

LANE TRANSIT DISTRICT
STIF ADVISORY COMMITTEE

Tuesday, March 5, 2019
3:30 p.m. to 5:00 p.m.

LTD BOARD ROOM

3500 E. 17th Avenue, Eugene

- | | | |
|-------------------------------------|---------------------------------|---|
| <input type="checkbox"/> Barnhart | <input type="checkbox"/> Haring | <input type="checkbox"/> Organ |
| <input type="checkbox"/> Cabbage | <input type="checkbox"/> Lacer | <input type="checkbox"/> Brindle (non-voting) |
| <input type="checkbox"/> Davini | <input type="checkbox"/> Linoz | <input type="checkbox"/> Reid (non-voting) |
| <input type="checkbox"/> Eyster | <input type="checkbox"/> Mazze | <input type="checkbox"/> Yeh (non-voting) |
| <input type="checkbox"/> Farrington | <input type="checkbox"/> Moore | |

AGENDA

- I. CALL TO ORDER
- II. ROLL CALL
- III. AGENDA REVIEW
- IV. AUDIENCE PARTICIPATION
- V. FUNDING REVIEW
 - a. STIF DISCRETIONARY
 - b. STATE TRANSIT NETWORK
- VI. REVIEW OF STIF ADVISORY COMMITTEE RECOMMENDATION ROLE
- VII. PROJECT EXPLANATION
- VIII. VOTE – FUND OR NOT FUND EACH PROJECT
 - a. PROJECT PRIORITIZATION (OPTIONAL)
 - b. PROJECT NOTES (OPTIONAL)
- IX. NEXT/FUTURE MEETING AGENDAS
- X. ADJOURNMENT

Call in Information:

You can dial in using your phone.

United States: [+1 \(312\) 757-3121](tel:+13127573121)

Access Code: 718-926-453

Live video: <http://metrotv.ompnetwork.org/>

Lane County Draft STIF Timeline

Upcoming Pre-Submittal Timeline for STIF Formula, Intercommunity Funds, and Discretionary Funds

March 5, 2019 –LTD STIF Advisory Committee Meeting to review STIF STN and Discretionary Fund applications

March 20, 2019 - LTD Board reviews the recommended STIF Formula Fund Plan from the Advisory Committee

April 2, 2019 – Tentative LTD STIF Advisory Committee Meeting if needed

April 17, 2019 – LTD Board reviews and finalized prioritized project list to submit to ODOT for STIF Formula Funds

May 1, 2019 – LTD submits STIF Plans to ODOT for Formula Funds

Formula Fund Process after LTD Submits STIF Plan

May - June 2019 – ODOT Review

July 2019 – Public Transportation Advisory Committee Subcommittee Review

August 2019 – Public Transportation Advisory Committee Review and Recommendations

September 2019 – Oregon Transportation Commission Presentation

October 2019 – Oregon Transportation Commission decision; Formula Fund Disbursement to Follow

Intercommunity and Discretionary Fund Process after LTD STIF Advisory Committee Submits Recommendations

May 2019 – Oregon Department of Transportation selection committee review

June 2019 – Public Transportation Advisory Committee review

July 2019 - Oregon Transportation Commission presentation

August 2019 – Oregon Transportation Commission decision

October 1, 2019 – Agreements effective

PROJECT SUMMARIES

Project	Project Description	Fund Sources Applicant Chose	Total Project Funding Amount	STN+STIF Disc. Funding Request	Match Amount	Overmatch Amount	Minimum Amt. Needed to Proceed	Match Sources	Project Category	Applicant
99 West Transit Corridor Feasibility Study	The project will assess and implement the need for transit along the 99W corridor from McMinnville to Junction City, as part of a larger regional connection along 99W from Eugene to Portland. Phase I/Demand Analysis: Will conduct existing transit provider interviews, focus groups in communities along the corridor, and stakeholder surveys of existing and potential riders. Develop preliminary route analysis with estimated frequency and estimated stops Phase II/Implementation Plan: Refine route details, determine vehicle type, and create a brand and marketing strategy. Phase III: Operate a 2 year pilot	<ul style="list-style-type: none"> · STIF Discretionary · STIF Intercommunity · FTA 5311(f) Intercity 	\$827,340	\$744,606	\$82,734.0	\$0.0	\$102,340.0	Benton County STIF Formula Funds	Vehicle Purchase - \$400,000 Planning - \$102,340 Project Administration - \$25,000 Operating - \$300,000	Oregon Cascades West Council of Governments
Coos Bay Coastal Connector	This is a new line of service beginning in Coos Bay and ending in Florence. Route will operate Monday, Wednesday, Friday and Saturday.-Will provide seating for ~10, free Wifi, 1 ADA station, bike rack, space for luggage/storage. Will conduct three round trips per day.-We anticipate charging the general public approximately \$10 for a one way trip. Service will be coordinated with all other public transit organizations along the route at designated stops. This will be a vital connection for residents of the south coast that will now allow them to get to and from services in Eugene. This route will close the gap along HWY 101 and will connect with the Coastal Express to the south, operated by Curry Public Transit; the Florence-Yachats Connector to the north, operated by Lane Transit District; and the proposed new extension to the east from Florence to Eugene, managed by Lane Council of Governments. We have already received verbal support from all these neighboring transit agencies as well as the Lane ACT and our own ACT (SWACT).We are also seeking funds to apply towards a transfer stop in Florence. We envision this stop to be a bike share station with Florence being a Key Transit Hub. We hope to equip the stop with wayfinding signage, illumination and possibly other feature and amenities depending upon the level of support and funding from ODOT, LCOG, LTD and the City of Florence.	<ul style="list-style-type: none"> · STIF Discretionary · STIF Intercommunity · FTA 5311(f) Intercity 	\$443,700	\$399,330	\$44,370	\$0	\$443,700	Unknnonwn	Vehicle Purchase - Expansion - \$125,000 Signs/Shelters Purchase - \$6,500 Planning - \$2,000 Project Administration - \$52,885 Operating - \$245,839 Preventative Maintenance - \$3,476 Mobility Management - \$8,000	Coos County

