

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

97401

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

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.

<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

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.

Capital Projects

Project Information

Project Title

Lane Transit District Fixed Route Vehicle Replacement

Project description, include details about any capital purchases

Lane Transit District is requesting a total project budget of \$900,000 to replace a 2011 40ft transit bus in marginal condition with a new full-size transit bus.

Capital assets are items that cost at least \$10,000 and have a useful life of at least one year. Your response will be used to help create the statement of work for your grant agreement. Enter a complete description of how project funds will be used to support the administration of your service.

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.

Project Type

Please select all that apply for the project.

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

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

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

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

Does the project involve vehicle acquisition?

☒ Yes ☐ No

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

☐ Yes ☒ No

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

☐ Yes ☒ No

Project Service Area

Indicate the type of service area for the proposed project.

- ☒ Large urban
- ☐ Small urban
- ☐ Rural

Large Urban (Over 200,000 population), Small Urban (50,000-199,999 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.

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. Round service times to the nearest quarter hour.

Days of Service	Start Time	End Time
Monday	6:00 AM	11:00 PM
Tuesday	6:00 AM	11:00 PM
Wednesday	6:00 AM	11:00 PM
Thursday	6:00 AM	11:00 PM
Friday	6:00 AM	11:00 PM
Saturday	6:00 AM	11:00 PM
Sunday	6:00 AM	11:00 PM

Project Delivery

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

☐ Yes ☒ No

For example, bus washing station dependent on facility.

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

☐ Yes ☒ No

Please describe the task level deliverables.

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

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.

Project Administration

Will project administration be an element of the proposed project?

☐ Yes ☒ No

Vehicle Acquisition

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

☒ Yes

☐ No

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

☒ Yes

☐ No

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

☒ Battery Electric Vehicle

☐ Fuel Cell Electric Vehicle

☐

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

☒ Vehicle Cost

☐ Infrastructure Needs

☒ Maintenance Requirements

☐ Workforce Skills

☐ Unfamiliarity with Technology

☐ Lack of Support from Governing Body

☐ Vehicle not Available for Procurement Timeline

☒ No Vehicle will Meet Route Needs

☒ LTD is currently right-sizing our Battery Electric Fleet from 30 to 11 vehicles due to range and reliability issues.

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

LTD currently operates a fleet of Battery Electric Buses (BEB), and our first-hand experience with this fleet has informed our decision to go with a clean diesel bus while we right-size our electric fleet. The battery buses have proven to be unreliable, as an example on extremely hot (or cold) days, the buses will only operate at about 60% of "normal" range -they take longer to charge, suffer battery degradation over-time and require a completely different maintenance skillset from our diesel buses. Using R99 renewable diesel will enable LTD to operate a reliable service while minimizing environmental impact.

Please attach a summary of relevant assessments in the Supporting Documents section of the application.

Is your proposed project a zero-emissions capital project?

☐ Yes

☒ No

If you answered "Yes", attach your complete zero-emissions fleet transition plan in the Supporting Documents section of the application. Instructions and resources on how to create a zero-emission fleet transition plan are included in Appendix B of the solicitation guidance. Attachments are included in the Project Details sections.

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

☒ Vehicle Replacement

☐ Vehicle Expansion

☐ Vehicle Right-Sizing

A "vehicle replacement" refers to replacing an existing vehicle with the same size vehicle. A vehicle "right-sizing" refers to replacing a vehicle with a different size vehicle.

Vehicle expansion, replacement, or rightsizing

Project timeline milestones

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

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

How will you deliver the proposed project activity?

☒ In-house ☐ Contractor or Consultant

In-house

Start of project activity for federal award

10/15/2027

Enter start of project activity date.

Start of project activity for STIF award

7/15/2027

Enter start of project activity date.

Completion of project activity for federal award*Enter completion of project activity date.***Completion of project activity for STIF award***Enter completion of project activity date.*

Information for vehicle acquisitions

Please fill in the section below for each vehicle category for the vehicles to be purchased to expand a fleet, replace an existing vehicle, or to right-size an existing vehicle. For replacement and rightsizing projects, you will be prompted to answer questions for the corresponding vehicle to be replaced. To add another vehicle to your application, select "Add Vehicle".

Purchased or Leased Vehicle 1

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

☐ Yes ☒ No

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

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

Purchase of vehicles via the Department of Administrative Services ADA vehicle price agreement is required under most circumstances. If you select "no", state the reason your agency will conduct its own procurement. Please be aware that you are required to obtain approval from PTD prior to the procurement.

Vehicle Category

[Resource for vehicle category \(A-E\) definitions.](#)

Quantity

For fleet expansion, enter number of type of vehicle to be purchased. For replacement or rightsizing projects, enter 1. To add more vehicles to be purchased for replacement projects or rightsizing, select "Add Vehicle" at the end of this section.

Unit Cost**Total Cost****Total Seats**

ex. 24

ADA Seats

2

Vehicle length (feet)**Vehicle propulsion type**

Do existing storage and maintenance facilities have capacity to accommodate the purchased

vehicles without the need for new or expanded facilities or equipment?

