

# 2023 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2023 Application Packet](#) and [2023 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

***Applications must be received by July 27, 2023 at 11:59 p.m. (PDT)***

---

## Applicant information

***Instructions:*** Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

**Response instructions are on page 3 of the 2023 Application Instructions.**

### Primary applicant jurisdiction

Lane Transit District

### Mailing address

PO Box 7070, Springfield, Oregon 97475-0470

### Website

<http://www.ltd.org>

### Contact person name

Tom Schwetz

### Contact person title

Director of Mobility Planning and Policy

### Contact phone

(541) 682-6203

### Contact email

[tom.schwetz@ltd.org](mailto:tom.schwetz@ltd.org)

### Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Jameson Auten

### Title of above named person

General Manager/CEO

Phone

Email

## List co-applicants (if a joint project)

List co-applicants (if a joint project)	Providing match?
---	------------------

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

LTD Board Letter.pdf

---

## Project information

Response instructions are on page 4 of the 2023 Application Instructions.

### Project title

Long-Range Mobility Plan

*Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.*

### Option 1: Project area map

LTD System Map.pdf

### Option 2: Project area description

### ODOT region (1-5)

Region 2

[ODOT Region Map](#)

### Type of grant

Category 1: Transportation System Planning

### Summary description of project

LTD proposes to create a Long-Range Mobility Plan, updating the current Long-Range Transit Plan. This plan will update LTD's goals and policies, providing the basis for LTD to continue to connect our community for many years to come. Growth in the community, changes in land use regulations, and LTD's focus on mobility management will all be incorporated into the updated plan. Additionally, LTD will develop a list of 20-year capital needs to help guide investments in the region's transit system.

---

## Project cost table

Response instructions are on page 5 of the 2023 Application Instructions.

<b>TGM funds requested for the work identified in Criterion 3</b>	<b>Consultant</b> \$250,000.00	<b>Local reimbursement</b>	<b>Total TGM funds requested</b> \$250,000.00
---	-----------------------------------	----------------------------	--

<b>Local match</b>	<b>Minimum Match (Calculated)</b> \$28,613.62
--------------------	--

Local governments that are on the [Distressed Communities](#) list are eligible for a partial match waiver.

Click yes if your local government is on the Distressed Communities list and you need to receive a waiver.

No

<b>Match to be provided</b>	<b>Labor, supplies and services during project</b>	<b>Payment when Intergovernmental Agreement is signed</b> \$50,000.00
-----------------------------	--	--

## Award criteria

### Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

**Response instructions are on page 10 of the 2023 Application Instructions.**

#### **Explain how your proposed project addresses a need and supports TGM objectives**

LTD’s Long-Range Mobility Plan (LRMP) will contain key policies that will link transit with other community objectives around land use, housing, climate action, and the broader transportation network. The Eugene-Springfield region has been highly successful at using transit to achieve state and local goals concerning efficient land uses, vibrant communities, housing choice, and climate change mitigation. LTD’s 2014 Long-Range Transit Plan established a long-range vision for transit service in Lane County. Among other policies, this vision included establishing a frequent transit network and related policies that were intended to provide attractive transportation options, align transit service with growth in the community, and apply a triple bottom line sustainability lens to LTD’s services. This work was later used to inform the development of Eugene’s Envision Eugene comprehensive plan and the transportation system plans of Eugene and Springfield. Transit is also a key component of Eugene’s Climate Action Plan 2.0 and the region’s 2015 Central Lane MPO Scenario Plan, which will be updated as part of the Climate Friendly and Equitable Communities (CFEC) implementation.