Project	Project Description	Fund Sources Applicant Chose	Total Project Funding Amount	STN+STIF Disc. Funding Request	Match Amount	Overmatch Amount	Minimum Amt. Needed to Proceed	Match Sources	Project Category	Applicant
Coos Bay to Eugene to Bend Vehicle Purchase	The funds will be put towards the purchase of a replacement/re-sized vehicle and preventative maintenance for the Coos Bay - Eugene - Bend bus route. A 32 passenger bus is used regularly. The back up bus seats 24 passengers (only 20 when ADA stations are deployed). Its current mileage is about 217,000. The 24 passenger bus is no longer sufficient for the ridership needs of the route. Additionally, the bus will be over the useful life mileage of 350,000 prior to the arrival of a replacement/re-sized bus. The funds for preventative maintenance is to ensure that all vehicles are up to FMCSA, ODOT and USDOT standards by keeping a meticulous maintenance schedule for the vehicles used for the aforementioned route. Pacific Crest Bus Lines also keeps a very strict inspection schedule and mileage interval maintenance schedule in order to reduce the possibility of breakdowns, or need for repair.	· FTA 5311(f) Intercity	\$256,000	\$204,800	\$51,200	\$0	\$50,000 for preventative maintenance. \$126,000 for replacement vehicle.	Local/ticket sales	Vehicle Purchase - Replacement or Right-sizing \$136,000 Preventative Maintenance - \$68,000	TAC Transportation, Inc. (Pacific Crest Bus Lines)
Diamond Express	This proposed project serves as a direct link between the rural community of Oakridge and Eugene/Springfield. This provides opportunities for low income rural residents to access additional transit options near Eugene-Springfield, such as Amtrak and Greyhound. This project supports the transit network by serving the two Key Transit Hubs in the Eugene-Springfield area. The area is a central hub for transit service and a focal point for interregional air, rail and bus service.	· FTA 5311(f) Intercity	\$405,429	\$187,723	\$187,723	\$29,963	\$187,723	STF, Local funds	Operating - \$187,723	Lane Transit District
Florence to Eugene Connector	This project is a 2-year pilot along Hwy 126 from the Lane Transit District transit center in downtown Eugene to the Grocery Outlet parking lot in Florence with stops in Veneta and potentially Mapleton. The Eugene Transit Center is a centrally located high frequency transit hub, and the Grocery Outlet parking lot is a hub for the Rhody Express service through Florence and the Florence Yachats Connector route. LCOG recently conducted a public transit feasibility study, including a survey that generated 1,542 responses. Feedback was overall supportive; 96% of respondents indicating they would use this service for recreation/entertainment, personal needs, medical needs, other, job commute and school/education (in order of response rate). The route will provide one round trip in the morning; one in the evening and will have a potential third round trip mid-day. It will also operate at a subsidized fare. This service will start within the first quarter of FY2020. One goal is to assess ridership and use over two summer seasons.	· STIF Discretionary · STIF Intercommunity · FTA 5311(f) Intercity	\$1,370,000	\$1,233,000	\$137,000	\$103,000	\$1,370,000	Lane County Formula Funds, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI) STIF Formula Funds, CTCLUSI Bus, In-kind donations	Operating - \$1,233,000	Lane Council of Governments

