

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

University of Oregon

Agency Legal Street Address

1585 East 13th Avenue

City

Eugene

State

OR

Zip

97403

Application Contact First Name

Steve

Application Contact Last Name

Mital

Application Contact Position Title

Director of Utilities & Energy and Director of Sustainability

Application Contact Email Address

smital@uoregon.edu

Application Contact Phone

(541) 346-0709

First Name of Person Signing Grant Agreement

Geraldine (Geri)

Last Name of Person Signing Grant Agreement

Richmond

Title of Person Signing Grant Agreement

Vice President for Research and Innovation

FEIN (Federal Employer Identification Number)

46-4727800

UEID (Unique Entity Identification)

Z3FGN9MF92U2

Transit Agency Type

Municipal corporation

Does your agency have any existing grant agreements with ODOT?

Yes

Authorized Representative

First Name

Steve

Last Name

Mital

Title

Director of Utilities & Energy and Director of Sustainability

Email Address

smital@uoregon.edu

Phone Number

(541) 346-0709

Flood Zones

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

No

Do you have flood insurance?

Yes

Risk Assessment Information

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

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

What type of accounting system does your agency use?

Automated

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

Yes

What is the financial software utilized?

Banner

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

No

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

No

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

Yes

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

No

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

No

Delegation of Administration/Contracting

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

Yes

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

Subcontractors will be determined for the Construction phase of the project, only, and those determinations will be made after grant award and in-line with the UO's established procurement policies for construction project scopes of this size and complexity.

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

The Design and Construction office will manage the contracting process for this project. D&C has trained professional staff with decades of experience selecting contractors, managing projects, ensuring processes are followed and outcomes achieved on time and within budget. This includes ensuring local, state, and federal requirements are met and properly documented.

Is the project a capital project or an operations project?

Capital

Capital Projects

Project Information

Project Title

University of Oregon Intercity Electric Bus Charging Project

Project description, include details about any capital purchases

The proposed project aims to electrify the ODOT Cascades Portland-to-Eugene intercity bus corridor through the installation of heavy-duty vehicle charging infrastructure at the southern end of the bus route, enabling the current transit operator to operate electric buses already deployed in local route service.

To accomplish this goal, the University of Oregon (UO) will install one heavy-duty intercity bus line fast charger at the UO-owned site of 1615 E 13th Ave, Eugene, OR 97403, the southern terminus of the ODOT POINT Cascades (Portland-to-Eugene) intercity bus corridor and Oregon's highest-ridership intercity route. The POINT Cascades route is operated by MTRWestern and the southern terminus is located on the UO campus at the above address, near the corner of 13th Avenue and Agate Street in front of the Jacqua Academic Center.

The project includes purchase and installation of charging equipment and bus facility updates through: procurement through in-kind contribution to the project by MTRWestern of (1) one 180 kW dual-port heavy-duty DC fast bus charger; (2) make-ready infrastructure to supply electricity to the charger that will include a pad-mounted transformer, electrical switchgear, underground ductbank, trenching and wiring for installation of the charger and make-ready infrastructure, and protective bollards for the charger, (3) bus facility upgrades that include a new bus shelter and concrete bus parking pad in front of the charging infrastructure.

This proposal to ODOT is the culmination of a multi-year and multi-agency initiative that has evolved into a statewide initiative that traces its roots to 2022, when the University of Oregon and MTRWestern began informal conversations about whether a heavy-duty DC fast charger at UO's on-campus intercity bus stop could unlock electric bus service on the Portland–Eugene ODOT POINT Cascades corridor. Those early conversations evolved into support from all levels of government and private sector. Project partners

include the Oregon Department of Transportation (ODOT) Public Transportation Division, the Oregon Department of Environmental Quality (ODEQ), the City of Eugene, the Eugene Water & Electric Board (EWEB), and even the Portland Bureau of Transportation (PBOT) and Portland General Electric (PGE) are supportive of a separate charger being installed at the northern terminus of the Portland–Eugene ODOT POINT Cascades route.

This application to ODOT's Competitive Transit Grant 2 program represents the final piece of capital funding required to make the proposed project a reality and create a first-ever, multi-city electrified intercity transit line right here in Oregon.

Does your agency operate a-fixed route service?

Yes

Project Type

Please select all that apply for the project.

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?

No

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

Yes

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

Yes

Project Service Area

Indicate the type of service area for the proposed project.

Large urban

Project Service Type

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

Intercity

Service Days and Times

Days of Service	Start Time	End Time
Monday	7:00 AM	11:45 PM
Tuesday	7:00 AM	11:45 PM
Wednesday	7:00 AM	11:45 PM

Thursday	7:00 AM	11:45 PM
Friday	7:00 AM	11:45 PM
Saturday	7:00 AM	11:45 PM
Sunday	7:00 AM	11:45 PM

Project Delivery

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

No

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

Yes

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

Critical to the project

If the tasks are critical, how might the project be impacted if one or more activities aren't funded or receive partial funding?

The project's tasks are sequentially interdependent: final engineering must precede procurement, procurement must precede construction, and construction must precede commissioning. Partial funding that eliminates any of the core electrical infrastructure elements (transformer, ductbank, switchboard, bus charger) would prevent the station from reaching an operational state. The proposed project could move forward with partial funding that covers all charging infrastructure-related costs but omits or partially funds the bus shelter and concrete bus parking pad project components.

Please describe the task level deliverables.

Task 1, Final Engineering Design and Utility Coordination

Status: IN PROGRESS, UO-funded with \$100,000 commitment Description: Completion of construction-ready electrical drawings, detailed site design, EWEB utility coordination, and permitting plan. This task is currently underway and will be complete prior to CTG grant award.

Start: Feb-2026

End: Aug-2026

Task 2, Competitive Procurement

Status: Not Started.

Description: Issue Request for Bid (RFP) for construction contractor(s) per public contracting requirements; evaluate bids and award construction contract. Procurement will follow the UO's established procurement policies to implement the project.

Start: Mar-2027

End: Jun-2027

Task 3, Site Construction

Status: Not Started.

Description: Site demolition and preparation, excavation and installation of approximately electrical make-ready infrastructure, concrete charging station pedestal poured, protective bollards, and bus shelter and concrete bus parking pad. Charger will be provided for installation

Start: Aug-2027

End: Nov-2027

Task 4, Charger Installation

Status: Not Started.

Description: Installation of 180kW dual-port heavy-duty DC fast bus charger, provided to project via in-kind contribution by MTRWestern.

Start: Nov-2027

End: Dec-2027

Task 5, Charger Commissioning and Operational Testing

Status: Not Started.

Description: EWEB service cutover, energization, operational testing with MTR Western electric buses, rider-facing communication, and grant closeout.

Start: Dec-2027

End: Feb-2028

Task 6, Project Ribbon Cutting Ceremony and Project Closeout Status: Not Started.

Description: Community event coordinated and hosted by the UO that includes all project partners and funders to commemorate the start of electric bus service on the ODOT POINT Cascades line. Project closeout.

Start: Feb-2028

End: Mar-2028

Project Administration

Will project administration be an element of the proposed project?

Yes

Does your agency intend to charge any indirect cost to this project?

Yes

Indirect cost must be contained in a “project administration” activity within the application, and resulting executed subaward and reimbursement requests. Please select the indirect cost rate to be applied to reimbursement requests.

Annually negotiated rate with a federal cognizant agency

Project administration budget

Item	Item Description	Quantity	Unit	Cost per unit	Total Cost
Project Administration	Facilities/Administrative Costs/Misc Construction-related Services	1	1	\$130,000.00	\$130,000.00
Indirect Costs	Indirect Costs	1	1	\$302,390.00	\$302,390.00
					\$432,390.00

Project Administration Match

Match Source	Match Amount	Match Percentage	Match Status
Local	\$169,900.00	98.26%	Secured

Local

\$3,000.00

1.74% Secured

\$172,900.00

100.00%

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

Local match of \$169,900 provided in the form of internal UO cash. In-kind administration costs covered by the project include the following construction-related non-equipment and non-facility fees:

D/C ADMIN AND ACCT
D/C PROJECT MANAGEMENT
D/C ENGINEERING SUPPORT
D/C CONSTRUCTION ENGINEER
COST ESTIMATOR
SITE SURVEY
GEOTECH ENGINEERING
SPECIAL INSPECTIONS
LOCATES - CONST SVCS
COMPUTER AND DATA WIRING
PARKING PERMITS
HAZMAT SURVEY
EHS SUPPORT
BOLI FEE
ADVERTISING COST

Local match of \$3,000 provided in the form of in-kind contribution for project right-of-way permitting costs from City of Eugene.

Equipment, Signs, and Amenities

Please provide a detailed list of the equipment, signs, and amenities to be purchased for this project, and explain how they are necessary to fulfill the purpose of the project. Include engineering & design, project management or construction management where applicable.

This project constructs new permanent electrical and site infrastructure on UO-owned land at 1615 E 13th Ave, Eugene, OR 97403, which serves as the Eugene terminus stop for ODOT Point Bus Cascades route serving Portland to Eugene. The facility is being constructed; no land acquisition or facility purchase is involved, as UO already owns the site. Major construction activities include: (1) Site demolition of existing surface materials as needed; (2) Excavation and installation of approximately 215 linear feet of underground electrical ductbank to route power from the UO campus distribution system to the charger location; (3) Setting of a 500kVA pad-mount transformer to step utility voltage down to charging equipment voltage; (4) Trench repair and site paving to restore disturbed surfaces; (5) Installation of protective bollards defining the charging zone and protecting equipment from vehicle incursion; (6) Installation of charger equipment, switchboard, and utility meter; and (7) EWEB utility interconnection. EWEB has confirmed in writing (letter attached) that 200kW of electrical load is available at the UO Substation with no service modifications required. Final engineering and construction documents are being developed under UO's currently funded engineering initiative. Engineering inspection and permitting coordination with the City of Eugene are included in project scope.

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?

Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date for federal award

10/1/2027

Request for Pricing (RFP) issue date for STIF award

7/1/2027

Contract award date for federal award

11/1/2027

Contract award date for STIF award

8/1/2027

Initial start date for federal award

12/1/2027

Initial start date for STIF award

9/1/2027

Final end date for federal award

6/30/2028

Final end date for STIF award

3/31/2028

Contract completion date for federal award

6/30/2028

Contract completion date for STIF award

4/22/2028

Equipment, Signs, and Amenities to be Purchased

Item 1

Item Name

Item 1: Heavy-Duty Dual-Port DC Fast Bus Charger

Item Description

Heavy-duty DC fast charger with dual connectors, rated at [180kW], sized per route analysis to maintain the existing ODOT POINT Cascades Portland-Eugene timetable without schedule adjustments. Enables MTR Western battery-electric intercity coaches to charge at the Eugene terminus between runs. Charger hardware will be competitively procured per Oregon public contracting requirements.