The updated Long-Range Mobility plan will assess the existing policies and update them to better align with the current community. Since the existing policies were adopted in 2014, our region has experienced 9 years of growth and development. Growth in the region has benefited from a strong connection between land use and transit service. In addition to significant growth and development, many of the communities LTD serves have updated their land use policies in response to recent state mandates. These changes include middle housing related to HB2001, reduced parking requirements related to the Climate Friendly and Equitable Communities (CFEC), and upcoming designation of climate friendly areas related to CFEC. Updating the LRMP will allow LTD to better work with regional partners as we continue to work on integrating transit into the region's land use planning. Our previous Long-Range Transit Plan was an integral piece of many land use policies and we expect that the LRMP will be even more critical to the region's land use planning moving forward. This supports TGM Objectives 2.1, 2.2., 2.3, 3.1, 3.2, 3.3, 4.1, 4.2, 5.1.

Additionally, LTD has begun to focus on providing mobility rather than simply access to fixed-route transit service. LTD has completed a Mobility Management Strategy which will help LTD focus on providing mobility with a broader range of tools, in partnership with other organizations and agencies, and to integrate these modes in ways that benefit our riders. Through this approach, LTD will efficiently provide greater access to opportunities to a larger proportion of the community. While LTD is currently engaged in pilot projects and implementation planning, embedding this work into policies in the Long-Range Mobility Plan will help guide LTD over the next 20 years and improve our ability to serve our community. This supports TGM Objectives 1.1, 1.2, 1.3, 1.4, 4.2, and 5.1.

The Long-Range Mobility Plan will include the development of a 20-year list of capital needs. Delivering transit service requires large investments in capital assets. Beyond the large fleet and associated technology, LTD's services require facilities such as bus stations, maintenance areas, a bus wash, and fueling infrastructure. Given LTD's need to continue making investments in alternative fuels and growing transit service levels, increased analysis of the district's 20-year capital needs will help to accelerate the district's transition to cleaner fuels and do so cost efficiently. This supports TGM Objectives 4.2, 5.1.

## **Criterion 2: Proposed project is timely and urgent (up to 25 points)**

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

**Response instructions are on page 12 of the 2023 Application Instructions.**

### **Explain how your proposed project is timely and urgent**

Recent work completed by LTD and the communities we operate in has created an opportunity to update

our long-range plan to reflect our communities today and into the future. Examples include land use policy changes and development since 2014, including HB2001 implementation; reduction of parking requirements connected to Climate Friendly and Equitable Communities rules; expansion of urban reserves in Eugene; and others. Additionally, LTD has recently completed a Mobility Management Strategy that says the agency should focus on providing broader mobility services to the region rather than focus exclusively on fixed-route transit service. This approach allows LTD to expand where and whom the agency serves, leveraging new service models and partnerships to provide greater access to opportunities for people in our region. The combination of these factors provides an opportunity for LTD to make a significant update to our long-range plan.

The cities of Eugene and Springfield will be updating their transportation system plans (TSPs) to comply with Climate Friendly and Equitable Communities rules in 2027. LTD's transit services are a critical component of their existing TSPs and will continue to be an essential element of meeting the communities' goals in future TSPs. In order to have updated transit policies ready to be implemented into the TSP updates by our partners, LTD must begin work in the near future to create the Long-Range Mobility Plan.

LTD has transitioned nearly 30% of our fleet to electric buses. Through other planning efforts, we are assessing what technologies will help us to achieve our goal of 100% phase out of fossil fuel vehicles by 2035. No matter the technologies we will deploy to achieve that goal, LTD will need to make significant investments in fueling, maintenance facilities, and vehicles. Planning for these capital needs is essential to be efficient with taxpayer dollars, but also has an impact on LTD's ability to deliver service. In order to grow our services to meet the community's need for transit, LTD will need to increase our fleet size and have the facilities necessary to deliver the safe service our communities depend on. The Long-Range Mobility Plan will allow us to develop a 20-year capital needs list. It is critical LTD begin to link long-term capital needs to expected future service levels and regional policy on transit. Doing so now will provide a smoother transition away from fossil fuels and reduce the potential for delays and higher costs.

