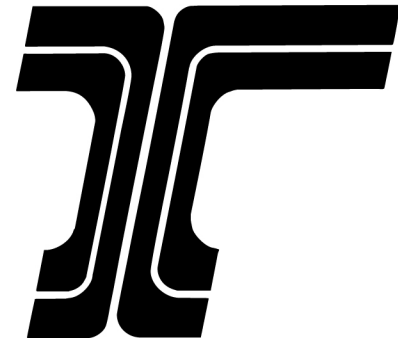


Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2021-23

Applicant Information

Agency Legal Name

Lane Council of Governments

Agency Legal Address

859 Willamette Street, Suite 500, Eugene, Oregon 97401

Application Contact Name

Kelly Clarke

Application Contact Title

Senior Transportation Planner

Application Contact Email Address

kclarke@lcog.org

Application Contact Phone Number

(541) 682-4283

Name of Person Signing Agreement

Kelly Clarke

Title of Person Signing Agreement

Brenda Wilson

Email Address of Person Signing Agreement

bwilson@lcog.org

Phone Number of Person Signing Agreement

(541) 682-4283

Agency Information

1. Transit Agency Type

Intergovernmental Entity

1.A Does the agency have any existing grant agreements with ODOT?

Yes

2. What is the main type of service that will be supported by this award?

Fixed Route

3. Would this award support ongoing operations of an existing service?

Yes

3.A Operations costs of

previous quarter
\$89,053.95

3.B Brief history of current project/service. What, if any, elements of the proposed project differ from existing efforts and services?

The Eugene-Florence route began service February 18, 2020. The route operates seven days per week with two round trips per day. It begins and ends at the Eugene Amtrak Station with stops in both directions at the Lane Transit District's (LTD) downtown transit station, the communities of Veneta and Mapleton, the Three Rivers Casino, Old Town Florence and the Florence Grocery Outlet. Please see the Route Location Map (Attachment X). Fares are \$5.00 one-way and \$1.00 between Florence and Mapleton. This project includes the addition of a third round-trip mid-day run four times per day.

Risk Assessment Information

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

5. 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

6. What type of accounting system does your agency use?
Combined

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

8. Did your staff members attend required training and meetings during the previous biennium?
Yes

9. Was your agency audited by the federal government in the past two years?
No

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

Agency Qualifications

11. Describe how your agency has the legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget of the anticipated grant agreement. (Description of operational capacity should apply specifically for the workload of projects in this application.)

LCOG is an independent public agency; established and supported by its member agencies to coordinate and provide public services within Lane County and beyond. LCOG's governing body is its Board of Directors.

Over the past biennium, LCOG has implemented, managed and reported on the new transit lines between Eugene-Florence and Florence-Yachats. LCOG's Transportation staff have many years combined experience in project management. A dedicated planner is assigned to the transit project administration role to track scope and schedule. A fiscal analyst tracks budget and reporting. Each route has a separate budget and contract. Costs are tracked according to grant agreement terms. Our team has experience with the ODOT OPTIS reporting system and submits reports and documents on time. Existing and previous

IGAs are always reviewed by legal and managerial staff for compliance and correctness.

LCOG's most recent Comprehensive Annual Financial Report is attached.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

Yes

13.A If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.

LCOG contracts with Pacific Crest Bus Lines to operate the Eugene-Florence route. LCOG employs several oversight strategies including regular check-in meetings to discuss service status and provide direction and oversight as needed. LCOG requires monthly summary of services and invoices informing expenditures and contract deliverables. Staff establishes protocols to meet unfulfilled contract terms. LCOG maintains copies of the contractor's annual audits and insurance for liability purposes.

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Predominantly serves or provides access to and from rural communities

Fills a significant gap in the Statewide Transit Network

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

15. Will federal funds be used to complete this project?

Yes

Project Information

16.A Project Title

Eugene-Florence Intercommunity Route

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 22 of program guidance for additional guidance on writing a project description.

This route stands as a success story of community driven demand for a needed service. Voices from the community led to a feasibility study which Lane Council of Governments (LCOG) completed with findings demonstrating strong community support and a feasible path forward to establish a transit connection between Florence and Eugene just as FY20-21 STIF Discretionary and Formula fund grant opportunities became available. LCOG was awarded STIF Discretionary and Formula Funds and LCOG partner, Confederated Tribes of Coos, Lower Umpqua and Siuslaw (CTCLU) Indians were awarded Formula Funds, to initiate a pilot route.