Select item type

Equipment

Street address or latitude and longitude coordinates of planned installation.

Address: 1615 E 13th Ave, Eugene, OR 97403

Latitude: 44.044840 / Longitude: -123.072530

Quantity

1

Unit Cost

\$165,000.00

Total Cost

\$165,000.00

Estimated order date:

3/1/2027

Estimated delivery date:

6/30/2027

Item 2**Item Name**

Item 2: 500kVA Transformer

Item Description

Installation of a 500kVA pad-mount transformer connecting the UO substation to the charging equipment. This is a facility being constructed on UO-owned land. Project would prefer to order upon ODOT notice of award if pre-award costs can be allowed since delivery times can be long for transformers.

Select item type

Equipment

Street address or latitude and longitude coordinates of planned installation.

Address: 1615 E 13th Ave, Eugene, OR 97403

Latitude: 44.044840 / Longitude: -123.072530

Quantity

1

Unit Cost

\$115,000.00

Total Cost

\$115,000.00

Estimated order date:

3/1/2027

Estimated delivery date:

9/30/2027

Item 3**Item Name**

Item 3: Electrical Switchgear, Make-Ready Electrical, and Installation

Item Description

Main electrical switchgear for powering the charging infrastructure. Project would prefer to order upon ODOT notice of award if pre-award costs can be allowed since delivery times can be long for switchgear.

Conduit and PVC, concrete for pedestals, protective bollards, and other miscellaneous materials required for make-ready infrastructure to safely and reliably power bus charging being installed by the project. Project would prefer to order upon ODOT notice of award if pre-award costs can be allowed so materials can be delivered with other materials ordered.

Select item type

Equipment

Street address or latitude and longitude coordinates of planned installation.

Address: 1615 E 13th Ave, Eugene, OR 97403

Latitude: 44.044840 / Longitude: -123.072530

Quantity	Unit Cost	Total Cost
1	\$517,847.00	\$517,847.00

Estimated order date:
3/1/2027

Estimated delivery date:
9/1/2027

Item 4

Item Name

Item 4: Project Contingency

Item Description

UO policy requires a certain percentage of total project costs are secured before starting a construction project. This total reflects this required amount.

Select item type

Equipment

Street address or latitude and longitude coordinates of planned installation.

Address: 1615 E 13th Ave, Eugene, OR 97403

Latitude: 44.044840 / Longitude: -123.072530

Quantity	Unit Cost	Total Cost
1	\$83,485.00	\$83,485.00

Estimated order date:
7/1/2027

Estimated delivery date:
7/1/2027

Project Match

Match Source	Match Amount	Match Percentage	Match Status
Local	\$30,000.00	14.55%	Secured
Other	\$165,000.00	80.01%	Secured
Local	\$11,222.00	5.44%	Secured
\$206,222.00		100.00%	

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

Local Match of \$30,000: local utility Eugene Water & Electric Board (EWEB) grant that will cover a portion of the transformer equipment cost. Grant is awarded to the UO and under contract.

Other Match of \$165,000: the value of the 180KW dual-port charging station that project partner MTRWestern (a for-profit private company and POINT Cascades transit operator) will provide as an in-kind contribution to the project.

Local Match of \$11,222: provided by the UO from internal cash already secured to cover a portion of

make-ready electrical and construction costs.

Transit facilities

Please describe the proposed transit facility in detail.

The proposed transit facility consists of two elements constructed on UO-owned land at 1615 E 13th Ave, Eugene, OR 97403, which serves as the Eugene terminus stop for the ODOT POINT Cascades route. No land acquisition or facility purchase is involved. The first element is a 1,200-square-foot reinforced concrete bus pad providing a stable, ADA-compliant, all-weather surface for electric bus boarding and charging operations, constructed to support heavy vehicle loads. The second element is a bus shelter providing weather protection for waiting passengers. Both elements are permanent improvements to the existing terminus stop.

Please provide the location in longitude and latitude format. If you have the address and/or tax lot provide that here as well. Format (Latitude= 45.214940/ Longitude = -123.969360)

Address: 1615 E 13th Ave, Eugene, OR 97403

Latitude: 44.044840 / Longitude: -123.072530

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?

Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date for federal award

11/1/2027

Request for Pricing (RFP) issue date for STIF award

8/1/2027

Contract award date for federal award

11/30/2027

Contract award date for STIF award

8/31/2027

Initial start date for federal award

10/1/2027

Initial start date for STIF award

7/1/2027

Final end date for federal award

6/30/2028

Final end date for STIF award

3/31/2028

Contract completion date for federal award

6/30/2028

Contract completion date for STIF award

4/22/2028

Facility Items

Facility 1

Facility Item Name

Facility Item 1: Bus Shelter

Facility Item Description

The bus shelter is a permanent, covered passenger waiting structure installed at the existing bus stop to provide weather protection for riders. The shelter will be open-sided for accessibility and ventilation, with seating, and will serve passengers boarding on the ODOT POINT Cascades intercity bus service at the 1615 E 13th Ave location.

If the proposed facility has elements in more than one location, please provide the street address or latitude and longitude coordinates for this project element.

Address: 1615 E 13th Ave, Eugene, OR 97403

Latitude: 44.044840 / Longitude: -123.072530

Project deliverable start date:

9/1/2028

Project deliverable proposal/invitation for bid date:

3/1/2027

Expected order date. Write N/A if not applicable.

04/2027

Expected delivery date. Write N/A if not applicable.

08/2027

Project deliverable completion date:

12/1/2027

Facility Budget

Item Description	Quantity	Measurement	Unit Cost	Total
Bus Shelter	1	1	\$158,000.00	\$158,000.00
1				\$158,000.00

Facility 2

Facility Item Name

Facility Item 2: Concrete Bus Pad

Facility Item Description

The concrete bus parking pad is a reinforced concrete surface constructed in front of the bus stop in the street, and in lieu of asphalt, to provide sufficient stability and support for heavy buses. Asphalt tends to warp and subside under the weight of buses and concrete surfaces are preferred when possible, granted they cost more to install than asphalt but have a much longer life than asphalt surfaces for bus stop parking. The concrete bus pad is estimated to be 1,400 feet in area.

If the proposed facility has elements in more than one location, please provide the street address or latitude and longitude coordinates for this project element.

Address: 1615 E 13th Ave, Eugene, OR 97403
Latitude: 44.044840 / Longitude: -123.072530

Project deliverable start date:
9/1/2028

Project deliverable proposal/invitation for bid date:
3/1/2027

Expected order date. Write N/A if not applicable.
04/2027

Expected delivery date. Write N/A if not applicable.
08/2027

Project deliverable completion date:
12/1/2027

Facility Budget

Item Description	Quantity	Measurement	Unit Cost	Total
Concrete Bus Parking Pad	1	1	\$25,000.00	\$25,000.00
	1			\$25,000.00

Project Match

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

Facility Totals

Total Project Cost \$183,000.00	Match Amount (Total Project Cost x 20%) \$36,600.00	Grant Amount \$146,400.00
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Budget

What is the estimated total cost to complete this project? \$1,496,722.00	Estimated Match Amount \$299,344.00	Estimated Grant Amount \$1,197,378.00
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Minimum award amount (grant share only, not including match) that will still allow your project to proceed?
\$1,315,722.00

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

If you answered "Yes", please indicate the type of in-kind match.

The 180KW dual-port Direct Current Fast Charger (DCFC), also known as a Level 3 charger, will be provided to the project by transit service operator MTRWestern and operated by the UO. The City of

Eugene will also contribute \$3,000 of in-kind match by covering a portion of permitting fees for the project.

Scored Questions

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

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

Community Benefits

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

This project addresses the critical need for electric bus charging infrastructure at the Eugene terminus of the ODOT POINT Cascades route, Oregon's highest-ridership intercity bus corridor, in order to electrify the route. The need for electrification is rooted in three compounding imperatives: reducing transportation-sector greenhouse gas emissions and advancing Oregon's statewide zero-emission vehicle adoption mandates; eliminating the involuntary diesel exhaust exposure that transit-dependent riders currently absorb at the boarding area and on board every trip; and improving the ridership experience in ways that attract new riders, support mode shift away from single-occupancy vehicles, advance statewide VMT reduction goals, and improve the long-term financial performance of the route through increased fare revenue.

The riders who depend on the ODOT POINT Cascades route are the Oregonians for whom all three of these imperatives matter most. Oregon's EV transition has to date primarily benefited those with the means to purchase personal electric vehicles. POINT Cascades riders are disproportionately the people who cannot access an EV. According to the ODOT POINT Intercity Bus Research Quantitative Research Report, 24% of POINT riders lack access to a personal vehicle for intercity travel, compared to just 8% of non-riders; a rate three times higher. Eighteen percent do not drive at all, compared to 6% of non-riders. Twenty-five percent have disabilities affecting their ability to drive, compared to 12% of non-riders, and twenty-seven percent earn less than \$50,000 per year. Forty-seven percent of riders are age 55 or older, including 27% who are 65 or older. POINT riders are also nearly 2.5 times more likely to be BIPOC than non-riders, with 39% of riders identifying as such versus 16% of non-riders. For 6% of POINT riders, the bus is their only travel option and 8% of riders use it specifically for medical appointments. The results of this survey show users of the transit service are not just discretionary travelers and this is a ridership base for whom the bus is essential, and for whom the quality and sustainability of that service has profound positive impacts when compared to higher-resource groups already accessing EVs.

Need 1 — Climate and Zero-Emission Mandates.

Oregon needs to reduce its greenhouse gas emissions with electrification in order to meet aggressive emission reduction and zero-emission vehicle adoption targets. Transportation currently generates 39% of Oregon's total greenhouse gas emissions, the largest of any sector, and Oregon law now requires reductions of at least 45% below 1990 levels by 2035 and 80% by 2050. Governor Brown's Executive Order 17-21 (2017) directed state agencies to accelerate zero-emission vehicle adoption, and Oregon's Advanced Clean Trucks rule requires manufacturers to sell increasing percentages of zero-emission Class 8 vehicles, which includes the heavy-duty buses operated by the Point Bus route.