### **Criterion 3: Proposed project approach supports policy decision (up to 20 points)**

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

**Response instructions are on page 13 of the 2023 Application Instructions.**

## **Tasks and deliverables table**

### **What are your proposed tasks and deliverables**

---

1. Project Management – the consultant will coordinate with LTD to develop a project schedule, conduct bi-weekly and ad hoc project team meetings, and other tasks necessary to successfully complete the project.
2. Public Involvement – The consultant will develop a Public Involvement Plan describing public involvement in the project and how it will support each task. The Public Involvement Plan should use the IAP2 spectrum of public involvement to describe how public involvement activities will achieve the goals of the project and include a schedule of activities. The consultant and LTD will coordinate to deliver public involvement described in the Public Involvement Plan. After the conclusion of public involvement, the consultant will create a summary memo of public involvement activities that occurred during the project.

3. Transit system vision and goals – The consultant will use public involvement and facilitated meetings with LTD staff and Board of Directors to establish a vision for transit over the next 20 years. This will include goals that can be incorporated into the plan. The consultant will create a memo describing the vision and goals for the plan.

4. Future service needs assessment – Using the region’s adopted plans, the consultants will create up to three scenarios for future service that account for population and job growth, changing demographics, and the vision and goals established in Task 3. These scenarios should illustrate potential models for LTD to meet the community’s needs using a variety of technologies and service models, including fixed-route transit, bus rapid transit, microtransit/mobility on demand, micromobility (e.g. electric scooters, bikeshare, other shared small vehicles), etc. Scenarios should be designed to create planning level estimates of operational and capital needs.

5. 20-Year Capital Plan – Consultant will facilitate development of a 20-year capital plan that extends LTD’s existing 10-year CIP and should include estimates of need for vehicles, facilities, technology, and other capital needs to support the scenarios defined in Task 4. Consultant will create a memo that summarizes LTD’s 20-year capital planning needs.

6. Plan Development and Adoption Support – The consultant will draft a Long-Range Mobility Plan document that includes work from Tasks 1-5. The plan will contain policies that incorporate a mobility management approach to providing service and support LTD growing to meet projected changes in the community over the life of the plan. The consultant will also provide support to LTD staff as they work with the LTD Board of Directors to adopt the plan.

**How will the project approach lead to a successful project?**

The project approach will be successful by assigning tasks to the party (e.g. LTD or consultants) with the most skill and capacity to deliver each task and developing the plan in a linear fashion where deliverables build upon prior work. The consultant team will be best placed to offer support and tools for tasks such as public involvement, facilitating the development of a vision, and technical assessments of future service needs. LTD staff are best placed to work with consultants to deliver public involvement and work with the LTD Board of Directors to adopt the plan.

**If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)**

Adoption will be the final task and will take place approximately 18 months after the project commences. LTD’s Board of Directors will officially adopt the Long-Range Mobility Plan, including all of the policies it will contain.

**Criterion 4: Proposed project has community support (up to 5 points)**

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

**Response instructions are on page 15 of the 2023 Application Instructions.**

**Upload letters of support from stakeholders here**

2023-07-07 LTD DLCD Transportation Growth Grant Letter of Support (1).pdf

EACC-SACC TGM 2023.pdf

2023-07-20 BEST - TGM re LTD Long-Range Transit Plan.pdf

COE TGM 2023.pdf

**Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)**

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

**Response instructions are on page 16 of the 2023 Application Instructions.**

**Explain how proposed project sponsor is ready and capable**

At the agency-level, LTD has invested in the planning work necessary to make this update to the plan a major update. In addition to the recently adopted Mobility Management Strategy, LTD is investing in: implementation planning work to increase our capacity for mobility management; conducting a comprehensive operations analysis looking at fixed-route transit services; a RideSource operations analysis looking at our demand response services, known as RideSource; conducting an assessment of how we communicate and do public involvement so that we can successfully engage the community in co-creating our region’s transit system. The LRMP will be the capstone linking these projects together into a set of long-term policies.

This project will be managed by Andrew Martin, Senior Development Planner. Andrew has been at LTD for seven years and has been the project manager for several efforts including MovingAhead, a multi-corridor study, in partnership with the City of Eugene, analyzing options for transit investments on five corridors. Andrew has also managed LTD’s Mobility Management Strategy from scoping the project to adoption by LTD’s Board of Directors.