Project	Project Description	Fund Sources Applicant Chose	Total Project Funding Amount	STN+STIF Disc. Funding Request	Match Amount	Overmatch Amount	Minimum Amt. Needed to Proceed	Match Sources	Project Category	Applicant
Florence to Yachats Connector	The Florence-Yachats Connector fills a glaring gap in the Statewide Transit Network. It is the only segment along the coastal Highway corridor in Oregon not served by a permanent transit route. It is currently operating as a one year pilot with 5311 funding from the State to the Lane Transit District (LTD). The pilot is managed by the LTD and operated under contract by River City Taxi. Project funding will expire June 30, 2019 and, unless funded through this grant application process, the route will be terminated at that time. This service began September 4, 2018 and has not yet been in operation for one year, nor has it operated through a summer season which is the peak travel time along the coast. This application requests to continue the pilot through the 19-21 biennium. The pilot operates Monday through Friday from 8:00am to 7:35pm except holidays. The round-trip begins and ends at the Grocery Outlet in Florence with a stop at the Carl G. Washburne State Park and northern terminus at West 3rd Street and Pontiac Street (the Little Log Church & Museum) in Yachats. This service connects the rural, coastal communities of Florence and Yachats along Oregon's Pacific Coast Scenic Byway. This project will serve a local population of 1,066 and 413 jobs within 0.5 miles of the Florence and Yachats stops. A high percentage of this population meets a criterion of being transportation disadvantaged: 45.2% have a total income that does not exceed 200% of the U.S. Department of Health and Human Service's poverty guidelines, 40.3% are seniors aged 65 and up, 35.7% identify as having a disability, and 16.8% do not have a vehicle. This project also supports coastal economic vitality by sustaining a public transportation option along the entire Oregon Highway 101. Without this intercommunity connection, there will be a broken link in the north/south long distance transit network along the Oregon coast. The pilot operation will be evaluated, and options to begin weekend service will be considered. LCOG will collaborate with LTD and ODOT to ensure a successful transition of management and continuity of service.	<ul style="list-style-type: none"> · STIF Discretionary · STIF Intercommunity · FTA 5311(f) Intercity 	\$500,000	\$445,000	\$55,000	\$0	\$500,000	Lane County Formula Funds	Operating - \$445,000	Lane Council of Governments

PROJECT DESCRIPTIONS AND ODOT CRITERIA

Project #1: 99-W Transit Study and Pilot

99-W Transit Study and Pilot			ODOT Score Weighting			
Focus Areas	STIF/STN Evaluation Criteria	Description	STIF Disc.	STN, made up of FTA 5311(f) and STIF Intercommunity	Fund or Don't Fund	Notes
<p>Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity</p>	<ul style="list-style-type: none"> · Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g. seniors, people with disabilities). 	<p>The communities along 99W have a higher or nearly equal percentage of low income residents compared with the State of Oregon. Additionally, Monroe, which is currently unserved by any transit, has over twice the state average for people with a disability. Collectively, these cities represent 75,000 additional people which would be connected to top three metropolitan areas in the state</p>	20%	10%		
<p>Coordination of Public Transportation Services <i>OPTP goal:</i> · Communication, Collaboration, & Coordination</p>	<ul style="list-style-type: none"> · Improves coordination between public transportation providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). 	<p>This project traverses 6 Oregon counties, in which 7 public transit providers currently operate. It is a regional collaboration. 2 agencies have written attached letters of support, demonstrating their support and investment in the project. Through our proposed public outreach, we would conduct focus groups in multiple cities, and multiple counties along the corridor. We plan to work with each agency to coordinate meetings, and eventually any schedules for the new service. Benton County, who has the project identified in their transportation system plan, currently operates service between Corvallis and Adair Village. We plan to coordinate with them and assess whether the vehicle used for that route could be incorporated into a longer route along the corridor, maximizing collaboration and public investment.</p>	10%	30%		
<p>Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transportation User Experience · Accessibility and Connectivity</p>	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities. · Implements technological innovations that improve efficiencies and supports a seamless, easy-to-use Statewide Transit Network. · Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. 	<p>This project fills a gap in the Statewide Transit Network, connects multiple transit providers, and links small, rural communities with larger urban centers. Please see the attached map to identify existing transit gaps.</p>	10%	30%		

99-W Transit Study and Pilot			ODOT Score Weighting			
Focus Areas	STIF/STN Evaluation Criteria	Description	STIF Disc.	STN, made up of FTA 5311(f) and STIF Intercommunity	Fund or Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	· Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	Through the expansion of transit service to communities previously unserved or underserved, this project will provide a method of travel other than single passenger vehicles to more of the Oregon population. By improving transit access, we believe we have the opportunity to support positive health outcomes.	15%	10%		
Sustainable Funding <i>OPTP goal:</i> · Funding and Strategic Investment	· Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended).	We anticipate requesting match from Benton County's formula funds as this project is identified in their TSP at one of only three transit projects, and as it will serve rural areas, the match will be 10%. If we are unsuccessful with formula funding, we will explore partnering with transit agencies in the region to share the cost burden for match. During the pilot period, we will explore long term funding strategies with the surrounding counties, state and federal partners, and neighboring transit providers.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> · Safety and security · Community livability and economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	This project would connect nearly 75,000 people to the largest metropolitan areas in the state. Providing access to these residents would encourage the use of public transportation for commuting, trips to the store, and potentially recreational trips on the weekend. Furthermore, it will shorten the link for anyone traveling from the coast to the Willamette Valley, saving time by avoiding the connection with long distance service on I-5. The 99W corridor, outside of city centers, is perceptibly safe for public transit, and an additional route through rural areas provides for risk reduction across all travel modes. While this route serves some of the larger cities along the 99W corridor, it covers a primarily rural geography. Public transit is generally limited in rural communities, leaving people to take other modes for work, recreation, and personal use. By providing a new route that serves job centers, public and private recreation options, and shopping and medical providers, passengers will be able to access their needs without opting for a single-occupancy vehicle trip, or biking or walking in a potentially unsafe environment (45 mph +, with sporadic sidewalks and bike lanes). Other roadway users may benefit from this service by increased ridership lessening traffic and limiting the number of other users on the road and thereby reducing possible accidents at conflicts points.	25%	10%		