Electrifying the POINT Cascades route reduces greenhouse gas emissions while accelerating zero-emission vehicle adoption that the community has demanded through statewide and local policy and planning. Each electric bus supported by the propose project's charging infrastructure displaces a diesel bus with a real greenhouse gas emission reduction impact. Electric bus operation made possible by the

proposed project would eliminate the combustion of approximately 21,520 gallons of diesel fuel annually and reduce approximately 242 tons of CO₂ per vehicle per year (U.S. EPA Diesel Emissions Quantifier). At full electrification of the three daily round trips enabled by the Eugene charger alone, the project prevents over 720 tons of CO₂ per year, contributing directly to Oregon's statewide GHG reduction targets, the Advanced Clean Trucks mandate, and Eugene's Climate Recovery Ordinance, which the City's 2035 Transportation System Plan targets through a tripling of transit mode share.

Need 2 — Diesel Exhaust Exposure.

Without this charging infrastructure, the riders described above, who are disproportionately low-income, older, and with disabilities, would continue to be involuntarily exposed to diesel exhaust at the boarding area during bus idling and on board throughout every trip.

The community surrounding the project site is similarly affected by diesel exhaust.

The Oregon DEQ Environmental Justice screening tool rates the census tract where the project is located at 3.2 out of 5.0 for diesel exhaust exposure, above the statewide midpoint, indicating the adjacent neighborhood where the project is located also bears an above-average pollution burden. This burden falls hardest on those who have no alternative to the bus. Research consistently documents that transit riders experience higher concentrations of diesel particulate matter than car occupants, due to their proximity to idling engines (Behrentz et al., 2004; Apte et al., 2011).

Diesel exhaust emits PM_{2.5}, which is classified as a human carcinogen by ODEQ (Downing, 2015), and diesel exhaust in general is identified by the U.S. EPA as a potential cancer agent linked to higher risk of lung and bladder cancer, respiratory disease, and cardiovascular harm. Electrification eliminates these emissions entirely at the point of use: no tailpipe, no idling exhaust, no in-cabin fumes. For the 25% of riders with disabilities and the 8% using the route for medical appointments, the proposed project provides a substantive health outcome for a community group least able to absorb ongoing exposure.

Need 3 — Ridership Experience, Mode Shift, and Route Viability.

Electric buses stand to improve ridership through the better rider experience they offer. When compared to diesel buses, electric buses offer a meaningfully better passenger experience than diesel coaches: quieter, smoother, and diesel exhaust-free for riders at the and in the cabin. Peer-reviewed research by Flaris et al. (2023), published in *Transportation Research Part D*, found that battery electric bus comfort attributes (quieter engines, smoother acceleration, and elimination of diesel fumes) all had a highly significant positive effect on the general public's behavioral intentions to use public transit. Seventy-one percent of surveyed riders supported their transit agency electrifying its fleet, and 77% said they would consider an agency with electric buses to be more innovative. Electrifying the buses on the POINT Cascades route – made possible by the proposed project's charger – would meaningfully improve riders' perceptions of the route through a better rider experience and through the route's innovation for deploying a cutting-edge bus technology.

A better intercity bus experience through electrification attracts riders who currently drive the Portland–Eugene corridor, each of whom represents a reduction in single-occupancy vehicle miles traveled on one of Oregon's highest-VMT highway segments, I-5. ODOT's own POINT Research Report (2023) found that 36% of current riders would have driven personally without the service, meaning even a modest ridership increase from electrification compounds the route's GHG benefit beyond direct emissions elimination. Higher ridership also strengthens the route's financial performance since a more reliable, more attractive service commands more consistent fare revenue and reduces the subsidy burden per rider, improving the long-term viability of Oregon's most-used intercity transit corridor. At a time when budget issues are jeopardizing transit service at the local and state levels, this type of financial strengthening would be welcomed to support consistent and dependable intercity transit service in Oregon.

ODOT, POINT Intercity Bus Research: Quantitative Research Report, January 2023; Oregon DEQ, The Concerns about Diesel Engine Exhaust, February 2015; ODOT Public Transportation Division, Guide to

Transit Electrification, 2020; Flaris et al., "Riders' Perceptions Towards Transit Bus Electrification," Transportation Research Part D, 2023; U.S. EPA, Diesel Emissions Quantifier; Oregon Administrative Rules 340-257 (Advanced Clean Cars II); AFDC, Medium- and Heavy-Duty ZEV Requirement, Oregon; ODOT, POINT Intercity Bus Service Program History, oregon.gov/odot/RPTD.

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

The University of Oregon and its project partners, including ODOT, MTRWestern, and the City of Eugene, did identified the project need through direction of policy and planning exercises driven by the community.

Local and Regional Planning Basis for Project Need

The need for this project is grounded in state law and the needs the Eugene community has determined for itself through years of formal public planning processes. Each of the three imperatives driving this project – reducing transportation-sector GHG emissions, eliminating diesel exhaust exposure for transit-dependent riders, and improving the transit experience to encourage mode shift away from single-occupancy vehicles – is articulated as a priority in adopted City of Eugene planning documents and developed through substantive community engagement and formal public review.

Climate and Zero-Emission Mandates

In June 2017, the Eugene City Council formally directed staff to develop a city-wide electric vehicle strategy. The resulting Electric Vehicle Strategy (EV Strategy), completed in 2019, establishes a community goal that 50% of all vehicles in Eugene be electric by 2030 and 90% by 2050. The Strategy was developed by the Lane Council of Governments (LCOG) in collaboration with the City through interviews with internal and external stakeholders, community partner coordination, and best-practice research, and contains 26 specific actions for the City and its partners to take. The EV Strategy explicitly identifies EV charging infrastructure as one of its four action categories, like that of the proposed project, and is designed to complement the City's broader climate recovery framework. The proposed project would deliver on the community's required EV adoption goals by installing a high-powered public charger at the UO and by facilitating electric bus adoption on the POINT Cascades intercity bus line

The context for this urgency is stark: transportation accounts for an even higher share of Eugene's local greenhouse gas emissions (53%) when compared to the state's (39%), and is the largest share of any sector. Contrarily, Eugene's electricity supply through EWEB is approximately 90% renewable energy, meaning that electrification of vehicles in Eugene produces substantially greater GHG reductions than in most other U.S. cities (City of Eugene, Electric Vehicle Strategy, 2019; Eugene, OR Website, Electric Vehicles page). The proposed project would facilitate electric vehicle charging on EWEB-supplied electricity with the proposed charger and achieve progress towards Eugene's climate goals with the most effective means possible: vehicle electrification using low-carbon EWEB power.

The project also aligns strongly with community-driven results of Eugene's adopted 2035 Transportation System Plan (TSP), within which the EV Strategy is found. This 20-year multimodal roadmap was adopted by both the Eugene City Council and the Lane County Board of Commissioners following a community engagement and public hearing process. The 2035 TSP is the foundational planning document for Eugene transportation investment and policy. It explicitly directs the City to "increase supply of charging stations for electric vehicles," to "create a strategy that advances the goal of having an integrated transportation system that reduces fossil fuel consumption by 50 percent," and to "reduce reliance on single-occupancy automobiles." The TSP was developed through an extensive multi-year process involving the Transportation Community Reference Group, public workshops, and public comment before joint adoption by City Council and County Commissioners. (City of Eugene, 2035 Transportation System Plan, adopted 2017.) The result of this thorough community engagement was clear: more electric vehicles, chargers, and electric transit buses specifically are required locally in Eugene. The proposed project hits on all three of these directives by investing in a multi-modal transit hub at the project site, reducing fossil fuel consumption through electric bus adoption, and reducing single-occupancy vehicle trips by encouraging

more ridership with the improved rider experience delivered by electric buses.

Eugene's Climate Action Plan 2.0 (CAP 2.0), published in summer 2020 following a two-year community engagement process, further anchors the local mandate for electrification and the need for the proposed bus charging project at the UO. CAP 2.0 was developed with a broad coalition of community stakeholders through the Eugene Climate Collaborative, which included the University of Oregon, EWEB, Lane Transit District, Lane County, and eight other large institutional partners. Multiple public outreach forums were held across the city, and an equity panel was subsequently convened to ensure the plan's benefits reach marginalized communities. CAP 2.0 includes specific transportation actions directed at both transit infrastructure improvement (Action T1) and making public transit a reliable and convenient alternative to driving (Action T33). The proposed project directly operationalizes those commitments by enabling zero-emission bus service on the region's primary intercity transit connection.

Finally, at the regional scale, the Central Lane Scenario Plan, maintained by LCOG and most recently updated and approved by LCOG's policy board in 2025, was updated to include electric vehicles as part of its "Fleet and Fuels" strategy area. The updated plan calls for modernization of transportation fleets and a shift to more sustainable fuels as a core regional strategy for meeting climate and land use goals. The project charging infrastructure proposed led by the UO aligns directly with that regional strategy by helping a fleet operator, in MTRWestern, deploy more electric buses on an intercity transit line ending at the UO's campus.

Diesel Exhaust Exposure

The 2035 TSP's adopted equity, environment, and economy framework, known as the "Triple Bottom Line", recognizes that transportation investments must protect environmental health and serve all community members equitably. The TSP's Community Health Impact Assessment found that transportation-related pollution disproportionately affects low-income communities and communities of color, which is precisely the demographic profile of POINT Cascades riders. CAP 2.0 reinforces this framing: its equity provisions require that the benefits of climate and transportation action "reach everyone, especially the most marginalized," and the City's Sustainability Equity Panel, which reviewed CAP 2.0 implementation priorities, specifically focused on ensuring transportation and climate projects benefit communities that have historically borne disproportionate pollution burdens. Installing a charger that eliminates diesel idling at the UO bus stop, located in a census tract the Oregon DEQ EJ tool rates above the statewide midpoint for diesel exhaust burden, is an implementation of those equity commitments. Furthermore, the UO's proposed project also delivers diesel exhaust exposure relief to riders of the bus who are exposed to it during bus idling and during diesel bus operation.

