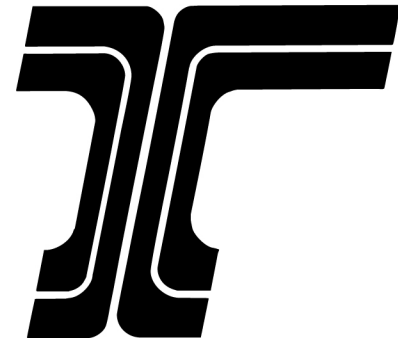


# Oregon Department of Transportation



## 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**

Brenda Wilson

**Title of Person Signing Agreement**

Executive Director, Lane Council of Governments

**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  
\$40,217.51

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

The Florence-Yachats Connector began service September 2018. The route operates Monday through Saturday from 7:30 AM to 7:25 PM with four round trips per day. It begins at the Grocery Outlet in Florence; stops mid-way at Carl G. Washburne State Park, and then at West 3rd Street and Pontiac Street (the Little Log Church & Museum) in Yachats. The return route uses the same stops. Since assuming management of the route, LCOG initiated Saturday service and adjusted the schedule for better alignment with the Florence-Eugene intercommunity route. Now, a rider is able to begin a trip by in Yachats, travel to Eugene and return to Yachats in one day. The proposed project will maintain this reliable and dependable service.

## **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 and managed the progress of the new transit lines between Eugene-Florence and Florence-Yachats, in conjunction with LTD. LCOG' transportation staff has 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, and 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 River Cities Taxi to operate the Florence-Yachats Connector. 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

Serves an area outside of the applicant's geographic jurisdiction

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?

No

## Project Information

### 16.A Project Title

Florence-Yachats Connector

### 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.

The Florence-Yachats Connector is a testament of state, local and private partners working together to meet a public need. The route began in September 2018 as a one-year pilot project funded by the Oregon Department of Transportation, managed by the Lane Transit District, strongly supported by the Cities of Florence and Yachats, and operated by River Cities Taxis. The route's corridor along Highway 101 between Yachats and Florence is well outside of the Lane Transit District's boundary and therefore LTD was not a viable long term route manager. Halfway into the one-year pilot, the Lane Council of

Government's Board of Directors unanimously supported applying for STIF Discretionary funding to take over management of this route. LCOG was awarded full funding to continue the pilot project through the FY20-21 STIF Biennium and assumed management, with River Cities Taxi as the operator, in September 2019.

The Florence-Yachats Connector links the rural, coastal communities of Florence and Yachats along Oregon's Highway 101 and serves as an important car-free transportation option for local community members and visitors to and along Oregon's premier coastline. This route is the northern route at the Florence Key Transit Hub where the Coos County Area Transit's Florence Express, Lane Transit District's Rhody Express, and LCOG's Eugene-Florence Intercommunity Route all interline. At the northern terminus, it links with the Lincoln County's Northwest Connector for access along Highway 101 north of Yachats. The route operates Monday through Saturday from 7:30 AM to 7:25 PM with four round trips per day. It begins at the Grocery Outlet in Florence; stops mid-way at Carl G. Washburne State Park, and then at West 3rd Street and Pontiac Street (the Little Log Church & Museum) in Yachats. The return route uses the same stops. Since assuming management of the route, LCOG initiated Saturday service and adjusted the schedule for better alignment with the Florence-Eugene intercommunity route. Now, a rider is able to begin a trip by in Yachats, travel to Eugene and return to Yachats in one day.

Since COVID-19 restrictions began, the Florence-Yachats Connector has operated in accordance 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, assuming the current route schedule, 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.

If funded, LCOG will continue to manage this service with a contract vendor operating the service.

**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](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

**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](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
  - o 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.

This project is also considered exempt from the local plan requirements. It fills a significant gap in the Statewide Transit Network by connecting two rural, coastal communities that are separated geographically and providing a public transportation service along Oregon's Pacific Coast Scenic Byway. It also provides statewide benefits to multiple Public Transportation Service Providers including Lincoln County Transit, Coos County Area Transit, Lane Transit District (LTD) and LCOG. Lincoln County's Southern route terminates in Yachats and shares a transit stop with the Florence-Yachats Connector. Coos County Area Transit's Florence Express interlines with this route at the Grocery Outlet, Florence's Key Transit Hub. LTD manages the Rhody Express, the fixed route transit service in Florence, which transitions its northern and southern loop at the Grocery Outlet. It also interlines with LCOG's Eugene-Florence Route at the Key Transit Hub. This project serves all of these Public Transit Service Providers by continuing a needed link in this network of service.