Project #2: Coos County Coastal Connector

Coos County Coastal Connector			ODOT Score Weighting			
Focus Areas	STIF/STN Evaluation Criteria	Description	STIF Disc.	STN, made up of FTA 5311(f) and STIF Intercommunity	Fund or Don't Fund	Notes
<p>Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity</p>	<ul style="list-style-type: none"> · Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g. seniors, people with disabilities). 	<p>Coos County has one of the highest senior, disabled, low-income lack of services, and unemployment rates in the state. The poverty rate is 17.8%, higher than state and national averages. The project will support Reedsport, which has been ranked as the most depressed community in the state. Douglas County will no longer serve Reedsport once per week, so it is imperative a service runs from Curry County up the coast through Coos into Douglas and connecting to Lane.</p>	20%	10%		
<p>Coordination of Public Transportation Services <i>OPTP goal:</i> · Communication, Collaboration, & Coordination</p>	<ul style="list-style-type: none"> · Improves coordination between public transportation providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). 	<p>The Coos Bay to Florence project is a new project and is part of a larger project to get coastal residence inland to Eugene. This project also closes the gap in the coastal connection. If this project is funded, residents and tourists alike will now be able to travel along the entire coast using public transportation. This project has been coordinated with and supported by Curry Public Transit, Douglas County Transportation District, Lane Transit District, Southwest Area Committee on Transportation as well as the Lane Council of Governments and the Lane Area Committee on Transportation. This project also aligns with the goals of the Travel Oregon Sustainable Tourism Advisory Committee.</p>	10%	30%		
<p>Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transportation User Experience · Accessibility and Connectivity</p>	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities. · Implements technological innovations that improve efficiencies and supports a seamless, easy-to-use Statewide Transit Network. · Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. 	<p>This project supports the statewide transit network by closing the gap in the coastal connection. Coos County hopes to close the only existing coastal transit gap in Oregon by initiating a pilot project that runs four days a week and coordinates service with adjoining PTSP's (Curry Public Transit, the Yachats to Florence route and LCOG's proposed route inland to Eugene). This route will help provide a sustainable public transportation option for rural, low-income, senior and disabled residents to areas of greater service. Additionally, this project hopes to provide a new vehicle equipped with free public wifi. This will directly improve the passenger experience along this proposed route, will benefit multiple providers and will be foundational to future coastal transit network improvements.</p>	10%	30%		

Coos County Coastal Connector			ODOT Score Weighting			
Focus Areas	STIF/STN Evaluation Criteria	Description	STIF Disc.	STN, made up of FTA 5311(f) and STIF Intercommunity	Fund or Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	· Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	We intend to secure vehicles that are "Green" in nature, hopefully hybrid vehicles. Being able to add hybrid vehicles to our fleet for the first time ever will help reduce our carbon imprint on the environment by reducing greenhouse gas emissions, reduce pollution and of course support positive health outcomes.	15%	10%		
Sustainable Funding <i>OPTP goal:</i> · Funding and Strategic Investment	· Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended).	Addressing the Coos Bay to Florence public transportation corridor is strategic as it completes the connectivity for Hwy 101. CCAT is well connected with other contiguous public and private transit programs to secure the match requirements necessary to pilot this service. The Confederated Tribes, LTD and Douglas County Transit all understand the importance of inter-connectivity to the greater region and plan on contributing to this endeavor using STIF dollars. Following the 19-21 biennium with the proof of concept under its belt, Coos County intends to incorporate this project as a new service under its STIF plan.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> · Safety and security · Community livability and economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	This project specifically supports safety, security and community livability by allowing bicyclists to ride past less than ideal sections of the Oregon Coast to the more favorable sections. We also hope to secure funding for an illuminated transfer stop in Florence equipped with a bicycle station and services which aim to increase access to/from transit. We also hope to equip the Florence stop with wayfinding signage as well. This will be done through a collaboration with the city of Florence, LTD and LCOG. The projects support and improve the safety of passengers in transit vehicles and the safety of other roadway users by providing safe, reliable, maintenance free vehicles that are able to navigate more efficiently along designated routes. This vehicle will also be equipped with an onboard camera system as well as a GPS tracking and communications portal which will be integrated with our Transit Management System.	25%	10%		