Mode Shift, Ridership, and VMT Reduction

The proposed project also delivers on community requests to encourage mode-shift from single-occupancy vehicles. The clearest local expression of community demand for mode shift away from single-occupancy vehicles is the 2035 TSP's signature goal: tripling the percentage of trips made by walking, biking, and transit by 2035, from 2014 levels. This target was established through the TSP's multi-year public planning process and formally adopted by City Council and Lane County Commissioners, and it is the quantitative benchmark against which Eugene measures transportation progress. The City's Move EUG Active Transportation Strategy, adopted in 2017, directly implements the TSP mode share goal, and the City of Eugene's Transportation page explicitly lists the 2035 TSP, the EV Strategy, and CAP 2.0 as the integrated planning framework for achieving mode shift. Eugene's Complete Street Design Standards further establish the modal priority that underpins this goal. The proposed charging project delivers on this community need by improving the transit rider experience and showcasing the POINT Cascades service as innovative by supporting a transition to electric buses on the route. Both of these project attributes would encourage more ridership and associated mode shift since 36% of POINT Cascades riders had indicated they would have driven if they had not taken the bus in ODOT's POINT Intercity Bus Research Quantitative Research Report.

The project at 1615 E 13th Avenue serves the TSP's mode share goal in another direct and measurable

way. The UO campus bus stop is located within 100 yards of Lane Transit District's EmX BRT corridor, is adjacent to a PeaceHealth Rides bike-share station and the Ruth Bascom Riverbank Path, and sits along E. 13th Avenue, which the City of Eugene completed as a protected bikeway in 2020 as part of its TSP implementation program. A rider arriving from Portland on an electric POINT bus can transfer to EmX, rent a bike-share bicycle, or walk directly to campus destinations without a car. Alternatively, POINT riders can also bring their bike at no extra charge. By making the bus more attractive through electrification and the qualitative benefits the technology delivers to riders, electrification supports the mode shift this community has spent years planning for and the charging infrastructure proposed here is the single missing piece enabling that transition on Oregon's highest-ridership intercity bus corridor.

Sources: City of Eugene, Electric Vehicle Strategy (2019); City of Eugene, 2035 Transportation System Plan (adopted 2017); City of Eugene, Climate Action Plan 2.0 (2020); City of Eugene, Complete Street Design Standards and Modal Hierarchy; City of Eugene, Community Engagement for Climate Action (2021–22); Lane Council of Governments, Central Lane Scenario Plan (amended June 2025); City of Eugene, Move EUG Active Transportation Strategy (2017); City of Eugene, Transportation Planning — Guiding Plans, eugene-or.gov/4645.

Describe the expected community benefits from this project.

This project will deliver a broad and durable range of community benefits to riders, the adjacent neighborhood, and the Eugene-Portland corridor as a whole. The following specific and quantified benefits are expected upon project completion:

1. Immediate Route Electrification

Upon commissioning, the Eugene charger will enable round trips originating from Eugene to operate on fully electric, zero-emission buses immediately. Full route electrification of all 5 daily trips will follow upon installation of a second, complementary charger at Portland Union Station that is slated for completion in 2027 and is directly aligned with this proposed project.

2. Health and Air Quality

Each electric bus supported by this project eliminates approximately 600 pounds of NO_x and 90 pounds of PM_{2.5} annually (U.S. EPA Diesel Emissions Quantifier). Across 10 daily bus visits to the charging station, the project enables reductions of approximately 6,000 lbs of NO_x and 900 lbs of PM_{2.5} per year. PM_{2.5} is classified as a human carcinogen by ODEQ (Oregon DEQ, 2015), and the U.S. EPA identifies diesel exhaust as a potential cancer agent linked to higher risk of lung and bladder cancer and respiratory disease (ODOT Guide to Transit Electrification, 2020). The project site carries an ODEQ diesel exhaust exposure score of 3.2 out of 5.0, above the statewide midpoint of 2.5, placing this neighborhood in the upper tier of diesel pollution burden across Oregon. Critically, peer-reviewed research consistently shows that transit riders themselves are exposed to higher concentrations of diesel particulate matter than car occupants, due to proximity to idling engines at boarding areas and in-bus exposure during stop-and-go operations (Behrentz et al., 2004; Apte et al., 2011). For POINT Cascades riders, who are disproportionately low-income, older, and with disabilities, this elevated exposure is not a choice. This project directly eliminates that involuntary burden at the boarding area and on the vehicle, delivering measurable and immediate air quality improvement for the community that most depends on this route.

3. Carbon Reduction

Each electric bus on this route eliminates the combustion of approximately 111,000 gallons of fossil diesel fuel per year, reducing approximately 1,248 tons of CO₂ emissions annually per vehicle. At full electrification of the daily round trips enabled by the Eugene charger, the project prevents approximately 2,496 or more tons of CO₂ per year, contributing directly to Oregon's legally binding greenhouse gas reduction targets, at least 45% below 1990 levels by 2035 and 80% by 2050, from a transportation sector that generates 39% of all state emissions. Oregon's Advanced Clean Trucks rule, which requires increasing percentages of zero-emission Class 8 vehicles beginning with model year 2025, directly applies to the motorcoach class operated by MTRWestern and electrification supported by UO's charging project.

Eugene's Climate Recovery Ordinance further reinforces these state targets at the local level. The proposed charging project at the UO intercity bus stop would deliver these emission reductions by allowing for a transition to electric buses on the route.

4. Equitable Access to Electric Mobility

The most significant community benefit of this project is that it brings the advantages of transportation electrification to the people who have been most excluded from it. Oregon's electric vehicle transition has to date overwhelmingly benefited households with the means to purchase personal EVs that are typically middle- and upper-income. The intercity bus riders who depend on the ODOT POINT Cascades route are disproportionately low-income, transit-dependent, older adults, people with disabilities, and BIPOC community members. These are the very people who cannot participate in electrification, through a lack of resources to procure an electric vehicle or even a vehicle in general. By installing charging infrastructure that enables electric buses to operate on this public intercity transit route, the proposed project delivers the benefits of electric mobility directly to those who need it most and have been left behind in the EV transition.

5. Improved Rider Experience and Service Reliability

Electric buses, and motorcoaches in particular, offer a meaningfully better passenger experience than diesel coaches while greatly improving vehicle reliability, and in turn, route reliability. Electric variants are quieter, produce no tailpipe exhaust during idling at boarding areas or en-route, and deliver smoother acceleration and braking that is particularly beneficial for passengers with mobility impairments or motion sensitivity. Electric vehicles also have far fewer moving parts than internal combustion engine vehicles, meaning fewer instances for maintenance issues and a more dependable vehicle.

MTRWestern currently employs one electric motorcoach on an intercity route for Amtrak between Bellingham and Seattle, WA. The rider feedback on the vehicle technology is profound. In the past, riders would avoid the back of the bus that is closest to where the diesel engine set is located. Those seats are now just as quiet and comfortable as seats closer to the front, meaning the route has an easier time filling seats. Additionally, riders report to drivers anecdotally that they feel less fatigued from the ride because of the lower noise and lower vibration electric coaches provide as compared to diesel coaches, and the bus doesn't have a smell of diesel fuel or exhaust.

For the 8% of POINT riders who use the ODOT POINT Cascades bus route for medical appointments and the 25% who have disabilities, these ride quality improvements are meaningful quality-of-life enhancements. Without a loud, vibrating diesel engine, they deliver a smoother, quieter ride; so quiet, in fact, that the only audible sound is often road noise. For context, the New Leaf Hearing Clinic reports that diesel bus noise can reach 90 decibels and similarly considers any sound above 85 dB as harmful to human hearing. Electric buses therefore make it safer for all riders, and specifically those with sensitive hearing or hearing impairment. Taken together, electric buses whose operation would be facilitated by the proposed project's charging infrastructure will offer a cleaner, more comfortable and sustainable travel experience for riders.

Finally, the project also improves service reliability since electric buses have fewer moving parts than diesel buses. The U.S. DOE reports electric drivetrains contain approximately 20 moving parts compared to roughly 2,000 in a conventional internal combustion engine — a reduction of over 98% — dramatically lowering maintenance requirements and vehicle downtime. Fewer moving parts prone to issues translates to reduced mechanical failures and service disruptions for the 101,772 annual riders who depend on consistent schedules for work, healthcare, family connections, and education. Electric bus operation on the POINT Cascades line, facilitated by the proposed charging project, would be more reliable than diesel buses currently serving the line.

6. Long-Term Service Viability and Affordability

Electric buses carry substantially lower fuel and maintenance costs than their diesel counterparts. These

savings improve the long-term financial sustainability of the ODOT POINT route. Electricity is a far more price-stable fuel than diesel, which is subject to significant volatility driven by global commodity markets, geopolitical disruptions, and refinery constraints. ODOT's own Guide to Transit Electrification notes that diesel prices are more volatile than electricity prices even when accounting for time-of-use variation. By enabling electric bus operation, this project would help insulate the ODOT POINT Cascades service from periodic fuel cost spikes, providing a more predictable operating cost structure and freeing resources for potential service improvements over the long term.

7. Economic Investment in the Local Community

The project represents a major direct investment in Eugene-area construction and infrastructure. Local contractors may be employed for site demolition, trenching, electrical work, concrete paving, and charger installation. Additionally, by upgrading the intercity bus experience, the project has the potential to attract increased ridership from travelers who might otherwise drive, meaning more visitor spending for local businesses near key destinations, such as Hayward Field and Matthew Knight Arena, producing a secondary economic benefit supported by improved transit quality and reliability with an electrified route.

8. Multimodal Connectivity and Active Transportation

The project site at 13th Avenue and Agate Street is located less one city block (<100 yards) from Lane Transit District's EmX Bus Rapid Transit (BRT) stop and adjacent to existing bicycle storage infrastructure. The project includes associated bus stop shelter upgrades that will enhance the accessibility and usability of the site as a multimodal hub. A traveler arriving on an electric intercity bus supported by the project's charging infrastructure will be able to seamlessly connect to LTD's EmX BRT, walk to campus destinations, or access bike infrastructure, and effectively creating an all-electric, multi-leg trip for corridor travelers and making the investment a force multiplier for sustainable mobility in the area. Riders can already bring their bikes on the POINT Cascades buses for free.

9. Public Charging Access and Secondary Community Uses

The 180KW dual-port DCFC is sized and designed primarily to serve MTRWestern's electric buses on the ODOT POINT Cascades route, but its two charging ports will be available to other electric vehicle operators during the substantial windows when POINT buses are not present. Bus dwell times at the UO stop are 45 to 75 minutes and service operates on a scheduled timetable, meaning significant daily capacity exists for other users. Other intercity bus operators electrifying their fleets, charter bus companies serving UO athletic events, electric school buses transporting student groups, and regional fleet operators passing through the I-5 corridor could all have access to one of the few high-capacity public-facing and dedicated heavy-duty chargers in the state, provided the charger is made available and prioritized for POINT bus charging when it is needed.