The Florence-Eugene Intercommunity Route began operations February 18, 2020. LCOG staff developed

its service schedule, fare structure and stops with the advice of a Route Advisory Committee with committee members representing stakeholders and local representatives along the Hwy 126 corridor between Florence and Eugene. This route runs seven days per week with one AM and one PM round trip. It begins and ends at the Eugene Amtrak Station with stops in both directions at the Lane Transit District's (LTD) downtown transit station, the communities of Veneta and Mapleton, the Three Rivers Casino, Old Town Florence and the Florence Grocery Outlet. Please see the Route Location Map and Photos attached. Fares are \$5.00 one-way and \$1.00 between Florence and Mapleton.

The route interlines with public and private transit routes in both Florence and Eugene. In Florence, it connects with the Rhody Express for transit trips within Florence; the Florence-Yachats Connector for access to coastal Oregon north of Florence; and with the Coos County Area Transit's new Florence Express for access to coastal Oregon south of Florence. In Eugene, it connects with LTD's urban and rural Lane County network in Eugene's downtown transit station as well as with the Amtrak Station for access to statewide and national destinations. LCOG is working on an Interline Agreement with Amtrak which, when finalized, will allow for enhanced route exposure and coordinated ticket purchase.

Within one month of initiating route service, COVID-19 restrictions began. As such, the vast majority of time this route has operated, has been with COVID related guidelines. The operator and drivers follow cleaning protocols. Passengers wear masks and maintain appropriate distance. The service schedule did not change and has maintained reliable and consistent, proving to be a lifeline link in the Statewide Transit Network.

The funding requested for this project is for route operational costs through the FY22-23 STIF Biennium. LCOG has requested and received an extension of STIF Discretionary funds from the FY20-21 STIF Biennium through December 2021. Therefore, this grant application requests 18 months of operational funding for the months of January 2022 through June 2023. The operational funding includes associated contractor operational costs, vehicle maintenance, administration and marketing costs. The operational costs assume an additional third mid-day round trip four times per week. The intent of this third trip is to interline with the Florence Express route operated by Coos County Area Transit. It was budgeted for in the FY20-21 grant but given COVID restrictions and fleet size limitations, logistics for the third run have not been feasible.

If funded, LCOG will continue to manage this route and contract operations.

17. What Local Plans include this project or elements of the project? Be specific in the citation of the Local Plans.

Florence Transportation System Plan

- Governing body that adopted the Local Plan: City of Florence
- Plan Adoption Date: December 2012
- Web Address:

https://www.ci.florence.or.us/sites/default/files/fileattachments/planning/page/638/florence_transportation_system_plan_final2.pdf

- Relevant page numbers: Pg. 120 Intercity Transportation Section

Coordinated Tribal Transit Plan of the Confederated Tribe of the Coos, Lower Umpqua and Siuslaw Indians

- Governing Body: Confederated Tribe of the Coos, Lower Umpqua and Siuslaw Indians
- Plan Adoption Date: 3/25/2015
- Web address: <https://ctclusi.org/>
- Relevant page numbers: 6; Preferred Option

Lane County Transportation System Plan

- Governing body that adopted the Local Plan: Lane County
- Plan Adoption Date: September 2017

- Web Address:
?https://lanecounty.org/UserFiles/Servers/Server_3585797/File/Government/County%20Departments/Public%20Works/Engineering%20and%20Construction%20Services/Transportation%20Planning/TSP/Lane%20County%20TSP_Volume%201%20(2).pdf
- Relevant page numbers:
 - o Pg. 19 Goal 6: Connectivity: Provide improved and new transportation connections within and between developed and developing areas
Policy 6-a: Encourage safe and convenient pedestrian and bicycle connections between residential uses and adjacent activity centers, including transit facilities and commercial, employment, civil/institutional, and recreational uses
 - o Pg. 20 Goal 8: Coordination: Implement the Transportation System Plan by working with the public, community groups, transit providers, cities and other government agencies.

While this is a project included in each of these plans, it also fills a significant gap in the Statewide Transit Network between the valley and the coast. It is providing a new public transportation option between two communities that share close economic, social, recreation, service and medical ties. It will also provide access opportunities and economic development potential to rural Oregon.

18. Please provide specific page(s) of the Local Plan(s) where project or funding need is listed.
Please see #17 for specific page numbers of the Local Plans.