Project #3: Coos Bay to Eugene to Bend Vehicle Replacement and Maintenance Funds

Coos Bay to Eugene to Bend Vehicle Replacement and Maintenance Funds			ODOT Score Weighting			
Focus Areas	STIF/STN Evaluation Criteria	Description	STIF Disc.	STN, made up of FTA 5311(f) and STIF Intercommunity	Fund or Don't Fund	Notes
<p>Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity</p>	<ul style="list-style-type: none"> · Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g. seniors, people with disabilities). 	<p>This is a good way for people who do not have access to their own transportation to be able to get where they need to go. We find that, as well as the general public, a good number of low income elderly passengers that are unable to drive use our service to make medical and personal appointments in Bend and Eugene. We work with the Oregon Department of Corrections, Siuslaw Outreach Program, Bay Area Hospital and Gloria Dei Lutheran Church to coordinate ticket purchases to people who are in need of assistance on our Coos Bay - Eugene - Bend route.</p>	20%	10%		
<p>Coordination of Public Transportation Services <i>OPTP goal:</i> · Communication, Collaboration, & Coordination</p>	<ul style="list-style-type: none"> · Improves coordination between public transportation providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). 	<p>Coordinate with Greyhound, AMTRAK, and ODOT. PCBL operates a Greyhound ticketing office in Coos Bay. AMTRAK passengers are able to book online and board the bus from this location. The bus goes to Eugene, stopping in Reedsport and Florence. The bus arrives at the Eugene AMTRAK station at 9:45 am, allowing for LTD and AMTRAK connections, and then to the Eugene-Springfield Greyhound location at 10:00 am for Greyhound connections. The bus goes to the Bend Hawthorne station to connect with the Eastern POINT route (continuing to Burns and Ontario) and connects with the People Mover which goes on to Prineville, Mitchell, John Day and Prairie City. The bus connects with the Cascades East Transit and the High Desert POINT at the Bend Hawthorne Station. The majority of the connections are with short wait times in between routes. Coos Bay, Eugene AMTRAK, Eugene-Springfield Greyhound and the Bend Hawthorne Station all have facilities and waiting rooms for passengers. After arriving in Bend, the bus makes the return trip to Coos Bay, providing afternoon connections for the same locations and agencies.</p>	10%	30%		
<p>Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transportation User Experience · Accessibility and Connectivity</p>	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities. · Implements technological innovations that improve efficiencies and supports a seamless, easy-to-use Statewide Transit Network. · Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. 	<p>The project supports the statewide transit network by assuring reliable transportation across the center of Oregon. This supports the rural town's access to the I-5 corridor as well as to Central Oregon from the more populated areas in our state. Operating the route from Coos Bay –Eugene –Bend daily benefits other agencies by providing connections to Greyhound, AMTRAK, the Oregon POINT routes, LTD, and Cascades East Transit. The new back-up vehicle will be bigger to accommodate an increased ridership. The current vehicle and the replacement vehicle meet ADA requirements with two tie-down stations. The passenger experience is bettered by having the comfort and reliability of a modern bus, as well as technological advances.</p>	10%	30%		

Coos Bay to Eugene to Bend Vehicle Replacement and Maintenance Funds			ODOT Score Weighting			
Focus Areas	STIF/STN Evaluation Criteria	Description	STIF Disc.	STN, made up of FTA 5311(f) and STIF Intercommunity	Fund or Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	· Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	All vehicles are fueled by diesel to ensure buses are burning less fuel than a vehicle fueled by gasoline, therefor releasing less carbon dioxide emissions into the air. Diesel engines are more efficient as well. All of these things working together reduces the amount of greenhouse gas emissions being released into the air, and causing pollution. Pacific Crest Bus Lines supports a positive health outcome by maintaining a fleet of vehicles that are more effective and less hazardous to the growing populations' health. By providing a mode of public transportation, we are promoting a system that allows for less traffic on the road. This means that there are less vehicles to produce air pollution, traffic jams, and road degradation. When roads have to be repaved, more greenhouse gas emissions are released into the air by the construction being done. Pacific Crest Bus Lines is a large supporter of reducing the amount of pollution in the air for the sake of our passengers and the general environment.	15%	10%		
Sustainable Funding <i>OPTP goal:</i> · Funding and Strategic Investment	· Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended).	The project supports the statewide transit network by assuring reliable transportation across the center of Oregon. This supports the rural town's access to the I-5 corridor as well as to Central Oregon from the more populated areas in our state. Operating the route from Coos Bay –Eugene –Bend daily benefits other agencies by providing connections to Greyhound, AMTRAK, the Oregon POINT routes, LTD, and Cascades East Transit. The new back-up vehicle will be bigger to accomodate an increased ridership. The current vehicle and the replacement vehicle meet ADA requirements with two tie-down stations. The passenger experience is bettered by having the comfort and reliability of a modern bus, as well as technological advances.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> · Safety and security · Community livability and economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	All of our main hubs for our routes are intercity bus stops and stations. By having our hubs in convenient locations throughout the cities we service, we are able to collect passengers that are able to walk to our bus stops or ride their bicycles. We have bike racks on the buses that accommodate a minimum of two bikes. This entices our passengers to use more means of exercise to get to our service rather than using a vehicle to do so. There is also a population of passengers that use our coastal route for biking adventures. We perform preventative maintenance and inspections regularly on each bus to ensure safety. Our Vehicle Maintenance Program prevents the amount of repairs needing to be made due to breakdowns being avoided as much as possible. We inspect and correct (as needed) the equipment on our buses. We make sure that all attached equipment is functional and safe for our passengers. This includes regular inspections of our wheelchair lifts to make sure they are safe and operational for ADA passengers. Working seat belts make sure all passengers are secured safely in the bus during transit. Bus drivers are thoroughly trained in defensive driving and all ODOT, USDOT and FMCSA safety procedures. We are able to provide our passengers with their own sense of safety through our Public Interaction Program that allows them to contact us directly. We want our passengers to feel that in the event of anything happening during their transit experience that gives them the need or desire to communicate directly, they have the means to bring it to our attention.	25%	10%		