**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?**

\$441,000.00

**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.**

FTA Section 5311(f) Intercity

STIF Intercommunity Discretionary

STIF Discretionary

**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 along HWY 101. Prior to its service initiation, this corridor had neither a private nor a public transit option, leaving residents and visitors with few car-free travel options. Now it stands as an important piece in the public transportation network, providing a safe, affordable, and reliable travel option. Continued use through COVID-19 restrictions demonstrates it is a lifeline service for many.

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 of support from stakeholders and supports regional travel options during the 2022 International Association of Athletics Federation World Championships in Eugene. Connected public transportation will be an important way for attendees to visit coastal destinations.

**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.**

The Senior & Disability Services (S&DS) division of LCOG 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” (March 2020, Community Needs Assessment). The Assessment includes consumer surveys, focus groups and research from a broad range of sources. Focus groups expressed concerns that public transportation options are limited in rural areas and some parts of urban areas. The limitations are more pronounced on weekends and during convenient weekday times. It concludes that, “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.”

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

Communities adjacent to this corridor have high rates of vulnerable populations, per the 2018 US Census American Community Survey. 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%.

Yachats median age is 59.6; people aged 65 and older is 44.8%, people aged 14 and younger is 10%; median household income is \$49,293; non-auto households is 10.4%; people identifying with a disability is 21.7%; and minority population is 21.8%. This project aims to address identified travel barriers by maintaining a reliable travel option that connects with transit services along the coast and to urban destinations. Letters of support demonstrate the value of this service in providing an affordable travel option for vulnerable populations 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 a coordinative effort with LCOG’s Florence-Eugene route, Coos County Area Transit (CCAT), LTD, ODOT and Lincoln County Public Transit public transportation service providers (PTSP), and efforts to ensure efficiency service and reduce fragmentation are ongoing.

The Florence-Yachats Connector is a major link of intercommunity and intracity routes interlining at the parking lot at the Grocery Outlet in Florence. CCAT, LCOG, LTD and Confederate Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI) coordinate to support the new Florence Key Transit Hub. LTD manages the Rhody Express; Florence's public transportation service with River City Taxi as the contract operator. LCOG's, and route partner CTCLUSI's, Eugene-Florence Intercommunity route, has its western terminus at the Grocery Outlet Transit Hub. CCAT's Florence Express' northern terminus is at the Grocery Outlet Transit Hub. With these three intercommunity routes and the Rhody Express intracity route all in operation, both residents and visitors have the opportunity to travel east/west from the valley to the coast and north/south within and beyond Florence all using public transportation. The Florence-Yachats Connector interlines with the Lincoln County service in Yachats for access north of Yachats on Highway 101. LCOG has coordinated with the partner agencies to align route times for efficient route transfer at the Florence Transit Hub.

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 are leveraged to promote and educate on this service. Please see the attached letters of support from City of Florence, City of Yachats, City of Eugene, Coos County Area Transit, Siuslaw Vision, Florence Area Community Coalition, Florence Area Chamber of Commerce, Lane Community College/Florence Center, Mapleton Food Share, Mapleton Lions Club, Oregon Coast Visitors Association, PeaceHealth Peace Harbor Medical Center, Rotary Club of Florence, Siuslaw Public Library District, Siuslaw Outreach Services, and Travel Lane County for demonstration of the community value in this route and ongoing stakeholder collaboration.

## **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.**

The Florence-Yachats Connector improves access to/from services that improve health outcomes and contributes towards a reduction of carbon dioxide and other pollutant emissions. It addresses the Senior & Disability Services division of LCOG's Community Needs Assessment findings of community concerns that public transportation options are limited in rural areas and some parts of urban areas. The Needs Assessment found that, "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."