19. What is the minimum grant amount that will still allow your project to proceed?
\$900,000.00

20. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.
STIF Discretionary
STIF Intercommunity Discretionary
FTA Section 5311(f) Intercity

21. Rank the fund sources in the order of preference with 1 being first choice and 3 being the last choice.

STIF Discretionary
2

STIF Intercommunity Discretionary
1

FTA Section 5311(f) Intercity
3

22. Why is this an important project? What are the consequences of this project not receiving funding?

This project is a vital link in the Statewide Transit Network and is an important lifeline for connecting the rural coastal communities to the Willamette Valley. Without the Eugene-Florence Intercommunity route, there is not a public transportation option to travel between Eugene and Florence. This service provides a safe, affordable, and reliable option for residents and visitor alike. The bus accommodates up to two wheelchairs. It also accommodates three bikes and provides cyclists an option for travel and linking trips car-free.

Investment in this project is vital as it will sustain a service currently in a pilot operation. Without project funding, this service will terminate upon expiration of FY20-21 STIF funding. It leverages strong community support as demonstrated in the attached letters from 18 stakeholders and will support regional travel

options during the 2022 International Association of Athletics Federation World Championships in Eugene.

23. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

24. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

LCOG Senior & Disability Services conducts a Community Needs Assessment every four years “to help pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system.” Focus groups for the March 2020 Assessment emphasized the need for accessible and affordable transportation specifically between rural and urban areas. The assessment found that “the lack of a variety of public transit availability options poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers, and other time sensitive needs.”

Per the 2017 “Lane County Health Equity Report,” the County is diversifying, growing older and lower-income. From 2006 to 2015 the population of people White grew only 2%. People Hispanic/Latino saw 42% growth. Populations of people African American, Asian American or multiracial grew by ~26% each. The population of people Native Hawaiian/Pacific Islander grew 16% and the population of people American Indian grew by 12%. Median age in Lane County is 39 years. Median household income is a strong indicator of socio-economic status. In the US, the median annual household income is \$55,775; in Oregon it is \$54,148. In Lane County it is \$44,103.

Specific to communities adjacent to this corridor, per the 2018 US Census ACS, Florence’s median age is 60.3; people aged 65 and older is 41.6%; people aged 14 and younger is 10.5%; median household income is \$40,833; non-auto households is 8.6%; people identifying with a disability is 31.1%; and minority population is 7.7%.

Eugene’s median age is 34; people aged 65 and older is 15.4%; people aged 14 and younger is 24.9% median household income is \$49,029; non-auto households is 11%; people identifying with a disability is 13.8%; and minority population is 16.7%. Veneta’s median age is 40.1; people aged 65 and older is 15.4%; people aged 14 and younger is 25.4% median household income is \$44,858; non-auto households is 10.6%; people identifying with a disability is 19.7%; and minority population is 17%.

This project aims to address identified travel barriers. Letters of support from agencies such as Trillium Community Health Plan, Siuslaw Outreach Services in Florence and the Devereux Center in Coos Bay value this service as an affordable travel option for their clients seeking access to services within and well beyond Lane County.

Coordination of Public Transportation Services

25. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

This project is an ongoing collaboration between LCOG; the Coordinated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI); Lane Transit District (LTD); and Coos County Area Transit (CCAT).

LCOG and CTCLUSI partnered throughout the planning, implementation and funding of this route. CTCLUSI allocates Formula Funds that LCOG uses as match for Discretionary grant dollars. During the logistics planning phase of this project, the need to identify and have ready a vehicle to run the route was critical. CTCLUSI generously contributed a 2016 cutaway bus from their fleet that is the route's primary vehicle. LCOG and CTCLUSI have agreements in place for this partnership. In 2019, CTCLUSI, with LCOG's support, applied for a new bus for this route through the FTA 5339 grant opportunity and was awarded full funding. CTCLUSI and LCOG are now proceeding with procurement of this bus which, when available, will become the route's primary bus. This project would not be possible without the resource sharing between our two agencies.

LCOG and CCAT coordinate to ensure services best meet the public's needs. Most recently LCOG and CCAT coordinated schedules to better interline these routes at the Florence Grocery Outlet Key Transit Hub. LTD staff serve on the Eugene-Florence route advisory committee. LCOG and LTD coordinate and share stop locations at both ends of this route. The Eugene-Florence route stops at the Eugene Transit Station and shares an LTD stop. LTD manages Florence's Rhody Express transit system. The Eugene-Florence route stops at the Rhody Express's Old Town stop and at the Key Transit Hub.

This project also has wide range of stakeholder support demonstrated through the attached letters of support from the City of Florence, City of Yachats, City of Eugene, Lane County, Trillium Community Health Plan, Siuslaw Vision, Florence Area Community Coalition, Florence Area Chamber of Commerce, Lane Community College/Florence Center, Mapleton Food Share, Mapleton Lion Club, Oregon Coast Visitors Association, PeaceHealth Peace Harbor Medical Center, Rotary Club of Florence, Siuslaw Public Library District, and Siuslaw Outreach Services, Devereaux Center, CCAT, CTCLUSI, Travel Lane County and Douglas County.