The proposed charging project represents only the second dedicated heavy-duty public charger in Oregon. For reference, the only other public heavy-duty charging station is located at Daimler North America's Swan Island facility in Portland, Oregon. Therefore, this project fills that gap in Eugene and along the southern I-5 corridor, establishing critical shared infrastructure where the market has not yet reached, creating a community benefit that will grow in value as heavy-duty vehicle electrification accelerates across Oregon.

10. Education, Community Pride, and a Catalyst for Future Electrification

As the first electrified multi-city intercity bus route in the country, this project offers a visible and tangible demonstration of how public-private partnership can transform a major transit corridor into a model for similar partnerships to catalyze zero-emission intercity travel and heavy-duty electrification with shared charging infrastructure nationwide. The project team plans to install commemorative signage at the site, hold a public launch event inviting community members, student groups, environmental organizations, and media. The project is also designed to be catalytic: a successful model on the Portland-Eugene corridor can justify similar charging investments on other intercity routes connecting urban areas to rural and lower-income Oregon communities with electrified transit service, extending the equity benefits of electrification

across the state.

Sources: U.S. DOE Alternative Fuels Data Center, Flipping the Switch on Electric School Buses: Cost Factors, Module 3

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

Without CTG Phase 2 funding, the project faces a capital gap that cannot be closed by the existing committed sources and the project would not move forward. In other words, the ODOT POINT Cascades bus would not be electrified, nearly four years of planning would result in no project completion, and the most ambitious, public-private partnership and multi-agency intercity bus corridor electrification initiative in the country would not become a reality.

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

Yes

Please describe.

This project supports increased active transportation use through three reinforcing mechanisms.

First, the project directly improves the physical multimodal environment at the bus stop: the site sits less than 100 yards from Lane Transit District's (LTD) EmX Bus Rapid Transit (BRT) stop on Franklin Boulevard, adjacent to a PeaceHealth Rides bike-share station near Agate Street, and next to the Ruth Bascom Riverbank Path, one of Eugene's primary shared-use cycling corridors. ODOT POINT Cascades buses accommodate bicycles on board, meaning a rider can bring their bike from Portland and continue their trip by bike from the UO stop for a fully car-free, multi-modal journey. A rider without a personal bike can complete an all-electric, multi-leg trip, intercity bus to LTD's BRT to bike-share, with no car required. The 17.5-foot wide sidewalk along the proposed project site on E. 13th Avenue, and a secondary pedestrian path through the site to campus dormitories and venues, further support active transportation access.

Second, electric buses deliver a measurably better passenger experience, quieter, cleaner, smoother, which peer-reviewed research links directly to higher transit ridership intentions. Flaris et al. (2023), in a study of 793 transit riders and general population respondents in Salt Lake City, found that battery electric bus comfort attributes, including quieter operation, better acceleration, no diesel exhaust, had a highly significant positive effect on behavioral intentions to use public transit. A better intercity bus experience means more riders choosing the bus over driving, and those riders complete their first and last miles on foot, by bike, or on local transit.

Third, the fuel cost stability that electric buses provide enables more predictable service pricing and, over time, the potential for service expansion, both of which support ridership growth and the associated active transportation trips they generate.

Finally, the project supports wider transit system electrification on an intercity route that touches communities in five Oregon cities. All of the benefits mentioned here can be applied to the communities served by the ODOT POINT Cascades route when electrified by this single charger located at the UO.

Select all that apply to your project.

Improves the passenger experience.

Benefits multiple transportation service providers.

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

Improves the Passenger Experience

The project improves the passenger experience at the UO campus bus stop in three distinct and

reinforcing ways: through elimination of diesel exhaust and noise pollution at the boarding area, through physical infrastructure upgrades to the waiting environment, and through the qualitative step-change in ride quality that comes with replacing diesel motorcoaches with electric buses. People waiting for and riding diesel buses are exposed to elevated concentrations of diesel particulate matter compared to car occupants, a well-documented public health finding (Behrentz et al., 2004; Apte et al., 2011). For the POINT Cascades ridership, where 47% are age 55 or older and 25% have disabilities, this involuntary exposure at the boarding area is a genuine health concern that electric buses eliminate entirely.

The project's concept design, developed through an EWEB-funded planning process with design consultant KPFF, includes a package of bus stop improvements alongside the charging infrastructure installation. These include the addition of a new 15-foot covered bus shelter to protect riders from the elements while waiting for the bus and a new concrete paving in the bus parking zone to create a safe, stable, and accessible boarding surface that can withstand bus weights better than existing asphalt pavement that is subject to subsistence and warping. Taken together, these improvements transform a functional but minimal curbside stop into a proper intercity bus boarding area, and one that reflects the significance of Oregon's highest-ridership intercity corridor and provides meaningful comfort to the 101,772 annual riders who use it. This includes the 47% of riders who are age 55 or older and the 25% who have disabilities affecting their ability to drive, for whom the quality of the waiting environment, such as exposure to harsh and inclement weather, is not a minor convenience but a genuine accessibility consideration.

Beyond the physical stop improvements, the transition to electric bus service itself delivers a substantially better passenger experience. Electric motorcoaches eliminate the diesel exhaust, engine noise, and vibration that characterize the current rider environment. Riders waiting at the curb will no longer be exposed to idling diesel emissions during bus dwell time – a direct benefit for the surrounding UO campus community and boarding passengers alike, and particularly meaningful at a site that ODEQ scores at 3.2 out of 5.0, above the statewide midpoint, indicating above-average diesel exhaust burden, for diesel exhaust exposure burden. On board, electric buses offer a quieter, smoother ride with more consistent acceleration and braking, which reduces motion discomfort and improves the experience for passengers with mobility impairments, those using mobility devices, older adults, and anyone making the approximately two-hour trip between Eugene and Portland.

The noise reduction alone carries meaningful health implications. Diesel buses can generate up to 90 decibels of engine noise, which are above the 85 dB threshold the New Leaf Hearing Clinic identifies as harmful to human hearing, and makes electric buses a measurable improvement in hearing safety for all riders, and particularly those with hearing impairments or sensitivities. This benefit will also be heard late at night by students in dorms located across the street who are subjected to diesel bus noise as late as 12:20AM according to the existing ODOT POINT Cascades route schedule.

MTRWestern's real-world electric bus experience from a Bellingham–Seattle Amtrak connector route supports these ride quality improvement claims. On that electric route, previously underutilized rear seats, historically avoided due to diesel engine proximity, now fill equally to the front, and drivers report that riders consistently describe feeling less fatigued after multi-hour electric trips. The mechanism is straightforward: lower ambient noise and vibration over the course of a two-hour journey produces a meaningfully less tiring and more enjoyable ride.

For the 8% of POINT riders who use the route for medical appointments and the 25% with disabilities, specifically, these are not incidental improvements but are meaningful quality-of-life enhancements on every trip. The proposed charger will enhance the rider experience for UO students and the broader Eugene-Springfield community who depend upon the public intercity transit service.

Benefits Multiple Transportation Service Providers

This project benefits several transportation service providers through a single infrastructure investment. The primary and immediate beneficiaries is the intercity service currently operated include the ODOT

POINT Cascades route Portland-Eugene service. ODOT, as the owner of the POINT Cascades route and a formal project supporter, as affirmed in a letter from Public Transportation Division Administrator Suzanne Carlson, views this project as an essential step toward making the state's intercity bus network cleaner and more efficient. The Cascades service will be able to immediately leverage MTRWestern's growing electric fleet that currently consists of four battery-electric Class 8 motorcoaches in service and six more on order. These procurements have occurred outside of the proposed project and constitute a roughly \$10M investment by MTRWestern in electric bus technology for Oregon.

MTRWestern itself is a direct beneficiary as a transit operator since the project resolves the single barrier preventing deployment of its electric fleet on the Cascades intercity route. MTRWestern has already invested approximately \$1.3 million in a 20-port charging facility at its Portland depot and is developing a \$706,000 overnight charging project at its Eugene depot to allow overnight charging of buses, but neither of those investments can unlock intercity electric service without the on-route opportunity charging this project provides. The project therefore activates and compounds the value of MTRWestern's own prior and ongoing fleet electrification investments, totaling over \$13M and supported by significant grants from ODEQ.

The project also benefits the communities along the POINT Cascades route, including Portland, Tualatin, Salem, Albany and Eugene. The transit operators in these areas will benefit from increased ridership expected from the improvements to the Cascades service expected from electrification.

The project will directly benefit other service providers locally in Eugene who need to charge at a dedicated, public heavy-duty bus fast charger. The project is explicitly designed to make the charger capacity available to other heavy-duty electric vehicle operators during scheduled windows when POINT buses are not present. There will be significant capacity at the proposed 13th and Agate bus stop to support additional public bus operators when they electrify. This forward-looking design means the project functions as shared public charging infrastructure for the corridor benefiting future intercity operators, charter bus companies serving UO athletic events at Hayward Field and Matthew Knight Arena, electric school buses, and any other heavy-duty operator seeking a charging point along the southern I-5 corridor where no dedicated public heavy-duty charging currently exists. These could include FlixBus, Groome Transportation shuttling riders from PDX International Airport to Eugene, and others.

Finally, the project will directly benefit LTD as an additional service provider nearest the project site. The project site's location is less than 100 yards from LTD's EmX Bus Rapid Transit stop and positions the UO campus bus stop as multi-provider transit node. Riders arriving from Portland via the ODOT POINT Cascades service can immediately connect to LTD's regional BRT network, and the physical improvements to the bus boarding area in the form of a bus shelter improve the quality of that connection. The project thus strengthens the functional integration between intercity and regional transit services at this location, advancing the goals of a more connected and useful Statewide Transit Network, as described by ODOT's STIF Intercommunity Discretionary program priorities.

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

Yes

Please describe.

The project stands to deliver additional community benefits in the form of noise reduction. Electric buses are near-silent aside from road noise and operate at much quieter levels compared to diesel equivalents, which can be as loud as 90 dB and 85dB is considered harmful to human hearing (New Leaf Hearing Clinic). The transition to electric buses the project allows will directly reduce noise exposure for riders with hearing sensitivities (statistically overrepresented among POINT's older riders), nearby UO students in adjacent residence halls from quieter electric bus "idling", and East University neighborhood residents near the Jaqua Center stop. Reduced noise also benefits passengers at the boarding area.

