/30/28
- Contract pilot program completion date 6/30/28

LTD plans to evaluate its Rural Shuttle pilot throughout the 16-month pilot period, including regular monitoring of number of rides, revenue hours, revenue miles, and costs, as well as surveying both Rural Shuttle riders and residents of the selected rural areas. Data gathered during this evaluation process will be used to make appropriate adjustments to the scope of work LTD provides in its RFP for Rural Shuttle Operations.

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.

Mobility Management

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

Mobility Management Deliverable 1

Mobility management task type

Other

Please explain "Other" selection.

Ride Scheduling and Dispatch Software and/or Passenger Mobile App

Mobility management task description

LTD will contract with a mobility management software provider to obtain the ride scheduling and dispatch software required for operating the LTD Rural Shuttle efficiently as well as an accompanying passenger mobile application and driver mobile application. LTD currently contracts with Via Mobility LLC for this mobility management technology, but the current contract expires on 6/30/27. LTD will conduct a public procurement process to ensure that the necessary mobility management technology is in place by 7/1/27 so that service continues uninterrupted on the LTD Rural Shuttle.

Describe your plan for the funds (i.e. we will host five events at locations in our community to explain the transit service available to seniors).

Mobility management task performance goals

LTD's Rural Shuttle contractor uses the ride scheduling and dispatch software for all Rural Shuttle rides (estimated at 6,000 per year), and all Rural Shuttle drivers use the driver mobile application on LTD-provided tablets for their ride schedule and to track rider pickups and drop-offs, for rider information (e.g., accessibility needs), and for trip routing. Because the Rural Shuttle just launched in March of 2026, LTD does not have sufficient data yet to determine how many Rural Shuttle riders will use the mobile app for scheduling. However, LTD uses the same software and mobile app for the LTD Connector, its mobility on demand service in Cottage Grove, and approximately 25% of LTD Connector riders use the app to request their rides. LTD and its Rural Shuttle contractor meet regularly with the mobility management software provider to ensure that the technology is meeting LTD, contractor, and customer needs.

Identify the estimated number of customer contacts, customers trained, or mobility products/services produced. Describe the method you will use to measure output from the project.

What is the total project cost to support mobility management?

\$18,000.00

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

Minimum project cost to support mobility management?

\$18,000.00

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

Project Match

Match Source	Match Amount	Match Percentage	Match Status
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State	\$3,600.00	100.00%	Planned
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\$3,600.00

100.00%

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 mobility management deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

LTD Rural Shuttle Mobility Management Technology

Task description

LTD will contract with a mobility management software provider to obtain the ride scheduling and dispatch software required for operating the LTD Rural Shuttle efficiently as well as an accompanying passenger mobile application and driver mobile application. LTD currently contracts with Via Mobility LLC for this technology, but that contract expires on 6/30/27. LTD will conduct a public procurement process to ensure that the necessary mobility management technology is in place by 7/1/27 to ensure uninterrupted service on the LTD Rural Shuttle. The estimated schedule for this public procurement process is:

- Request for Pricing (RFP) issue date 1/1/27
- Contract award date 7/1/27
- Initial start date 7/1/27
- Final end date 6/30/28
- Contract completion date 6/30/28

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.

4

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.

Attached

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?

\$24,000.00

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

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$4,800.00	100.00%	Planned
\$4,800.00		100.00%	

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

Task 1

Task title

LTD Rural Shuttle Preventive Maintenance

Task description

The LTD Rural Shuttle fleet currently consists of four cutaway buses. Two of these buses will be replaced later in 2026 by new transit vans that will be easier to navigate in rural areas. LTD is estimating an annual preventive maintenance cost of \$6,000 per vehicle, for a one-year total in FY28 of \$24,000.

LTD's Rural Shuttle contractor is responsible for performing all required preventive maintenance and needed repairs on the Rural Shuttle fleet. LTD leases service vehicles as part of our operations contracts, and generally includes provisions for reimbursement of eligible preventive maintenance expenses. The preventive maintenance plan for LTD's current Rural Shuttle contractor is attached (Attachment 2).

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
\$472,000.00

Match Amount
\$94,400.00

Grant Amount
\$377,600.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$472,000.00	\$94,400.00	\$377,600.00

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

\$448,000.00

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 LTD Rural Shuttle is currently funded through 6/30/27 by a STIF Discretionary grant.

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

The STIF Discretionary grant that currently funds the LTD Rural Shuttle expires on 6/30/27.

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

The Rural Shuttle project addresses the need for accessible and reliable transportation options in rural Lane County. Individuals living in rural areas may find it difficult to connect to public transit. A rural transportation option can provide a lifeline for riders living in resource deserts, and far from existing transit stops. This project will provide rural residents access to essential services including food, healthcare, shopping, and transit connections. The project aligns with LTD's mission to improve regional mobility and inclusivity in public transportation.