Tom Schwetz, Director of Mobility Planning and Policy, will serve as the project’s sponsor. Tom’s career spans nearly 40 years in the Eugene-Springfield Area and includes work as the manager of the Central Lane MPO and as a director at LTD. Tom has played critical roles in regional planning projects and transit development projects throughout his career.

This project has been included in LTD’s planning team’s work program and resources have been identified to put towards the project. LTD expects to bring on a consultant team to assist with delivering the scope of work. Andrew Martin will manage the consultant efforts and assist with development of the plan. LTD’s service planning team will engage with consultants in the development of future service and capital needs.

**If applicable, list local jurisdiction’s TGM projects within last 10 years and their status**

**If applicable, list local jurisdiction’s TGM projects within last 10 years and their status**

TGM File Code	Project Title	Status
---------------	---------------	--------

2H-09

Lane Transit District Strategic Plan

The project was successfully completed, leading to adoption of a Long Range Transit Plan in 2014. This plan has guided LTD's development and been incorporated into local TSPs and land use plans since then.

---

## Bonus points: Housing (up to 10 points)

Response instructions are on page 7 of the 2023 Application Instructions.

**How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or works to link the location of future workforce housing to walkable/bikeable areas with good transit?**

The LRMP will form the basis of the future transit network as our partners implement Climate Friendly Areas. Outside of the CFAs, well-planned transit will enable more compact land uses, efficient housing types, and range of housing choices by providing transportation options that reduce the need for parking and support more walkable and bikeable communities. Transit will be a key component of our cities' Transportation System Plans and land use plan updates, supporting a range of transportation and housing options for residents of all income levels.

---

## Required forms

Title VI: Racial & Ethnic Impact Statement form  
Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

---

## Certifications

Response instructions are on page 8 of the 2023 Application Instructions.

### Eligibility criteria

This application demonstrates a clear transportation relationship

This application demonstrates adoption of products to meet project objectives

This application demonstrates the support of local officials

### Preparation of application

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions



---

**Would you like to receive TGM news and updates?**

I am already subscribed

**Today's date**

7/26/2023

**If you encounter any issues with the submittal process, please contact:**

Rachael Levasseur

Planning Section Web Coordinator

[Rachael.LEVASSEUR@odot.oregon.gov](mailto:Rachael.LEVASSEUR@odot.oregon.gov)



David Helton  
Transportation/Land Use Planner  
Transportation and Growth Management Program  
Oregon Department of Transportation  
2080 Laura Street  
Springfield, OR 97477

Dear Mr. Helton:

The Lane Transit District Board of Directors enthusiastically supports the district's Transportation and Growth Management application to develop a Long-Range Mobility Plan. The Long-Range Mobility Plan will update the district's Long-Range Transit Plan, establishing updated policies to guide the district's development for many years to come.