The level of support and interest in collaboration across many organizations and agencies is testament to the need for this project and the commitment to make it a success.

Environmental and Public Health

26. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes.

This project addresses the Florence-Eugene Public Transportation Feasibility Study and the LCOG Senior & Disability Services division Community Needs Assessment findings of community concerns that public transportation options are limited in rural areas and some parts of urban areas. As the Needs Assessment states: "This particular lack of robust public transit availability poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers and other time sensitive needs." As such, this project is improving transit access to/from services that improve health outcomes.

In Lane County and beyond, 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 expressed in the attached letter of support from Trillium Community Health Plan, "As the urban center of our service area, Eugene and Springfield are a key destination for many of our members throughout Lane County and Western Douglas County. However, many of our members are transportation-disadvantaged and seek support in travel for medical and other needs. We recognize the value of a public transportation option connecting the communities of Florence and Eugene. This service will enhance the mobility of many of our members and will provide access for our most vulnerable to primary care, educational opportunities and personal shopping needs."

As found through the feasibility study, 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. This route now provides a mobility and access option and contributes towards high quality of life for these individuals. It supports economic development and health of the business community and employers within Florence by bringing in additional visitors.

Since beginning operations, this route has provided 1,868 rides, taking cars off the road between Eugene and Florence, reducing carbon dioxide and other fossil fuel emissions.

Safety, Security, and Community Livability

27. Describe how the project would increase use and participation in active transportation, including public transportation.

The Eugene-Florence bus route reduces reliance on personal vehicle use, results in mode shift to transit, improves connectivity between active transportation modes, and is an vital link between Florence and Eugene.

This 60-mile one way route provides a public transportation option between the valley and the coast, connecting the Eugene/Springfield area to Florence. The survey administered for this project's feasibility study asked the question of what barriers to travel people experience along Hwy 126. Responses identified not having access to a car, lack of a public transportation option, and concerns about driving on Hwy 126. This route addresses those barriers by providing an option that does not require access to a personal vehicle. Community members began using this service the day it began operations; ridership totaled 92 in February. COVID-19 restriction began in mid-March; ridership totaled 199. Ridership increased and remained steady from April, May, June, July, August with ridership totaling 162, 189, 316, 316, 306 respectively. From March through June, the route was fare-less, yet ridership remained steady. September ridership decreased during a tragic wildfire season.

These rides were taken by people who did not have access to a personal vehicle or who chose not to drive and represent a mode shift to transit. Regardless of the personal circumstance, the choice this route provides is valuable and must remain consistently reliable and frequent for its continued success as a viable transportation option.

This route's success is also dependent upon connectivity between active transportation modes and its role as a link in both the new Florence Key Transit Hub and the Eugene Key Transit Hub. In Florence, this route connects with the Rhody Express, the Florence Express and the Florence-Yachats Connector for intercommunity access and car-free travel all along Highway 101. Stops in Old Town Florence offer visitors access to a walkable downtown. The bus accommodates up to three bikes and has transported 154 bikes since February. Passengers have also transported surfboards from the Eugene area to surf near Florence. In Eugene, the route connects with Lane Transit District's urban transit services and Amtrak. The Eugene transit station is a multi-modal hub, surrounded by many walkable destinations and an onsite BikeShare hub, so transit users can choose to connect the last leg of their journey by bicycle.

28. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

LCOG manages the service and operates it under contract with Pacific Crest Bus Lines (PCBL) who also operates Oregon POINT, LTD's Diamond Express, Amtrak Thruway, and the Eugene-Bend bus line. PCBL upholds the highest standards for safety protocols and have a safe history. LCOG ensures safety compliance with industry standards of the American Public Transportation Association and Federal Transit Administration.

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 has

provided 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.

Statewide Transit Network Connections

29. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

This project directly links coastal rural Lane County with the County's major urban area and is actively working to fill what was a major gap in the Statewide Transit Network. This route originates and terminates at the Eugene Amtrak Station, a Key Transit Hub within Lane County with multiple multi-modal travel options. Stops along its route outside of the urban area serve Lane County's rural communities: Veneta with a population of 4,891 with 58.4% employed; Mapleton with a population of 929 with 32.6% employed; and Florence with a population of 40,104 with 55.3% employed. The Lane Transit District serves the urban area of Lane County, but its boundary does not extend west beyond Veneta, creating a public transportation service gap and need that this route fills. Three other fixed route transit services meet its final stop in Florence, the Grocery Outlet store: the Rhody Express, the Florence-Yachats Connector and the Florence Express. None of these four services are wholly contained within the service area of the others; creating a Key Transit Hub. Developing a transit hub has been a goal for the City of Florence, and this route is a key component.