Project #4: Diamond Express Service

LTD's Diamond Express			ODOT Score Weighting			
Focus Areas	STIF/STN Evaluation Criteria	Description	STIF Disc.	STN, made up of FTA 5311(f) and STIF Intercommunity	Fund or Don't Fund	Notes
Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> <ul style="list-style-type: none"> Equity 	<ul style="list-style-type: none"> Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g. seniors, people with disabilities). 	<p>The Diamond Express will provide three round trips each weekday from the Oakridge/Westfir communities located in eastern Lane County to the metro Eugene/Springfield area. The fare on this general public service is \$2.50 one way or \$5.00 round trip. Riders who purchase the round trip fare also receive a day pass, which is honored on any LTD fixed-route bus on the date purchased. The Diamond Express provides a lifeline service to the rural residents for work, education, and health care. It also is serving a community that disproportionately identifies as a higher proportion of older and low income adults, and individuals with a disability relative to the State of Oregon.</p>	20%	10%		
Coordination of Public Transportation Services <i>OPTP goal:</i> <ul style="list-style-type: none"> Communication, Collaboration, & Coordination 	<ul style="list-style-type: none"> Improves coordination between public transportation providers and reduces fragmentation of public transportation services. Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). 	<p>The service has been redesigned to accommodate an interline agreement with Amtrak, and to meet the needs of rural residents. This has included the addition of the Westfir stop. This process has been coordinated alongside and are supported by local governments, Amtrak, the Oakridge Economic Development Committee, and the Greater Oakridge Trail Stewards. Service is also supported by local cash contributions from the City of Oakridge</p>	10%	30%		
Statewide Transit Network Connections <i>OPTP goals:</i> <ul style="list-style-type: none"> Mobility & Public Transportation User Experience Accessibility and Connectivity 	<ul style="list-style-type: none"> Improves or maintains service between geographically separated communities. Implements technological innovations that improve efficiencies and supports a seamless, easy-to-use Statewide Transit Network. Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. 	<p>This proposed project serves as a direct link between the rural community of Oakridge and Eugene/Springfield. This provides opportunities for low income rural residents to access additional transit options near Eugene-Springfield, such as Amtrak and Greyhound. A forthcoming interline agreement with Amtrak streamlines service options further. This project supports the transit network by serving the two Key Transit Hubs in the Eugene-Springfield area. The area is a central hub for transit service and a focal point for interregional air, rail and bus service.</p>	10%	30%		

LTD's Diamond Express			ODOT Score Weighting			
Focus Areas	STIF/STN Evaluation Criteria	Description	STIF Disc.	STN, made up of FTA 5311(f) and STIF Intercommunity	Fund or Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	·Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	Intercity public transit service reduces the number of vehicles on the road and consolidates trips that would otherwise potentially be inefficient.	15%	10%		
Sustainable Funding <i>OPTP goal:</i> ·Funding and Strategic Investment	·Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended).	LTD has multiple sources of revenue to provide towards match, which include State Special Transportation Fund dollars, local contributions from the City of Oakridge, and farebox revenues.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> · Safety and security · Community livability and economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	Diamond Express is a public transportation service between Oakridge and the Eugene/Springfield Metro area. A day pass is transferable into an LTD day pass, which encourages riders to utilize public transit both for their intercity trip and for their local transportation needs. This project encourages use of a professional driver for passengers who might otherwise be sleepy or experiencing health care needs, and transporting significant numbers of older adults who might otherwise be driving themselves.	25%	10%		

Project 5: Florence to Eugene Connector

Florence To Eugene Connector			ODOT Score Weighting			
Focus Areas	STIF/STN Evaluation Criteria	Description	STIF Disc.	STN, made up of FTA 5311(f) and STIF Intercommunity	Fund or Don't Fund	Notes
<p>Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity</p>	<ul style="list-style-type: none"> · Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g. seniors, people with disabilities). 	<p>Florence’s median age is 60.4; people aged 65 and older is 39.5%; people aged 14 and younger is 11.3% median household income is \$33,950; non-auto households is 11.2%; people identifying with a disability is 28.2%; and minority population is 6.1%. Eugene’s median age is 33.8; people aged 65 and older is 14%; people aged 14 and younger is 14.5% median household income is \$43,101; non-auto households is 11.3%; people identifying with a disability is 13.3%; and minority population is 15%. Veneta’s median age is 34.6; people aged 65 and older is 15.4%; people aged 14 and younger is 25.4% median household income is \$41,558; non-auto households is 6.5%; people identifying with a disability is 13.8%; and minority population is 7.5%. As shown here and in the attached letters of support, the need clearly exists and this route will provide a vital link for vulnerable populations reliable access to medical, personal needs, employment, recreational and cultural opportunities.</p>	20%	10%		
<p>Coordination of Public Transportation Services <i>OPTP goal:</i> · Communication, Collaboration, & Coordination</p>	<ul style="list-style-type: none"> · Improves coordination between public transportation providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). 	<p>This project is a collaboration with LCOG, LTD, the CTCLUSI and Coos County Area Transit (CCAT), and efforts will be made to ensure efficiencies and reduce fragmentation. It has the opportunity to be a major link of intercommunity and intracity routes interlining at a transit hub in Florence connecting the Rhody Express's two loops, the Yachats-Florence Connector, and a proposed coastal connector to Coos Bay. Residents and visitors will have the opportunity to travel east/west from the valley to the coast and north/south within and beyond Florence all using public transportation. This network will also interline with Lincoln County’s South County loop in Yachats. A project goal is to align with the NW Collector alliance of transit agencies. This project also has wide range of stakeholder and partner support which will be leveraged to promote and educate on this service. Letters of support from the City of Florence, City of Yachats, City of Eugene, Trillium Community Health Plan, Siuslaw Vision, Florence Area Chamber of Commerce, Oregon Coast Visitors Association, Siuslaw Public Library District, Lane Community College, Florence Center, Florence Area Community Coalition, Travel Lane County and Douglas County are attached.</p>	10%	30%		
<p>Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transportation User Experience · Accessibility and Connectivity</p>	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities. · Implements technological innovations that improve efficiencies and supports a seamless, easy-to-use Statewide Transit Network. · Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. 	<p>This project will close a gap in the Statewide Transit Network by connecting two communities that bookend a major travel corridor linking the valley and the coast. Florence's population within the 97439 zip code of 14,222 and average employment of 4,309. Florence's transit hub connects the Rhody Express's two loops, the Yachats-Florence Connector, and a proposed coastal connector to Coos Bay. Eugene/Springfield has a population of 363,471 and average employment of 153,163. The Florence-Eugene route will connect these two communities and transit networks and provide access and mobility for residents and visitors. The route will terminate in downtown Eugene and provide access to high frequency transit connections throughout the metropolitan area, connecting locally to employers, medical providers and needed amenities. The Eugene transit center also connects to regional connectors, including the Amtrak train station which is part of the Amtrak Cascades and Coast Starlight lines. The connectivity between these routes will be beneficial for LTD, Rhody Express, and Coos County Transit by connecting each of these providers to the others’ services. This connection will improve the passenger experience by providing a reliable, affordable transit option for those in Florence who would like access to jobs, medical services, entertainment, and shopping needs. Students at Lane Community College will also be able to travel affordably between the two campuses.</p>	10%	30%		