Safety

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

Other

If you selected "Other", please describe.

The project will deliver several Other benefits in the form of Public Health and Safety benefits, via diesel emissions elimination and noise/vibration reduction from the switch to electric buses from diesel buses that is supported by the project's charger, the installation of protective bollards (at the station loading zone that will protect the charger and waiting riders, and the installation of riders waiting for the bus due to the proposed new bus shelter that will shield riders from the harsh elements.

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.

This project will improve safety for vulnerable road users and transit riders through two direct mechanisms:

1. Rider Health and Safety: Elimination of Harmful and Carcinogenic Diesel Exhaust Emissions by Facilitating Transition to Zero-Emission Bus Operation

The project's primary safety benefit is the removal of diesel exhaust from the boarding environment at the Eugene terminus, where transit riders, who disproportionately include people with disabilities, older adults, and low-income individuals, currently wait adjacent to idling diesel buses. While the transit service operator strives to limit idling, this can be challenging when cabin heating or air conditioning is needed for those still on board the bus during loading and unloading. Diesel exhaust is classified by ODEQ as a known carcinogen containing PM2.5 and NOx and mitigating human exposure to it provides a notable public health benefit.

The project site at 1615 E 13th Ave carries an ODEQ Environmental Justice diesel exhaust burden score of 3.2 out of 5.0, placing this neighborhood in the top tier of diesel-burdened communities in Oregon. Each electric bus replacing a diesel bus eliminates approximately 600 lbs of NOx and 90 lbs of PM2.5 annually (U.S. EPA Diesel Emissions Quantifier). Across 5 daily bus visits to this location, the project eliminates approximately 3,000 lbs of NOx and 450 lbs of PM2.5 per year from this terminus environment. The 25% of POINT riders with disabilities that affect their ability to drive and the 22% who are caregivers of persons with mobility disabilities are individuals who may spend more time at bus stops and are more medically vulnerable to air pollutants, making this a direct and measurable health safety improvement for them. For the 47% of riders who are age 55 or older, reduced PM2.5 exposure lowers cardiovascular and pulmonary disease risk, which is particularly elevated in older adults.

2. Physical Safety Improvements for Riders at Project Site

The proposed project would install a bus shelter where none currently exists to shield riders from the elements while they wait for bus loading and unloading. Across many communities, access to shelter at bus stops is surprisingly rare given the number of bus stops and cost to construct shelters.

The protective bollards installed as part of this project define and protect the active charging and bus pad area, preventing accidental vehicle incursion into the zone where buses charge and riders board. This improvement protects road users as a result.

Sources: Oregon DEQ, The Concerns about Diesel Engine Exhaust, February 2015; U.S. EPA Diesel Emissions Quantifier; ODOT POINT Research Report, January 2023.

Climate Mitigation

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

The project primarily delivers ongoing climate benefits through its operation to minimize the project's impacts on the climate. The project would further reduce the climate impact of facility construction during the construction phase by encouraging contractors to use renewable diesel (R99) in their on-road vehicles and off-road construction equipment involved with the project's construction. The UO encourages all construction providers to do this since renewable diesel produces around 60% fewer lifecycle carbon emissions than fossil diesel. The project will also use EWEB's power supply for construction site electrical needs, which means electricity is sourced from 90% renewable electricity sources, minimizing electricity-related construction emissions.

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".

This project reduces GHG emissions by supporting transition from diesel intercity bus service to zero-emission, all-electric bus operations on one of Oregon's busiest and most carbon-intensive transit corridors, enabled by the UO's strategically placed charger.

The Portland-Eugene ODOT POINT Cascades corridor currently operates 5 daily round trips (10 total trips) on diesel buses, consuming approximately 105,444 gallons of diesel and producing approximately 1,184 tons of CO₂ per year (10 one-way trips × 130 miles × 365 days = 474,500 annual bus miles; 474,500 ÷ 4.5 mpg = 105,444 gallons; 105,444 × 22.45 lbs CO₂/gallon ÷ 2,000 = 1,184 tons CO₂ annually).

Each electric bus on this route eliminates the combustion of approximately 21,089 gallons of fossil diesel fuel and 237 tons of CO₂ annually. The Eugene charger immediately enables 3 of 5 daily round trips to operate on zero-emission power, preventing approximately 711 tons of CO₂ per year upon commissioning, growing to full route elimination of 1,184 tons of CO₂ per year once the complementary Portland Union Station charger is installed. That trajectory contributes directly to Oregon's legally binding greenhouse gas reduction targets of at least 45% below 1990 emission levels by 2035 and 80% reductions by 2050 from a transportation sector that generates 39% of all state emissions; the largest source of emissions in the state. The proposed project facilitates a fuel switch on the POINT Cascades service that delivers a lower carbon form of transportation in electrified buses.

The project's emissions benefits extend beyond direct fuel displacement. The route is a proven alternative to personal vehicle travel: ODOT's POINT Research Report (2023) found that 36% of riders would have driven a personal car if the service hadn't been available. Electric bus service that is cleaner, quieter, and more reliable further accelerates mode shift away from single-occupancy I-5 travel, one of Oregon's highest-VMT highway segments. Finally, EWEB, which supplies power to the UO substation serving this project, derives over 90% of its generation from clean, renewable energy sources, meaning each kWh consumed by the electric buses carries near-zero lifecycle emissions, a fraction of the 22.45 lbs of CO₂ produced by every gallon of diesel it replaces.

Sources: MTRWestern sustainability data; EWEB power supply data; ODOT POINT Research Report, January 2023.

Beyond the direct displacement of diesel fuel on electrified trips, this project takes several additional steps that compound its GHG reduction potential and broaden its climate impact.

Encouraging Ridership Through Electric Technology

The transition to electric motorcoach service could meaningfully increase ridership on the Portland–Eugene corridor. Peer-reviewed research by Flaris et al. (2023) found that battery electric bus comfort attributes such as quieter operation, better acceleration, and no diesel fumes had a highly significant positive effect on the general public's behavioral intentions to use public transit. The study also found that 71% of surveyed transit riders supported their agency electrifying its fleet, and 77% would consider an agency with electric buses to be more innovative. Applied to the Portland–Eugene corridor, this evidence base suggests that electrification is not merely an environmental upgrade but also a ridership growth strategy. MTRWestern's own experience on the Bellingham–Seattle Amtrak connector supports

this: ride quality improvements on that electric route have expanded seat utilization. A similar effect on the Portland-Eugene Cascades corridor, which already sees over 100,000 annual riders, could draw new passengers from single-occupancy I-5 vehicle travel. Given that ODOT's POINT Research Report (2023) found that 36% of current riders would have driven personally without the service, even a modest ridership increase from electrification would produce meaningful additional GHG reductions by taking cars off the road.

Multimodal Connectivity

The project includes physical bus stop improvements in the form of a covered bus shelter that makes the Eugene terminus more functional and welcoming as a transit connection point. Combined with the stop's proximity to LTD's EmX BRT service, these upgrades reduce the barrier to car-free travel by improving the full trip experience, not just the intercity leg, and making sustainable multimodal travel more practical for more people.

Seeding Corridor Infrastructure for Other Operators

The 180KW dual-port charger is sized to serve the ODOT POINT Cascades operations but will be available to other heavy-duty electric vehicle operators during scheduled open windows. As one of the only public-facing heavy-duty chargers in Oregon outside of Portland, the project fills a critical infrastructure gap along the southern I-5 corridor that currently deters other operators from electrifying. That availability is itself a catalyst for broader fleet electrification by other intercity, charter, and regional transit operators. Supporting additional heavy-duty electrification outside of the existing transit route would compound GHG reductions beyond the project's direct footprint.

EWEB Electricity Emissions

EWEB, which supplies power to the UO and this project, derives over 90% of its generation from renewable energy sources. This means each kilowatt-hour consumed by the electric buses carries near-zero lifecycle emissions and a fraction of the 22.45 lbs of CO₂ produced by every gallon of diesel an electric replaces. This displacement is only made possible by the proposed project's charging infrastructure.

A Replicable Model for Statewide Climate Impact

This project is explicitly designed to be catalytic. A successful Portland-Eugene corridor electrification demonstrates the technical and financial viability of intercity bus charging infrastructure for similar investments on other Oregon routes serving rural and lower-income communities. The project team would be available to share lessons learned and outcomes of the project with any other interested transit providers. The project and team members would be made available to the UO School of Planning, Public Policy & Management (PPM) to be studied and replicated in student or faculty-developed literature and the materials disseminated more widely for adoption by others.

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.

This project installs charging infrastructure to enable operation of battery-electric intercity coaches already in service and on order by MTRWestern. No vehicles are acquired under this application. Relevant vehicle data: MTRWestern's electric coaches serve the Portland-Eugene Cascades corridor; each vehicle eliminates approximately 600 lbs NOx and 90 lbs PM2.5 annually (EPA DEQ) and approximately 109 tons CO₂ per year (MTRWestern data).

Access

What are the specific geographic boundaries of your transit service area? If you have a shapefile,

file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

The specific geographic boundaries of the transit service area include the I-5 corridor starting in Portland, OR near Union Station and running south to end in the City of Eugene, specifically at 1615 E 13th Ave where the project would be located. The project site is located within the City of Eugene urban growth boundary (Lane County). The intercity bus service enabled by this charging infrastructure, in the form of the ODOT POINT Cascades bus route, connects five communities across approximately 110 miles of the I-5 and Willamette Valley corridor: the City of Portland (Multnomah County), Tualatin (Washington County), Salem (Marion County), Albany (Linn County), and Eugene (Lane County).

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 project serves multiple communities and the geographic boundaries of the project include five communities located along the Interstate-5 corridor between Portland and Eugene Oregon. Specifically, the communities served by the project include Portland (Multnomah County), Tualatin (Washington County), Salem (Marion County), Albany (Linn County), and Eugene (Lane County). Together these communities span the length of Oregon's most-populated corridor outside the Portland Metro, with the route passing through or adjacent to several rural communities with limited alternative transportation options.