This route is connecting people in rural Lane County with car-free access to jobs, services, recreation, entertainment and social outlets. Social service providers and Workforce Oregon in Florence as well as agencies such as the Devereux Center in Coos Bay purchase or have expressed interest in purchasing tickets for their clients to travel to Eugene. Transportation for employment is of particular interest between Mapleton and Florence where coastal Oregon employers are experiencing a lack of employees, and Mapleton has residents lacking transportation. Travel Lane County and Lane Community College have participated throughout the planning and implementation of this route as they both value the potential for visitors, students and faculty to travel car-free and access recreational and educational destinations throughout and beyond Lane County.

This is a relatively new service that has operated for the vast majority of its life within COVID conditions. While we view its status to date a great success, this STIF funding is imperative for its long-term success as a foundational link in the Statewide Transit Network.

Funding and Strategic Investment

30. Describe how the project match requirements will be met or exceeded. Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

This project will sustain an intercommunity route between Florence and Eugene and maintain a new public service in the Statewide Transit Network along Hwy 126. 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, CCAT 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, and STIF Formula Funds 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 10% match requirement will come from STIF Formula Funds from LCOG and the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI). LCOG's Formula Fund request will be from the Lane Transit District's Out of District portion of the STIF Formula Fund allocation. CTCLUSI will request will be from its Formula Funds allocation.

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 as FY20-21 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. This project leverages strong community, political and agency support as demonstrated in the attached letters of support.

This project pilot timeframe will also leverage one of the largest events to be hosted in Lane County and the State of Oregon: the International Association of Athletics Federation (IAAF) World Championships. Competition dates are July 15-22, 2022. Participants will represent 214 countries and include 2,000 athletes and 3,000 media attendees. A well-connected public transportation network with this link to and from the coast will be an important way for attendees to visit the coast and its communities.

31. If this project will last beyond the 2021-23 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

This project will support the Eugene-Florence Intercommunity route which is intended to continue to serve the public well beyond the 2021-23 biennium. LCOG staff will continue to 1) seek grant funds for ongoing funding from federal, state and local sources, 2) maintain stakeholder support and 3) collaborate with partnering transit agencies and CTCLUSI. Through these ongoing efforts, LCOG anticipates keeping this route in operation.

32. 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, type N/A.

Funds for 10% match depend upon STIF Formula Funds from LCOG and CTCLUSI. LCOG will submit a grant application to the Lane Transit District, who serves as the Qualified Entity for STIF funds in Lane County, for STIF Out of District Formula Funds. CTCLUSI will submit a grant application for Formula Funds from its allocation.

33. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

N/A

Project Details

Task Category

Operating

Operating

Total Task Cost (Grant Amount + Match Amount)

\$1,000,000.00

Are matching funds available if the project is awarded?

Yes

Percent of funds used for fixed route transportation

100%

Project Task and Match Amounts

50% Match Rate Calculations

Grant Amount - 5311f (50% Fed Share)
\$500,000.00

Match Amount - 5311f (50% Local Share)
\$500,000.00

20% Match Rate Calculations

**Grant Amount - STIF Discretionary/STIF
Intercommunity (80% State Share)**
\$800,000.00

**Match Amount - STIF Discretionary/STIF
Intercommunity (20% Local Share)**
\$200,000.00

10% Match Rate Calculations (For Qualified Applicants)

**Grant Amount - STIF Discretionary/STIF
Intercommunity (90% State Share)**
\$900,000.00

**Match Amount - STIF Discretionary/STIF
Intercommunity (10% Local Share)**
\$100,000.00

Application Totals

Match Sources

Match Sources	Amount
State	\$99,000.00

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

50% Match Rate Calculations

Grant Amount
\$500,000.00

Match Amount
\$500,000.00

20% Match Rate Calculations

Grant Amount
\$800,000.00

Match Amount
\$200,000.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount

\$900,000.00

Match Amount

\$100,000.00

Document Upload (Optional)

Eugene-Florence Route Map.pdf

Florence-Eugene Route Photos.pdf

Florence-Eugene Route Letters of Support.pdf

2019 LCOG CAFR.pdf