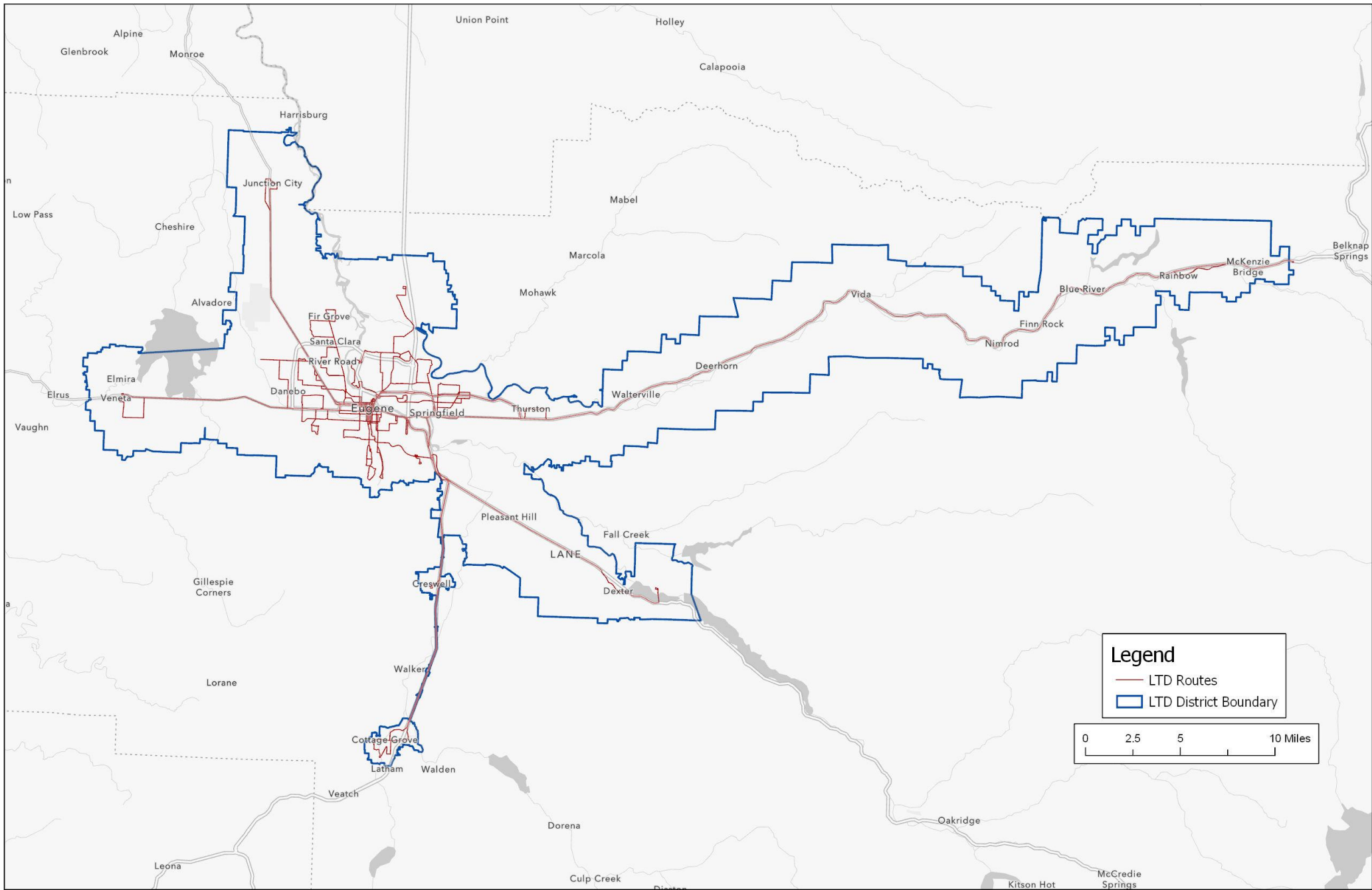
The development of LTD's Long-Range Transit Plan (adopted in 2014) established policies that have laid the foundation for transit service and transit supportive land use in Lane County, including incorporation of a Frequent Transit Network policy in several of our partners' Transportation System Plans. Since then, our communities have continued to grow, our partners' land use planning has evolved to meet new state directives, and changes in the transit industry have changed the way we approach our work. Changes to urban reserves, state mandated changes to land use planning, and upcoming implementation of Climate Friendly and Equitable Communities rules have all changed the context in which LTD provides service. At the same time, we have been exploring how we can leverage new service models and partnerships to enhance how we connect our community.

This update is timely and necessary. Updating LTD's goals and policies and having that work reflected in our partners' plans will ensure that our communities continue to grow in ways that support transit and allow our community to thrive. The LTD Board is ready and excited to work with staff on the Long-Range Mobility Plan. Support from the Transportation and Growth Management Program will enable LTD to complete this critical work.