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

Yes

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

The project engaged resource-limited groups through four documented channels:

1. ODOT POINT Rider Research.

The most comprehensive and direct engagement with resource-limited groups on this corridor was conducted by ODOT through its POINT Intercity Bus Research Quantitative Research Report. This study was explicitly designed to capture the needs and preferences of underserved populations, with targeted recruitment of people with limited mobility, people without access to personal vehicles, people with low household incomes, and BIPOC community members. The study surveyed participants recruited through mailed invitations to a random sample of 4,000 households within 15 miles of Cascades Route stops, targeted social media outreach via ODOT's POINT channels, and digital recruitment. The project team reviewed these findings in full and used them to define project scope and priorities, including the covered bus shelter, and the emphasis on maintaining existing service frequency without disruption with more reliable electrified buses and sufficient charging infrastructure, and the importance of investing in intercity bus service through the proposed project. The UO campus where the project's charger would be located was identified as the fourth most-requested stop by non-riders in that survey, with 34% of non-riders expressing interest in a UO stop, directly affirming demand from the transit-dependent population this project serves.

2. City of Eugene Community Planning Processes.

This project implements transportation and climate actions developed through years of structured community engagement in Eugene. The City's Climate Action Plan 2.0 (2020) was developed over two years through multiple public forums held across Eugene and a dedicated Sustainability Equity Panel, convened from June 2021 to May 2022 and composed of eight organizations representing marginalized and resource-limited communities including St. Vincent de Paul Society of Lane County. That panel reviewed and shaped the transit and climate actions this project fulfills. The City's 2035 Transportation System Plan, adopted through a formal public hearing before both Eugene City Council and Lane County Commissioners, established the mode share and transit investment goals this project advances. The

Electric Vehicle Strategy (2019), directed by City Council and developed through LCOG stakeholder engagement, set the electrification targets this project directly serves.

3. University Community Engagement.

The University of Oregon's transportation planning processes have documented student and campus community demand for intercity bus service, particularly among lower-income students traveling between Eugene and the Portland metro without personal vehicles. Stakeholder meetings conducted during the concept design phase in 2023 included regular POINT Cascades riders from the UO community, and input from those sessions informed the project's commitment to zero service disruption during construction and clear rider communication before and during construction activity. The project team met with the UO's Associated Students of the University of Oregon (ASUO) leadership to share the proposed project's plan to electrify the route and was met with overwhelming support for electrifying the route, upon which many UO students depend for transportation between Portland and Eugene.

4. Planned Engagement Upon Project Completion.

The UO will hold a public ribbon-cutting event upon commissioning that will specifically invite community organizations, student groups, and partner agencies serving transit-dependent populations to mark the launch of zero-emission intercity bus service. The event will be promoted in advance through the UO Around the O institution-wide newsletter and the UO Office of Sustainability newsletter. Coverage is anticipated from the Daily Emerald (UO's student newspaper) and 2–3 local Eugene-area news outlets, extending project awareness to the broader population of current and potential transit riders — including the low-income, older adult, and vehicle-free riders who depend most on this corridor.

Sources: ODOT POINT Intercity Bus Research Quantitative Research Report, January 2023; City of Eugene, Climate Action Plan 2.0, 2020; City of Eugene, Community Engagement for Climate Action and Sustainability Equity Panel, 2021–22; City of Eugene, 2035 Transportation System Plan, adopted 2017; City of Eugene, Electric Vehicle Strategy, 2019.

How may resource-limited groups benefit from this project?

The riders of the ODOT POINT Cascades route are this project's equity beneficiaries, its primary users, and, as a group, definitionally resource-limited groups. ODOT's 2023 POINT Research Report documents that the ridership on this corridor is disproportionately composed of exactly the populations who face the greatest barriers to accessing social, economic, health, and educational resources:

Low-income riders.

Twenty-seven percent of POINT Cascades riders earn less than \$50,000 per year. These riders depend on the bus because they cannot afford the alternative: driving, flying, or owning a personal vehicle.

Electrification delivers two direct benefits to this group in the form of 1) a better ride experience that makes the bus more competitive with driving, and 2) lower cost and more stable operating cost that is insulated from volatile liquid fuel price fluctuations. This latter point means long-term operating cost stability that protects against fare increases driven by diesel price volatility and preserves transit service through electrification. The fuel and maintenance cost savings associated with electric buses insulate the route's operating economics from the diesel price spikes that have historically driven fare surcharges on intercity services and jeopardized service.

Older adults.

Forty-seven percent of POINT Cascades riders are age 55 or older, including 27% who are 65 or older. Electric buses provide a quieter, smoother, lower-vibration ride that reduces travel fatigue for long-duration trips, which is a benefit documented by MTRWestern's operational experience on its Bellingham–Seattle electric intercity bus route, where riders report less fatigue after multi-hour electric trips. The physical stop improvements included in this project also benefit lower-resource groups by installing a new covered bus shelter where inclement weather, as is common in Oregon, harms lower-resource riders with less access

to more protective and costly clothing or apparel. The elimination of diesel exhaust at the boarding area supported by the project also reduces respiratory exposure that is particularly harmful for older adults.

People with disabilities.

Twenty-five percent of POINT Cascades riders have disabilities affecting their ability to drive, compared to 12% of non-riders. Nineteen percent have disabilities affecting how they use bus services. For these riders, the bus is not a choice and is the primary mechanism by which they access healthcare, family connections, and essential services. Electric buses provide smoother acceleration and braking that reduces motion discomfort for passengers with disabilities involving hearing and motion sensitivities.

BIPOC riders.

Thirty-nine percent of POINT Cascades riders are BIPOC, nearly 2.5 times the rate of non-riders (16%). Research consistently shows that transit riders are exposed to higher concentrations of diesel particulate matter than car occupants due to proximity to idling engines (Behrentz et al., 2004; Apte et al., 2011). Electrification eliminates this involuntary exposure at the source. The project also advances the City of Eugene's equity commitments, developed through its CAP 2.0 Sustainability Equity Panel, to ensure that the benefits of transportation electrification reach communities that have historically borne disproportionate pollution burdens, including the community nearest the site slated for charger installation and bus idle elimination.

According to the ODOT POINT Intercity Bus Research Quantitative Research Report, 39% of POINT Cascades riders identify as BIPOC and is more than double the 16% BIPOC share among non-riders surveyed along the same corridor. This overrepresentation reflects the well-documented relationship between transit dependence and structural barriers to vehicle ownership, including income inequality, discriminatory lending and insurance practices, and unequal access to wealth-building that have historically limited car ownership rates among Black, Indigenous, and people of color communities. For these riders, the ODOT POINT Cascades route is not a discretionary travel option but a primary means of accessing employment, education, healthcare, and family connections across the Portland-Eugene corridor. By enabling the electrification of this route, the proposed project delivers cleaner air, reduced noise, and improved service reliability to a ridership population that is disproportionately BIPOC and lower resource. The project thus directly extends the benefits of Oregon's transportation electrification transition to communities that have been largely excluded from it through the personal EV market.

People without personal vehicles.

Twenty-four percent of POINT riders lack access to a personal vehicle for intercity travel, compared to 8% of non-riders, which is a rate three times higher. Eighteen percent do not drive at all. For these riders, the POINT Cascades route is the intercity transportation network. For 6% of riders, it is their only option. Said another way, these riders would not have been able to make their trip at all without POINT service. Electrifying this route ensures that the service these riders cannot replace is not only preserved but improved, and that the quality of zero-emission transportation they access is equivalent to what higher-income Oregonians access through personal EVs. The proposed project is, in the most direct sense, how the electrification transition reaches the people who cannot participate in it through personal vehicle ownership.

University of Oregon Students

College students represent a distinct and well-documented segment of POINT Cascades ridership, concentrated among the route's youngest and most transit-dependent riders. The ODOT POINT Intercity Bus Research Quantitative Research Report found that riders aged 18–24 account for 16% of the rider base, representing the youngest age cohort surveyed, and students represent 6% of riders by employment status. These figures almost certainly undercount student ridership on the Portland-Eugene corridor specifically, given that the University of Oregon, Oregon State University, Willamette University, and Portland State University all anchor the route's primary endpoints and intermediate stops in the communities served by the Cascades route poised for electrification by the proposed project.

College students are disproportionately low-income, frequently lack personal vehicle access, and rely on intercity bus service for travel between campus and home during academic breaks, medical appointments, internship or employment obligations in Portland, or access to air travel out of Portland International Airport that tends to be lower cost and provide more flight options than the local airport in Eugene. Finally, the proposed charging station is located directly on the UO campus at 1615 E 13th Ave where the same bus stop served daily by POINT Cascades can negatively impact nearby students in dormitories with diesel exhaust and motor noise. Electrified buses spurred by the project would eliminate these externalities for students adjacent to the project site.

Sources: ODOT POINT Intercity Bus Research Quantitative Research Report, January 2023; Oregon DEQ Environmental Justice Screening Tool; Behrentz et al., 2004; Apte et al., 2011; MTRWestern Letter of Support, July 2025; City of Eugene, Climate Action Plan 2.0 Sustainability Equity Panel, 2022.

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

This project is not expected to create burdens for resource-limited communities. The charging infrastructure is installed on existing UO-owned land with no displacement of any current uses. No fare increases or service changes are associated with this project. Temporary construction activity will create short-term noise and potential access disruption at the Jaqua Center stop area. The project team will coordinate with MTRWestern and ODOT to provide clear advance notice to riders, and particularly those with disabilities and older riders for whom unexpected changes are most disruptive, through posted signage, ODOT's POINT communications channels, and MTRWestern's customer notification system. Accessible alternative boarding arrangements during any construction period will be confirmed with MTRWestern prior to construction commencement.

Infrastructure and multi-modal connectivity

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

Yes

Please explain.

This project improves both bus-related infrastructure and multimodal connectivity, transforming an existing curbside stop into a functional intercity transit hub integrated with the surrounding active transportation network.

Bus-Related Infrastructure

The project delivers direct upgrades to the physical bus stop at 13th Avenue and Agate Street as part of the overall charging infrastructure installation. The concept design, developed with design consultant KPFF, includes the following bus stop improvements:

- Addition of a new 15-foot covered bus shelter providing defined, weather-protected waiting space at the curb for arriving and departing intercity passengers
- Retention and improvement of existing seating at the stop
- New concrete paving in the bus parking zone, replacing the existing surface with a stable, level, ADA-compliant boarding area suited to the needs of the route's transit-dependent ridership
- Removal and relocation of three existing bicycle racks that currently create conflict between cyclists and boarding passengers, clarifying and improving the bus boarding zone

These improvements directly upgrade the functional quality of the stop for the intercity services it and establishes a proper boarding environment commensurate with Oregon's highest-ridership intercity corridor. The charging infrastructure itself is integrated directly into the bus stop footprint, with the charger positioned within the bus parking zone so that buses can connect to the charger during their scheduled dwell time without any operational disruption to the boarding area or E. 13th Avenue traffic flow.