The Eugene/Springfield, Newport and Corvallis/Albany areas are key destinations for many coastal residents and, in many cases, the only location 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 opportunity with this project contributes towards the quality of life for these individuals. It also supports economic development and health of the business community and employers within Florence and Yachats by providing visitors a transportation option they will otherwise not have.

Additionally, this project is taking additional cars off Highway 101, reducing carbon dioxide and other fossil fuel emissions. Traffic volumes are high along Highway 101, particularly in summer months, and parking lots for recreational destinations along the stretch between Florence and Yachats are at capacity or overflow. This route plays an important role in creating a connected transit network along the coast, enabling visitors and residents with a choice for this low-environmental impact mode of travel.

## **Safety, Security, and Community Livability**

### **27. Describe how the project would increase use and participation in active transportation,**

**including public transportation.**

The Florence-Yachats Connector reduces reliance on personal vehicle use, results in mode shift to transit, improves connectivity between active transportation modes, and is an important link in the Florence Key Transit Hub.

This route began service in September 2018, and ridership is beginning to show trends with summer peaks and winter lows, indicating regular riders throughout the year with more recreational riders during summer months. Ridership in 2020 was trending higher than 2019 until COVID-19 restrictions began in March 2020. This route had 107 and 101 riders in January and February of this year respectively. March and April ridership decreased to 84 and 74 respectively. However, May, June, July, August ridership increased steadily at 125, 149, 181, 158 respectively. This route operated fare-less between late March and July 6. Ridership was not impacted by a reintroduction of fares. Ridership is on positive trajectory since its first year. July 2019 ridership was 132; between July 2019 and July 2020, ridership increased by 37%. During the wildfire disaster in September 2020 ridership was 124. These rides were taken by people who did not have access to personal vehicle or who chose not to drive. They represent trips that were not taken by personal vehicle and 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.

Highway 101 is a designated as the Oregon Coast Bike route, and this route is utilized by bicyclists to help navigate through a portion of the Highway that feels uncomfortable for some cyclists. Cyclists put their bike on one of the bus's three bike racks, travel by bus between Yachats and Florence and continue on beyond these communities by bike. Riders also utilize the stop at Carl G. Washburne State Park to access the State Park trails, beach access and other amenities.

This route is a critical component to the Active Transportation network along the coast and it is contributing to a mode shift to transit, reduced reliability on personal vehicle use and enhanced connectivity between active travel modes.

**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 River Cities Taxi who also operates the Rhody Express under contract with the Lane Transit District and a private taxi service in Florence. River Cities Taxi 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.

ODOT's Oregon Coast Bicycle Route Map, identifies several sections of Highway 101 between Florence and Yachats as "Coastal Bike route with less than 4' of shoulder." One solution for cyclists traveling by bike along the Oregon Coast Bike Route through this section is to put their bikes on the Florence-Yachats Connector bus and utilize this service to avoid an uncomfortable highway section. Oregon Coast Bike Route Plan project identifies several sections between Florence and Yachats as a critical need, citing substandard bicycling infrastructure, crash history, crash risk, gaps and barriers. The Florence-Yachats Connector is a solution already in place to address needed long-term improvements to improve the safety of roadway users. This route also provides a safe and reliable option for residents and visitors who do not feel comfortable driving this portion of the coastal highway because of the heavy roadway volumes on a winding coastal roadway. This route decreases the number of overall vehicles, improving safety overall.

This project also includes purchase of a replacement vehicle. The vehicle currently serving this route is a 2018 El Dorado Aerotech. It drives about 202 miles per day, six days per week through coastal conditions. It has required one transmission service already and a monthly oil change and has 79,728 miles. While a reliable vehicle, this bus will need to be replaced during the second year of this STIF biennium in order to keep the fleet in a state of good repair.



## 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 connects two geographically separated rural, coastal communities along Oregon's premier Coastal Scenic Byway; contributes to the new Florence Key Transit Hub and is an important link in the Statewide Transit Network.

The City of Florence is a rural coastal community at the southern end of this corridor, with a population within the 97439 zip code of 14,222 and average employment of 4,309 per the American Community Survey 2017 5-year estimate. The City of Yachats is also a rural coastal community, with a population within the 97498 zip code of 1,609 and average employment of 544 per the ACS 2017 5-year estimate. This route is providing a needed service for residents, visitors and transportation disadvantaged to travel to and from these communities and beyond.