The Link Lane Transit Development Plan (Attachment 5) identified needs related to unserved and underserved areas and populations within Lane County. LTD's Rural Shuttle has targeted new shuttle service in three areas within rural Lane County to meet the needs of rural residents who have few if any mobility options to reach a connecting transportation service or destinations within the Eugene-Springfield metropolitan area. The Link Lane TDP identified South Lane County and Highway 36 as high priority areas and the Mohawk-Marcola area as a medium priority rural area. Other relevant needs identified include:

- While the City of Florence already has some transportation coverage, additional routes or service are needed to Florence from communities along Highway 36 such as Mapleton, Swisshome, and Deadwood.
- There are no transportation services available in the Marcola/Mohawk area.
- Individuals living in rural areas may find it difficult or impossible to access existing transit lines, and a 40-foot bus may not be an efficient or effective tool in these communities. More flexible transit service, such as a scheduled shuttle service, can help provide a lifeline for riders living far from existing transit stops.
- In rural Lane County, less than 25% of the general population lives within ½ mile of a fixed-route bus stop. This is true for all demographic categories except for people in households below 200% of poverty level. Jobs have slightly higher coverage, as many of the rural job clusters exist near fixed-route services in the rural cities.

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

Determination of need was identified and confirmed during development of the Link Lane Transit Development Plan (Attachment 5). 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 rural residents about their current and desired transportation options, including the schedule, fares, and need for increased access to transportation services.

LTD also engaged with cities and local governments, non-profits, and numerous stakeholders while planning the LTD Rural Shuttle service.

LTD held conversations with representatives of our community to help us prioritize mobility options. What we heard loud and clear is that access, both in and outside of the metro area, is a high priority to contribute to health of our communities and our residents. To that end, LTD consistently strives to assess the current performance of all services and programs; as well as develop a framework of recommendations upon which to improve existing services.

Describe the expected community benefits from this project.

The impacts and benefits of this project are significant, particularly as it pertains to vulnerable populations. This service provides benefits to older adults, people with disabilities, and low-income populations. Accordingly, the project will eliminate transportation barriers often experienced by disadvantaged communities.

LTD's Coordinated Plan (Attachment 3) 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.

Rural transit is critical to meeting transportation needs of our rural transportation-disadvantaged community members. LTD's Coordinated Plan identifies the unmet transportation needs of individuals with disabilities, older adults and people with low incomes across all of Lane County; and particularly in areas where there is currently a lack of available public transportation.

LTD intends to evaluate its Rural Shuttle service throughout the current pilot period and during the proposed extension period to ensure that the service is providing the intended community benefits. Number of rides, revenue miles, and revenue hours will be regularly reviewed along with the costs of the service. LTD will also survey both Rural Shuttle passengers and residents of the served areas multiple times to obtain feedback about the service. Goals and performance measures for this project are listed below:

Goal: Facilitate first/last mile connections

Performance Measure: Ridership

Goal: Improve mobility equity and access

Performance Measure: Population Served; general population within ¼ mi of service area.

Goal: Test the viability of technology in a rural setting

Performance Measure: Number of trips booked through application vs by phone/dispatcher. Customer feedback.

Goal: Fill service gaps

Performance Measure: Ridership in each service area. Survey users.

Goal: Experience to develop the right level/mode of service for rural communities

Performance Measure: Annual Operating Costs/Ridership

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

LTD would expect to conclude the Rural Shuttle pilot effective 6/30/27 if this project is not awarded funding from this solicitation.

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

☒ Yes ☐ No

Please describe.

While not expected to significantly increase the use of active transportation, the Rural Shuttle program could lead to nominally increased walking trips, and active transportation access within the metro area (e.g., bikeshare). Rural transportation is also expected to connect residents from outlying areas to the larger transportation network throughout Lane County. Depending on the service area, LTD is providing round-trip riders on the Rural Shuttle with free day passes for LTD's fixed route service in the Eugene-Springfield metropolitan area or for LTD's fixed route Rhody Express service in Florence to encourage connections to other public transportation. Riders in South Lane County can also connect to the LTD Connector, LTD's mobility on demand service in Cottage Grove.

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 electronic fare validators to its Rural Shuttle vehicles so that riders can make use of LTD's electronic fare system. While fares would remain the same on the Rural Shuttle, 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. Round-trip Rural Shuttle riders who wish continue their trip on LTD's fixed route system will have their complimentary LTD day pass automatically loaded onto their electronic fare account.