Florence To Eugene Connector			ODOT Score Weighting			
Focus Areas	STIF/STN Evaluation Criteria	Description	STIF Disc.	STN, made up of FTA 5311(f) and STIF Intercommunity	Fund or Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	· Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	In Lane County, the Eugene/Springfield metropolitan area is a key destination and, in many cases, the only destination for certain medical services, personal needs, education, jobs, social outlets, and recreation/entertainment. Providing access and mobility for rural based Oregonians contributes to positive health outcomes and responds to a community need. Many residents and visitors in the Eugene/Springfield area are mobility restricted, wish not to drive, or desire a public transportation option to the coast. The mobility and access option this project will provide will contribute towards the quality of life for these individuals. It will also support economic development and health of the business community and employers within Florence by bringing in additional visitors. Overall, this project has the opportunity to take additional cars off the road between Eugene and Florence, reducing carbon dioxide and other fossil fuel emissions.	15%	10%		
Sustainable Funding <i>OPTP goal:</i> · Funding and Strategic Investment	· Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended).	This project works towards the goal of a complete Statewide Transit Network and recognizes the value of a collaborating with other transit agencies to reduce fragmentation, ensure efficiencies and enhance access opportunities via public transportation. Project partners and collaborators include LTD, ODOT, Lincoln County Transit, CCATransit and the CTCLUSI. Two goals to sustain this service beyond the 19-21 biennium are to pursue federal, state and local funding sources including 5311, STN, STIF Formula Funds from Lane County and CTCLUSI and to further collaborate with the NW Collector alliance of transit providers. This project qualifies for the STIF 20% match reduction to 10% as it will predominately serve and provide access to and from rural communities, will fill a significant gap in the Statewide Transit Network and will provide statewide benefits to multiple Public Transportation Service Providers as this application has demonstrated. The match requirement will come from STIF formula funds, financial contributions and in-kind and volunteer hours. This project pilot timeframe will also leverage one of the largest events hosted in Lane County and the State of Oregon: the International Association of Athletics Federation (IAAF) World Championships. Competition dates are August 6-15, 2021. Participation will represent 214 countries and 2,000 athletes and 3,000 media attendees. The timeframe of this pilot project will allow one summer season of implementation before the second summer season to serve this magnitude of visitors and exposure.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> · Safety and security · Community livability and economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	There route will provide a missing public transit link connecting transit hubs in Florence and Eugene. The Eugene transit station is a multi-modal hub, surrounded by many walkable destinations. The station also has an onsite BikeShare hub, so transit users can choose to connect the last leg of their journey by bicycle. A complete network creates a more compelling reason for people to choose public transportation and has the opportunity to produce a mode shift from automobile to public transportation. Additionally, this project will establish a steering committee to guide the project implementation, track progress and issues and help with route promotion throughout the two year pilot phase. The committee will have representation from several agencies with a vested interest in seeing this route be successful as many of their patrons will depend upon it for access to their destinations. Promotion of this route and interlining it with other transportation options will enhance public awareness and interest. Anecdotally, respondents to the Eugene-Florence survey reported that they often feel unsafe driving along Highway 126 because of the high volume of vehicles and the roadway configuration. This service will provide an option for users to choose not to drive, potentially decreasing the number of vehicles on the roadway. The service will also provide a safe option for those wary of driving on Highway 126.	25%	10%		