Sincerely,

Susan Cox  
Vice President, Lane Transit District Board







July 7, 2023

Elizabeth Ledet  
555 13<sup>th</sup> Street NE Suite 2  
Salem, OR 97301

Dear Elizabeth Ledet,

On behalf of the City of Springfield, I am writing to support Lane Transit District's request for Transportation Growth Management grant funding.

Proceeds from this grant would fund critical updates to Lane Transit District's (LTD) Long-Range Transit Plan, necessary to align with recent and ongoing changes to local land use, transportation, housing and other policies city-wide.

LTD's existing Long-Range Transit Plan was adopted in 2014. Since then, the City of Springfield has experienced 9 years of development and changes to the land use policies impacting parking, transportation, and development. LTD's long-range policies need to be updated to reflect both the current changes, as well as the anticipated updates expected in the community over the next 20 years.

Please join me in supporting the Lane Transit District's mission to connect the Springfield community by supporting its grant application and funding request.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean VanGordon". The signature is fluid and cursive, with a long horizontal stroke at the end.

Sean VanGordon  
Mayor of Springfield, Oregon



June 26,2023

**RE: LANE TRANSIT DISTRICT'S TRANSPORTATION GROWTH MANAGEMENT GRANT 2023**

To Whom It May Concern,

The Eugene Area Chamber of Commerce and Springfield Area Chamber of Commerce are pleased to support Lane Transit District's (LTD) Transportation Growth Management Grant funding request for \$250,000. The need for this project will allow LTD's Long-Range Transit Plan to better align with recently adopted policies in the region.

Local employers and workers are both heavily invested through payroll taxes that support Lane Transit District's service to our region and as such, the business communities in Eugene and Springfield have been highly engaged in the land use, housing, transportation and economic development policies impacting transit in our region. As we have seen significant changes recently to these policies, there is a need for public transportation to reimagine the needs for service and make updates to the Long-Range-Transit Plan that reflect the years of community engagement.

LTD's existing Long-Range Transit Plan was adopted in 2014. Since then, our communities have experienced 9 years of development and changes to land use policy, including middle housing, urban reserves expansion in Eugene, parking reforms from the Climate Friendly Equitable Communities (CFEC) Rulemaking, and are currently planning for additional land use and transportation policy updates as determined by CFEC. The TGM Planning Grant is necessary to complete the work to ensure our regional transit service is most efficient, effective and responsive to the community's needs.

Additionally, this grant will foster continued engagement between LTD and the business community, to partner on efforts to streamline and enhance our Public Transportation system. We pledge to have representation at public outreach events and opportunities that LTD will conduct as part of the work to update its Long-Range Transit Plan.

Please join us in supporting Lane Transit District's mission to connect our community by supporting its grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Brittany Quick-Warner".

Brittany Quick-Warner  
President and CEO  
Eugene Area Chamber of Commerce

A handwritten signature in black ink, appearing to read "V. Nikkelsen".

Vonnie Nikkelsen  
President and CEO  
Springfield Area Chamber of Commerce



### Board of Directors

Marianne Nolte,  
*president*  
Mike Eyster,  
*vice-president*  
Bob Passaro,  
*secretary*  
Rachel McCoy,  
*treasurer*  
Laura Potter,  
*past president*  
Steve Bade  
Mike DeLuise  
Lisa Fragala  
Jennifer Hayward

### Board of Advisors

Jon Belcher  
Julie Daniel  
David Funk  
Mark Furman  
Gerry Gaydos  
George Grier  
Kaarin Knudson  
Sarah Mazze  
Brittany Quick-Warner  
Terry Parker  
Shane Rhodes  
Matt Roberts  
Samantha Roberts  
Brett Rowlett  
Seth Sadofsky  
Marc Schlossberg  
Joshua Skov  
Carmel Snyder  
Fred Tepfer  
Cami Thompson  
Kari Turner  
Jenny Ulum  
Sue Wolling

### Staff

Rob Zako,  
*executive director*  
Claire Roth,  
*program manager*  
Matt McCreary,  
*intern*  
Lucy Partridge,  
*intern*  
Carolina Stewart,  
*intern*

July 20, 2023

David Helton  
Senior Transportation Planner/Lead Grant Manager  
ODOT Region 2  
2080 Laura St.  
Springfield, OR 97477

### Re: LTD TGM Grant Application for Long-Range Transit Plan

Dear David:

Better Eugene Springfield Transportation (BEST) is a 501(c)(3) educational nonprofit that advocates for improved public trans and other transportation options, safe streets, and walkable neighborhoods.