Multimodal Connectivity

The project site at 13th Avenue and Agate Street is the primary eastern gateway to the University of Oregon campus and is already embedded in a dense multimodal context that this project reinforces and activates. The site sits just one city block (<100 yards) from Lane Transit District's EmX Bus Rapid Transit stop on Franklin Boulevard, which is Eugene's primary BRT corridor connecting the campus to downtown Eugene, Springfield, and the broader Lane County transit network. A rider arriving from Portland on an electric POINT bus can step off the bus and walk less than two minutes to an EmX stop, completing an all-electric, multi-leg trip from virtually anywhere in the Portland metro area to any destination served by LTD's network. Riders with bicycles can bring them on board MTRWestern's coaches, arriving at the UO stop with their bike and continuing directly to their destination without any additional connection. This seamless transfer capability between intercity and regional transit services, and the bike-on-bus option, are direct connectivity benefits of the project's siting that no other location in Eugene could replicate.

The site also sits adjacent to existing bicycle storage infrastructure and is in close proximity to a PeaceHealth Rides bike-share station near Agate Street, as well as the Ruth Bascom Riverbank Path, one of Eugene's primary shared-use recreational and commuter cycling corridors.

The site's walkability is similarly strong. The existing sidewalk along E. 13th Avenue measures roughly 17.5 feet in width on the primary approach, and a secondary pedestrian path through the site connects the bus stop to the interior of the UO campus, dormitories, and key destinations including Matthew Knight Arena and Hayward Field. Visitors arriving by electric intercity bus for campus events can walk directly to their destination without relying on a car, reducing vehicle demand and reinforcing the site's role as a sustainable mobility gateway to the university and its surrounding neighborhoods.

Readiness to Proceed

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

This project will be successfully completed on budget and within the grant agreement period because the project team has spent more than three years in active planning, design, and engineering work to arrive at this funding request, a development timeline that substantially de-risks execution and positions the project to move into construction immediately upon award. Each of the primary variables that most commonly cause infrastructure projects to stall or fail has been resolved in advance and are discussed in detail, below.

Site and Utility Readiness

The University of Oregon owns the project site at 1615 E 13th Ave, Eugene. No property acquisition is required, removing the single most common cause of transit project delays. Utility capacity has been confirmed in writing and attached in the supporting documentation: EWEB's Systems Engineering Supervisor confirmed in August 2025 that 200kW of additional electrical load is available at the UO Substation with no service modifications required. Utility capacity uncertainty is the most common cause of electrical infrastructure cost overruns, and this variable has been fully eliminated.

Design and Engineering Status

A comprehensive concept design and feasibility study funded by EWEB's 2023 Electric Mobility Grant was completed in late 2024 and is included in the supporting documentation. The study produced a validated and preferred site layout, preliminary electrical design, and contractor-bid-informed cost estimates that directly informed this application. Building on that foundation, the UO has committed \$200,000 of internal funds to the project, of which \$100,000 has recently been used to initiate final site design and engineering. This effort is currently underway and, upon completion in 2026, will position the project to move forward immediately into procurement and construction upon award from ODOT in 2027. This work will produce construction-ready drawings and updated cost estimates before the CTG final application deadline of June 15, 2026, meaning the project will enter the procurement phase immediately upon grant award without any

intervening design work required.

Permitting Pathway

The City of Eugene permitting requirements were identified during the concept design phase and the City has expressed strong support for the project, as documented in the attached letter, and is committed to permitting the project within the City of Eugene right-of-way. Standard City of Eugene permitting timelines have been factored into the project schedule and present no risk to the grant agreement period.

Funding Certainty and Contingency

The University of Oregon requires that all construction projects have a minimum of 20% of total project costs secured as contingency reserves before construction can be initiated. This institutional requirement is not discretionary and is a financial control applied to every capital project the UO undertakes, ensuring that projects do not break ground until sufficient reserves exist to absorb cost overruns without stopping work mid-construction. The complete local match funding stack is fully committed and carries zero funding uncertainty: the UO's \$200,000 internal cash contribution and the \$30,000 EWEB 2025 Electric Mobility Grant award are both secured. Together with the requested CTG Phase 2 funds, this funding stack satisfies the UO's 20% contingency threshold, meaning the project will meet the university's own internal construction initiation standard at the time of award and will be cleared to proceed immediately. The project budget was developed using contractor bids obtained during the 2024 concept design phase and is being updated through the final engineering currently in progress, with contingency budgeted for materials cost volatility and tariff risk.

If actual costs exceed the budgeted amount, the project team will implement the following escalating measures in order: first, draw on the contingency reserve built into the project budget and required prior to construction initiation under UO policy; and second, in an extreme scenario only, reduce construction scope by omitting the bus concrete pad and bus shelter to focus on the minimum viable configuration that consists of the heavy-duty charger, transformer, ductbank, and other make-ready electrical infrastructure required to energize the charger. This tiered approach ensures the project will reach a functional and operational outcome under any foreseeable cost scenario.

Partners Committed

MTRWestern has committed the 180KW dual-port charging station unit as an in-kind contribution and is currently operating four battery-electric motorcoach buses and receiving delivery of six additional battery-electric buses, of which at least 3 buses are proposed for deployment on this corridor upon project completion, and up to 5 electric buses would be deployed when the northern terminus charger is installed near Union Station in Portland, Oregon. This commitment from MTRWestern eliminates a major equipment procurement variable to ensure the funded charger is utilized to its fullest. ODOT has confirmed support as the owner of the POINT Cascades route, as documented in the attached letter from Public Transportation Division Administrator Suzanne Carlson. Both partners have dedicated staff actively engaged in the project.

Schedule

The project is expected to reach operational status by the end of 2027 at the earliest, or the end of 2028 at the latest, well within both the STIF July 2027 procurement readiness date and the federal 5339(a) capital performance period deadline of June 2031. The project's extended pre-development phase has resolved the technical, siting, utility, and partner coordination questions that most commonly introduce schedule risk, and the project is ready to move directly into permitting and procurement upon award.

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

N/A. The project's construction will not last beyond 2028.

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. The project has already secured one additional discretionary grant from the Eugene Water & Electric Board (EWEB) Community Mobility Fund for \$30,000. This grant was awarded and the UO is under contract to complete the activities outlined in the grant that include completing this project proposed to ODOT for funding consideration.

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

The project plans include a plan for contingency. The University of Oregon requires that all construction projects have a minimum of 20% of total project costs secured as contingency reserves before construction can be initiated. This institutional requirement is not discretionary and is a financial control applied to every capital project the UO undertakes, ensuring that projects do not break ground until sufficient reserves exist to absorb cost overruns without stopping work mid-construction. The complete local match funding stack is fully committed and carries zero funding uncertainty: the UO's \$200,000 internal cash contribution and the \$30,000 EWEB 2025 Electric Mobility Grant award are both secured. Together with the requested CTG Phase 2 funds, this funding stack satisfies the UO's 20% contingency threshold, meaning the project will meet the university's own internal construction initiation standard at the time of award and will be cleared to proceed immediately. The project budget was developed using contractor bids obtained during the 2024 concept design phase and is being updated through the final engineering currently in progress, with contingency budgeted for materials cost volatility and tariff risk.

If actual costs exceed the budgeted amount, the project team will implement the following escalating measures in order: first, draw on the contingency reserve built into the project budget and required prior to construction initiation under UO policy; and second, in an extreme scenario only, reduce construction scope by omitting the bus concrete pad and bus shelter to focus on the minimum viable configuration that consists of the heavy-duty charger, transformer, ductbank, and other make-ready electrical infrastructure required to energize the charger. This tiered approach ensures the project will reach a functional and operational outcome under any foreseeable cost scenario.

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

The project can be scaled down to omit the bus shelter and/or the concrete bus parking pad (ie, the project's Transit Facilities) and still install and operate the charging infrastructure as planned. However, the project cannot be scaled down further without jeopardizing the entire charging infrastructure portion of the project, which reflects the original focus of the project and all associated project benefits mentioned above.

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

N/A - our agency does not create and maintain GTFS data.

Environmental

Will the proposed project involve FTA funding? (Not including an award from this grant program)
No

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

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

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

No

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

No

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

No

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

Final design activities – any design beyond 30%

No

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

No

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

Yes

Please provide additional details.

The project proposes to purchase construction materials across four categories, as documented in the KPFF and Wood Harbinger engineering cost estimates: electrical distribution materials including heavy-gauge XHHW conductors, medium-voltage cable, a 500 kVA pad-mount transformer, switchboard components, breakers, and metering equipment; underground conduit and ductbank materials including 4" and 2" conduit runs, precast concrete manholes, and trench fill; the primary charging equipment consisting of one 180 kW heavy-duty DC fast charge dispenser with associated vandalism protection; and civil and site materials including concrete for a 1,400 square foot bus charging pad, site paving, trench repair aggregate, bollards, and a bus stop shelter. Combined, these materials represent the core physical inputs required to construct a dedicated heavy-duty electric bus charging facility at the University of Oregon's ODOT POINT Cascades terminus at 1615 E 13th Avenue, Eugene.

Purchase of rolling stock

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

Please provide additional details.

The project includes some excavation and trenching related to the construction of the concrete bus pad (transit facility) and installation of underground electrical make-ready infrastructure, including electrical conduit, PVC conduit piping, and ductbank. The project will also involve pouring of concrete for the concrete bus pad (transit facility), pedestal for electrical switchgear, transformer, and charging station, and pavement repairs to the sidewalk and any surrounding street surfaces requiring such repairs. The project

will also construct one bus shelter (transit facility).

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

No

Supporting Documents

Please provide any additional supporting documents

UOCharge-ConceptDesign.pdf

Letter of Support_EWEB.pdf

Letter of Support_ODOT.pdf

EWEB Ability-to-Serve Electric Load Confirmation.pdf

MTRWestern Letter of Support-signed.pdf

epcs_budget36706.xlsx

Letter of Support-City of Eugene.pdf

F_A_Rate_Agreement.pdf

Submitting Your Application

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

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

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

Signature

A handwritten signature in black ink that reads "Steve Mital". The signature is written in a cursive, flowing style.

Printed Name

Steve Mital

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

Yes

Submission Date

5/21/2026