Benefits multiple transportation service providers: The Highway 36 Rural Shuttle connects with the Link Lane Eugene-Florence Connector in both Mapleton and Florence, and with the Link Lane Florence-Yachats Connector in Florence. Riders on the South Lane or Mohawk Valley Rural Shuttles can transfer to LTD's metro area fixed route system to make connections with other transportation service providers that stop in the Eugene-Springfield area, including The Point bus, Link Lane, and Amtrak.

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.

LTD's mission is connecting our community, and a good example of this is how LTD is working with our community to solve food insecurity. Our zip code, as a proxy for social determinants of health, is the single largest factor that predicts our lifespan, even more than receiving clinical care. Lane County's rural residents who lack transportation access to healthy food options may instead have to rely on more expensive and heavily processed foods, contributing to risk factors such as increased blood sugar and cholesterol levels. Current research demonstrates that investments in connecting rural residents living in isolated food deserts with fresh, healthy food options creates exponential savings in health care costs. LTD is working closely with Grow Lane County to address this problem, and is focused on connecting people with food and food with people. Transportation is of course a critical link to make this happen. LTD's Rural Shuttle service will help address transportation in unserved or underserved communities, connecting residents to grocery stores, food banks, and critical social services.

Over 43% of households in Lane County were below the ALICE (Asset Limited, Income Constrained, Employed) threshold, meaning their total income remains under the basic cost of living for the area (Attachment 6, 2025 United Way Lane County ALICE Snapshot). In Lane County, transportation costs for these households make up nearly 13% of the total household survival budget using the ALICE methodology. The rural shuttle looks to directly address a key cost factor preventing many ALICE households from accessing adequate housing, child care, food, and health care

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.

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

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 highly professional drivers for passengers who might otherwise be sleepy or experiencing health care needs, and transports older adults who might otherwise be driving themselves. LTD's Rural Shuttle vehicles are equipped with seat belts, which passengers must use while the vehicles are in motion.

In addition, roads in rural areas may be more difficult to travel, with less space, lighting, and consistent maintenance than more frequently traveled roads in urban areas. The Federal Highway Administration attributes higher fatality rates on rural roads to physical characteristics including tighter curves, limited visibility, less lighting, and a lack of paved shoulders and clear zones. Despite accounting for only about 20% of the U.S. population, rural areas account for approximately 40% of all traffic fatalities nationally. According to the National Highway Traffic Safety Administration, the traffic fatality rate per 100 million vehicle miles traveled is 1.5 times higher in rural areas than in urban areas. By providing professional drivers and reliable transit service, LTD's Rural Shuttle reduces the need for individual travelers to navigate these higher-risk road conditions.

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".

The Rural Shuttle service helps provide an environmentally sustainable option by creating options to free people from needing to own and drive single occupancy vehicles. Using public transit directly reduces the carbon footprint passengers would impose if they instead utilized single occupancy vehicles for their transportation.

Many people within this project's service areas are relatively isolated geographically and access-wise. With a rural shuttle option, riders are able to schedule rides to meet their transportation needs, including transfers to other transit providers or another transit mode. This service goes beyond providing an alternative to personal car use; it serves as a piece of the transportation fabric that is severely lacking in the majority of rural areas.

Depending on the service area, LTD is providing round-trip riders on the Rural Shuttle with free day passes for LTD's fixed route service in the Eugene-Springfield metropolitan area or for LTD's fixed route Rhody Express service in Florence to encourage connections to other public transportation. Riders in South Lane County can also connect to the LTD Connector, LTD's mobility on demand service in Cottage Grove.

Riders on the South Lane or Mohawk Valley Rural Shuttles can use LTD's metro area fixed route system to make connections with other transportation service providers that stop in the Eugene-Springfield area, including The Point bus, Link Lane, and Amtrak. The Highway 36 Rural Shuttle connects with the Link Lane Eugene-Florence Connector in both Mapleton and Florence, and with the Link Lane Florence-Yachats Connector in Florence.

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 LTD Rural Shuttle service serves three geographic areas: (1) South Lane County (rural areas surrounding Cottage Grove and Creswell); (2) the Mohawk Valley (serving the towns of Mohawk and Marcola); and (3) the Highway 36 corridor between Deadwood and Mapleton. Maps of each service area are included in Attachment 4.

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 primary beneficiaries of the Rural Shuttle service are the rural residents of smaller towns in South Lane County (e.g., Saginaw, Lorane, London, Dorena, Culp Creek, Disston), the Mohawk Valley (e.g., Mohawk, Marcola) and along the Highway 36 corridor (e.g, Deadwood, Swisshome, Mapleton). Please see the maps of each service area provided in Attachment 4.

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 LTD Rural Shuttle was designed to specifically address rural mobility deficiencies identified through engagement activities conducted as part of the Link Lane Transit Development Plan (Attachment 5) and the LTD Coordinated Plan (Attachment 3). Analysis conducted for this TDP showed that most cities within Lane County exceed the statewide average in metrics associated with resource-limited communities including households below 200% poverty level, older adults, and people with disabilities.