☒ Yes ☐ No

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

50000

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

3500 E 17th Ave, Eugene, OR 97401

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

☒ Yes ☐ No

If you answered "Yes," attach your required independent cost estimate(s) in the Supporting Documents section of the application.

If you answered "No", an independent cost estimate (ICE) must be included with all vehicle acquisition projects (vehicle replacement, right-sizing or expansion). [Access the ODOT ICE form.](#)

Procurement Schedule:

Project start date

10/15/2027

Request for proposal/Invitation for bid date:

11/15/2027

Provide date for this vehicle's proposal or invitation for bid.

Expected order date:

12/15/2027

Provide expected order date of vehicle.

Expected delivery date:

12/15/2029

Provide expected delivery date of vehicle.

Project completion date:

2/15/2030

Provide completion date for proposed project.

Information for vehicles to be replaced or rightsized

Please fill out the following section for vehicles to be replaced or rightsized. If you would like to add a vehicle to be replaced or rightsized, select "Add Vehicle" at the end of the section.

Purchased vehicle 1 will take the place of replaced vehicle 1 in your fleet, purchased vehicle 2 will take the place of replaced vehicle 2, and so on. This information will be tied together for eligibility considerations and application evaluation.

Replaced Vehicle 1

Is the vehicle being replaced in service?

☒ Yes ☐ No

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

☒ Yes ☐ No

<https://www.oregon.gov/odot/RPTD/RPTD%20Document%20Library/Vehicle-Useful-Life-Benchmarks.pdf>

Current mileage

641,187

Month and year vehicle was put into service

06/2011

MM/YYYY

Current vehicle condition

Marginal

Excellent - The vehicle is new or nearly new, with no visible defects or signs of wear. It operates at full efficiency and does not require any repairs.

Good - The vehicle is in good working order with only minor wear and tear. It may show some superficial signs of aging but requires no significant maintenance.

Adequate - The vehicle is in a state of repair sufficient to meet operational needs. It shows moderate wear and deterioration, and minor repairs may be necessary to maintain functionality.

Marginal - The vehicle is nearing the end of its useful life. It has significant wear, defects, or maintenance issues that may impact reliability and require frequent or more substantial repairs.

Poor - The vehicle is in very poor condition, with major defects or damage. It is no longer reliable or safe for regular use and requires immediate replacement or extensive repairs to remain operational.

Expected mileage at time of procurement of new vehicle

683000

Expected condition at time of procurement of new vehicle

Poor

Excellent - The vehicle is new or nearly new, with no visible defects or signs of wear. It operates at full efficiency and does not require any repairs.

Good - The vehicle is in good working order with only minor wear and tear. It may show some superficial signs of aging but requires no significant maintenance.

Adequate - The vehicle is in a state of repair sufficient to meet operational needs. It shows moderate wear and deterioration, and minor repairs may be necessary to maintain functionality.

Marginal - The vehicle is nearing the end of its useful life. It has significant wear, defects, or maintenance issues that may impact reliability and require frequent or more substantial repairs.

Poor - The vehicle is in very poor condition, with major defects or damage. It is no longer reliable or safe for regular use and requires immediate replacement or extensive repairs to remain operational.

VIN

15GGD3010B1180373

Make and model

Gillig 40' Hybrid Diesel

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

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

Project Match

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

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

N/A

Vehicle Purchase Totals

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

Budget

What is the estimated total cost to complete this project?
\$900,000.00

Estimated Match Amount
\$180,000.00

Estimated Grant Amount
\$720,000.00

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

\$720,000.00

If the amount requested in this application (and match) does not equal the total amount needed for the project, how will the remainder of the project be financed?

☐ Federal grants

☐ State grants

☐ Local grants

☒ Other

If you specified "Other", please describe.

N/A

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.

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

In order to operate its critical service, LTD requires 67 fixed route vehicles. Currently, LTD has 117 buses in its fleet to meet that need. The FTA's recommended Spare Ratio is 20%. LTD's current Spare Ratio is 57%. Part of the reason why LTD has exceeded its recommended Spare Ratio is due to its aged fleet. More vehicles need to be on-hand to ensure that LTD is able to meet the community's service needs. This application is part of LTD's plan to right-size its fleet and lower its spare ratio to FTA's recommended 20%.

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

LTD has adopted a Community Outreach Framework that focuses on two-way dialogue that fosters engagements and commit to communications where both parties, such as LTD and stakeholders, actively participate in a conversation. It involves listening and responding to each other's perspectives and ideas, fostering open and constructive communication. This type of dialogue is more likely to result in outcomes where all parties feel they have been heard and contributed, which is critical for success in the LTD service area. Accessible LTD will make information and meetings easy to understand and attend, especially for people with disabilities or language proficiency. LTD will use plain language and host meetings that are physically and technologically accessible to ensure that everyone can participate. This will ensure that people feel on equal footing with LTD staff. Respectful LTD and the community will be sure to treat one another with courtesy, dignity, and consideration, value and consider diverse perspectives, and maintain a respectful tone during interactions. LTD will also ensure they are making the most of public interactions and demonstrate that they value others' time by scheduling discussions when and where attendance is likely to be higher and using that time efficiently. Finally, LTD will be culturally sensitive and consider the diverse needs of multiple groups with respect to interactions. Active Listening LTD and the community will both employ active listening, a communication skill where one focuses on understanding and empathizing with the speaker. Active listening means giving full attention, asking clarifying questions, and providing feedback to demonstrate that you genuinely care about what the other person is saying.