Project 6: Florence to Yachats Connector

Florence to Yachats Connector			ODOT Score Weighting			
Focus Areas	STIF/STN Evaluation Criteria	Description	STIF Disc.	STN, made up of FTA 5311(f) and STIF Intercommunity	Fund or Don't Fund	Notes
Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> · Equity	<ul style="list-style-type: none"> · Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g. seniors, people with disabilities). 	This will serve a local population of 1,066 and 413 jobs within 0.5 miles of the Florence and Yachats stops. A high percentage of this population meets a criterion of being transportation disadvantaged: 45.2% have a total income that does not exceed 200% of the U.S. Department of Health and Human Service’s poverty guidelines, 40.3% are seniors aged 65 and up, 35.7% identify as having a disability and 16.8% do not have a vehicle. This project will serve vulnerable populations by sustaining public transit between two rural communities and maintaining reliable access for employment, medical appointments, tourism, school, recreation and general services.	20%	10%		
Coordination of Public Transportation Services <i>OPTP goal:</i> · Communication, Collaboration, & Coordination	<ul style="list-style-type: none"> · Improves coordination between public transportation providers and reduces fragmentation of public transportation services. · Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). 	This project is a collaboration with LCOG, Coos County Area Transit (CCAT), LTD, ODOT and Lincoln County Transit. Florence will be the hub for 3 intercommunity routes as well as the link between Rhody's Express's 2 loops. Residents and visitors will have the opportunity to travel east/west from the valley to the coast and north/south within and beyond Florence all using public transportation. This project will also interline with Lincoln County’s South County loop which extends from Yachats north to Newport. One of this project’s goals is to align with the NW Collector alliance of transit agencies that have connected and coordinated to better meet transportation needs and provide information to residents and visitors. This project also has wide range of stakeholder and partner support which will be leveraged to promote and educate on this service. Long term involvement in this service speaks to its importance. Stakeholder meetings for the current service include Yachats and Florence residents, LTD, ODOT, Lincoln County Transit, PeaceHealth, Trillium, River Cities Taxi, Confederated Tribes of Siletz and Confederated Tribes of Coos, Lower Umpqua and Siuslaw. This	10%	30%		
Statewide Transit Network Connections <i>OPTP goals:</i> · Mobility & Public Transportation User Experience · Accessibility and Connectivity	<ul style="list-style-type: none"> · Improves or maintains service between geographically separated communities. · Implements technological innovations that improve efficiencies and supports a seamless, easy-to-use Statewide Transit Network. · Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. 	This service has the opportunity to connect with four other public transportation service providers and contribute to the network of services within and beyond Florence. Connections this project will create with other public transportation service providers are: Rhody Express, Lincoln County Transit, CCAT’s proposed Coos Bay to Florence, and LCOG’s proposed Eugene to Florence.	10%	30%		

Florence to Yachats Connector			ODOT Score Weighting			
Focus Areas	STIF/STN Evaluation Criteria	Description	STIF Disc.	STN, made up of FTA 5311(f) and STIF Intercommunity	Fund or Don't Fund	Notes
Environmental and Public Health <i>OPTP goals:</i> · Environmental Sustainability · Health	· Reduces greenhouse gas emissions in or through public transportation systems. · Supports positive health outcomes.	This project has the potential to improve access to/from services that improve health outcomes and to reduce carbon dioxide and other pollutant emissions. The Eugene/Springfield, Newport and Corvallis/Albany areas are key destinations for many coastal residents and, in many cases, the only destination for certain medical services, personal needs, education, jobs, and social outlets. A high percentage of residents living along this project corridor are transportation disadvantaged. The mobility and access option this project will provide will contribute towards the quality of life for these individuals. It will also support economic development and health of the business community and employers within Florence by providing visitors a transportation option they will otherwise not have. This project has the opportunity to take additional cars off Highway 101, reducing carbon dioxide and other fossil fuel emissions.	15%	10%		
Sustainable Funding <i>OPTP goal:</i> · Funding and Strategic Investment	· Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended).	A project goal is to pursue ongoing funding from federal, state and local funds including 5311, STN, STIF Formula Funds from Lane and Lincoln Counties and to collaborate with the NW Collector alliance of transit providers. The following agencies have been involved in the pilot project steering committee and will be included moving forward: Yachats and Florence residents, LTD, ODOT, Lincoln County Transit, Peace Health, Trillium, River Cities Taxi, Confederated Tribes of Siletz and CTCLUSI. Investment in this project at this time is vital as it will sustain a service currently in a pilot operation. Without project funding, this service will terminate June 30, 2019.	20%	10%		
Safety, Security, and Community Livability <i>OPTP goals:</i> · Safety and security · Community livability and economic vitality	· Protects fleet condition and ensures vehicles are maintained in a state of good repair. · Results in increased use and participation in active transportation, including public transportation.	This project will sustain a pilot route and provide a continuous public transportation network along Oregon Highway 101. Each end of this route will connect routes at transit stops hubs serving the communities of Florence and Yachats and beyond. These connected networks will serve to increase ridership as riders will have a means to access to their destinations upon arrival. A complete network creates a more compelling reason for people to choose public transportation and has the opportunity to produce a mode shift from automobile to public transportation.	25%	10%		