We support Lane Transit District's application to support updating its Long-Range Transit Plan to align with to align with recent and ongoing changes to local land use, transportation, housing and other policies

Since the existing plan was adopted in 2014, the City of Eugene has experienced nine years of development and changes to the land use policy, including middle housing, parking reform from the Climate Friendly Equitable Communities (CFEC) policy, an urban growth boundary expansion, and urban reserves adoption. Additionally, the City of Eugene has several projects in process that will incorporate policy changes that will impact land use, parking, transportation and development. LTD's long-range policies need to be updated to reflect both the current changes, as well as the anticipated updates we expect in the community over the next 20 years.

LTD recently adopted the Mobility Management Strategy, which aligns the agency with changes in transportation patterns. LTD seeks to serve more of the community by deploying a wider array of mobility options, in partnership with the City of Eugene and other agencies and organizations. We recognize the importance of this work in having LTD incorporate this new approach to delivering service into the updated plan.

Please don't hesitate to reach out if any questions should arise.

For BEST,

Rob Zako  
Executive Director  
541-343-5201  
[rob@best-oregon.org](mailto:rob@best-oregon.org)

Building a successful community by bringing people together  
to promote transportation options, safe streets, and walkable neighborhoods.

Better Eugene-Springfield Transportation • PO Box 773, Eugene, OR 97440 • 541-343-5201

[info@best-oregon.org](mailto:info@best-oregon.org) • [www.best-oregon.org](http://www.best-oregon.org) • [www.facebook.com/BetterEugeneSpringfieldTransportation](https://www.facebook.com/BetterEugeneSpringfieldTransportation)

BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.





July 25, 2023

RE: Lane Transit District Transportation Growth Management Program Grant Application

To Whom It May Concern,

I am writing this letter of support on behalf of the City of Eugene to express support for Lane Transit District's application to the Oregon Department of Transportation's Transportation Growth Management Grant Program to fund an update to LTD's Long-Range Transit Plan.

This grant would enable LTD to update an important planning document for our regional community. An update to the Long-Range Transit Plan will align with recent and ongoing changes to local land use, transportation, housing and other plans and policies.

LTD's existing Long-Range Transit Plan was adopted in 2014. Since then, the City of Eugene has experienced nine years of development and changes to land use policy, including middle housing and upcoming parking reform from Climate Friendly Equitable Communities (CFEC). Additionally, the City of Eugene has several projects in process, including elements of CFEC implementation, that will incorporate policy changes that will impact land use, transportation and development. LTD's long-range policies need to be updated to reflect our evolving approach to creating a more equitable, livable and sustainable community, consistent with state goals.

LTD recently adopted the Mobility Management Strategy, which aligns the agency with changes in transportation patterns. LTD seeks to serve more of the community by deploying a wider array of mobility options, in partnership with the City of Eugene and other agencies and organizations. We recognize the importance of this work in having LTD incorporate this new approach to delivering service into the updated Long-Range Transit Plan.

Please join us in supporting Lane Transit District's mission to connect our community by supporting its grant application and funding request.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Lucy Vinis  
Mayor  
City of Eugene

## RACIAL AND ETHNIC IMPACT STATEMENT

**This form is used for informational purposes only and must be included with the grant application.**

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons<sup>1</sup> in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

**If you checked numbers 1 or 2 above**, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

*By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.*

**Dated:**

Printed Name:

Title:

Agency Name:

---

<sup>1</sup> “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.