Through LTD's engagement with the community, their top priority remains consistent. Service needs to be available and on-time. Providing reliable service requires our fleet to be reliable. In order to optimize LTD's service, including bus availability and efficiency of operations, LTD needs a modern, reliable, correctly sized fleet.

Describe the expected community benefits from this project.

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

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

If this project is not awarded funding, fleet modernization efforts will be diminished, leading to reliance on older vehicles that are less dependable and emit more greenhouse gases.

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

☒ Yes ☐ No

Please describe.

A more reliable fleet that provides greater environmental benefits will be a more attractive resource to potential riders in Lane County.

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.

Lane Transit District currently operates an aged fleet that is subject to increased maintenance requirements. Reliability is critical to maintaining service the community can depend on.

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

☐ Yes ☒ No

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

If you selected "Other", please describe.

The replacement vehicle will be equipped with rear facing ADA securement that will provide safer transportation for differently abled riders.

Describe the safety improvements or features funded by this project. In particular, describe how the project will improve the safety of vulnerable road users and transit riders.

Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality and increased traffic, federal and state governments demand it.

LTD has responded to the challenge and has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan (Attachments 6 and 7). LTD is an integral and committed partner; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

Moreover, transit is identified as a tool for improving safety on Lane County roads, which are among the most dangerous in the state. Lane County's first ever Transportation Safety Action Plan was adopted in 2017 to combat the epidemic of roadway deaths in the county. Throughout this plan, improved and reliable transit service, and safety enhancements to improve access to transit service, are identified as necessary investments.

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the LTD operators. This project utilizes a highly professional driver for passengers who might otherwise be sleepy or experiencing health care needs, and transporting significant numbers of older adults who might otherwise be driving themselves.

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

Climate Mitigation

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".

Utilizing public transit will directly reduce the carbon footprint of these individuals if they instead utilized single occupancy vehicles for their transportation. People who use public transportation increase their daily amount of physical activity by either walking or bicycling to and from their transit stops and their final destination.

Moreover, this transportation service provides opportunities for low income rural residents to access additional transit options near Eugene/Springfield, such as Amtrak, Greyhound/FlixBus, the POINT bus, and Link Lane. An interline agreement with Amtrak streamlines service options further. This project supports the transit network by serving the two main transit stations in the Eugene/Springfield area. The metropolitan area is a central hub for transit service and a focal point for inter-regional air, rail, and bus service.

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

Category A - Hybrid Diesel - 42,745 miles - avg boardings per year 12,500 per year

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.

Provided in attachments.

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?

N/A

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.

LTD is provided with feedback through multiple channels including the STIF Advisory Committee.

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

N/A

How may resource-limited groups benefit from this project?

All members of the community will benefit from increased reliability of LTD's fleet, whether from direct rider experience improvement or reduced road calls and traffic disruption. Regularity of schedule, and environmental benefits will be directly derived from the project.

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

N/A

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.

Modernizing LTD's fleet will decrease road calls (on the road maintenance), thereby improving rider experience and resiliency of the transit system.

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 regularly procures fixed route buses in the timeframe identified. The we use the WA State contract for our procurements, ensuring that projects on on-budget.

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.

The PO will be issued to Gillig before June 30, 2028, so additional funding will not be required past that date.

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.

This project will utilize STIF funding for match.

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

LTD does not anticipate additional funding being required, but General Fund dollars may be utilized in that instance.

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.

N/A

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

LTD utilizes our scheduling and CAD/AVL software and data to create the static GTFS that describes the current service. We maintain this data set for any changes and modifications that arise. Each service change, we have an internal process that we follow to define and activate the new service within our various systems. The static data set is made available to the public via one of our web servers for which we have public facing URLs for access to the data set. Our CAD / AVL system is loaded with the current schedule information and is able to provide real-time feed updates. The real-time feed is also made available via public facing URLs. The URLs are how our various data consumers like Google, Transit, Apple Maps, etc access the data for visibility to the public via the respective platforms.

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

Please provide additional details.

One 40ft renewable diesel bus will be purchased.

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

System Map_For Print_2025.pdf

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

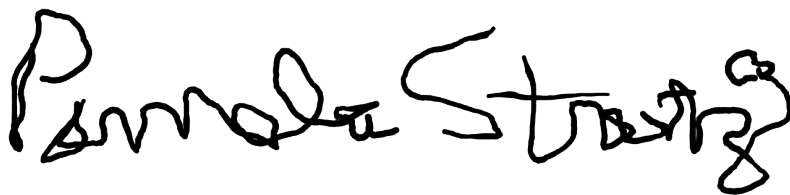
Submitting Your Application

- 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

☒ 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