During development of the TDP, 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 rural residents about their current and desired transportation options, including the schedule, fares, and need for increased access to transportation services. LTD is also in the process of updating its Coordinated Plan and has been conducting additional outreach activities with rural stakeholders. LTD is using its recently adopted Communications and Outreach Framework to establish an engagement strategy and approach for this project.

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

LTD believes that such engagement is essential.

How may resource-limited groups benefit from this project?

The LTD Rural Shuttle provides expanded access to affordable public transit mobility options for more members of rural Lane County. The Link Lane TDP (Attachment 5) suggests that rural public transit services would “provide a lifeline for riders living far from existing stops.”

LTD has deliberately set low fares for the Rural Shuttle to ensure that this transit service is accessible to resource-limited groups, even though trips within rural areas are longer and take more time than intracity trips. In addition, LTD is including free day passes on its fixed route services to allow rural residents to easily connect to transportation within the metro area without additional financial burden. Fares on the South Lane Rural Shuttle are set at \$5.00 per trip, and round-trip fare includes a complimentary LTD day pass for passengers who plan to continue their travels on LTD’s fixed route system. Fares on the Mohawk Valley and Highway 36 Rural Shuttles are set at an introductory rate of \$2.50 per trip, and round-trip fare includes, respectively, a complimentary LTD day pass or complimentary LTD Rhody Express day pass.

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

Although the Rural Shuttle pilot adds transportation services to additional locations within rural Lane County, it is still not able to reach all rural areas or individuals. Service days and times remain very limited, so while weekly lifeline services are being created, the rural shuttle schedule is inflexible and remains ineffective for daily commuting.

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 South Lane and Mohawk Valley Rural Shuttles connect riders to LTD’s fixed route service that serves the Eugene-Springfield metropolitan area. LTD provides a complimentary fixed route day pass to Rural Shuttle riders who purchase round-trip fare to make transfers to the rest of LTD’s system easy. In addition, once in the metro area, rural residents can connect to bikeshare, other bus and rail providers such as Link Lane, the Point bus, and Amtrak, as well as the Eugene airport.

The Highway 36 Rural Shuttle makes stops in Mapleton as well as at two locations in Florence, each of which is served by LTD’s fixed route Rhody Express service. Rural shuttle riders who purchase round-trip fare are provided with a free Rhody Express day pass so that they can travel easily around Florence. In addition, riders can connect to the Link Lane Eugene-Florence Connector in either Mapleton or Florence for transportation to the Eugene-Springfield metropolitan area, and they can also connect to Link Lane’s Florence-Yachats Connector in Florence should they wish to travel north on the Oregon Coast.

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 other rural services throughout Lane County, including operating a successful mobility on demand service in Cottage Grove (the LTD Connector) since 2019. Equipment has already been procured, including two new transit vans that will go into service later in FY26, replacing two aging cutaway buses. LTD would plan to start the public procurement processes for a Rural Shuttle operator and for the needed mobility management technology to ensure that both contracts are in place by the start of the grant period on 7/1/27 and that service continues uninterrupted. Based on these plans, LTD believes that 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 will continue to assess utilization and performance on the Rural Shuttle in FY28, and if LTD plans to continue the service, it will either seek additional STIF Discretionary funds or use STIF Formula Funds to fund ongoing service.

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.

N/A

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

Services can be scaled down if needed, for example by reducing the days and/or hours of operation, or by serving fewer rural areas.

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.

If awarded a smaller funding amount than requested for operations, the project can reduce the number of service areas and/or the number of days or hours of service. If awarded a smaller funding amount than requested for preventive maintenance or mobility management, LTD could try to pursue using other grant funding to cover those costs, e.g., using 5310 funding to cover preventive maintenance costs on this rural vehicle fleet.

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

For these rural scheduled/on demand services, no GTFS feed would be planned. However, LTD does publicly maintain a GTFS feed for fixed route services which can be used to interline the rural services with the larger transportation network in the area.

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

FY28 STIF D App Rural Shuttle Operations-FINAL DRAFT.docx

Attachment 1_ LTD Rural Shuttle Community Engagement Plan.docx

Attachment 2 - DMT.LTD Preventive Maintenance Plan.docx

Attachment 3 - 2019 Public Transit Human Services Coord Plan.pdf

Attachment 4 - LTD Rural Shuttle Service Area Maps.docx

Attachment 5 - Link Lane Transit Development Plan.pdf

Attachment 6 - 2025 Lane County ALICE Snapshot.pdf

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 that reads "Pamela Strutz". The signature is written in a cursive, flowing style.

☒ 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