This service connects with four other public transportation service providers and contributes to the network of services within and beyond Florence and Yachats. It creates a Key Transit Hub in Florence with these other providers: 1) Rhody Express which is the City of Florence's public transportation service, managed by LTD and operated by River Cities Taxi. It serves the City with a north and south loop that meet at the Grocery Outlet transit stop; 2) Coos County Area Transit who started the STIF-funded Florence Express in June 2020 and completed the creation of Florence's Key Transit Hub; 3) LCOG who manages the Eugene-Florence Intercommunity route. Its western terminus is the Grocery Outlet transit stop; 4) Lincoln County Transit whose Southern Loop terminates in Yachats at the Little Log Church & Museum. A long term goal for this project is to enter into the NW Connector system as a way to better interline service and provide enhanced passenger experience when making transfers.

The connections with these four public transportation service providers creates a public transportation network that is just recently available to Oregon residents and tourists, and the Florence- Yachats Connector is a vital link in that network. Sustaining this service is crucial to supporting the utility and connectivity of 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 Yachats and a link in the Statewide Transit Network along Hwy 101. This project works towards the goal of a complete Statewide Transit Network and recognizes the value of a collaboration 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, Coos County Area Transit and the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI). Two of this project's goals are to pursue ongoing funding from federal, state and local funds including 5311, STN, STIF Formula Funds and to 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. 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 will leverage strong community, political and agency support in the show of support contained and in the attached letters of support.

This project time frame will also provide an important travel option during 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 were scheduled for August 2021 but COVID conditions have resulted in rescheduling for Summer 2022. Participation will represent 214 countries, 2,000 athletes and 3,000 media attendees. Public transportation along 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 Florence-Yachats Connector 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 request 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.**

This application requests funds to purchase a replacement bus for the Florence-Yachats Connector.

The route's current bus is a 2018 Ford Make and EC4 Model. Its VIN is 1FDFE4FS5JDC20882. It has 10 seats, is ADA accessible and has a bike rack that can hold three bicycles.

The bus began running this route September, 2019. It has received regular service checks on a monthly basis since that date. It is a reliable vehicle currently in good to excellent condition according to the Asset Condition Measurement spreadsheet. Given the route's high mileage through coastal conditions the vehicle received increasing corrective maintenance with monthly oil changes and it has already had one transmission service.

The bus's odometer read as of 10/27/2020 was 79,728 miles. At about this time one year ago, the odometer read was 15,732. The bus drove approximately 63,996 during one year of running this route. LCOG added Saturday service in February 2020, increasing the number of miles the bus is driving. This application is requesting purchase of a bus in the second year of the STIF biennium. By the end of the FY21-23 STIF biennium, the bus will have around 191,000 miles; well over its Useful Life Standards mileage of 150,000. LCOG will purchase the new Category D vehicle through the Oregon state price agreement contract during FY22. Expected delivery time is 6-9 months according to ODOT's Vehicle Descriptions and Useful Life Standards document. LCOG will initiate the purchase process in September of 2021 and have the new vehicle ready to replace the current vehicle during the summer of 2022.

## **Project Details**

### **Task Category**

Vehicle Purchase  
Operating

## Vehicle Purchase

Is this a vehicle expansion, vehicle replacement, or both?

Vehicle Replacement

## Vehicle Replacement

### Vehicles to be replaced

Year	Make	Model	Vehicle ALI	VIN	# of seats	# of ADA stations	Fuel System	Current Mileage	Date Mileage Recorded
2018	Ford	EC4	11.1X.04 Bus < 30 FT	1FDFF 4FS5J DC208 82	10	1	Gas (G)	79,728	10/27/2020

### Condition of Vehicles

VIN	Condition	Explain vehicle maintenance history, right-sizing justification, etc.
1FDFF4FS5JD C20882	Good	The vehicle is regularly maintained and in good condition but will be at the end of its useful life by the end of this STIF biennium

Will you use the Oregon state price agreement contract?

Yes

### Vehicles to be purchased

Vehicle ALI	Make/Model	Quantity	Cost Each	Total	# of seats / # ADA stations	# of seats with ADA deployed	Fuel System	Est. Order Date	Est. Delivery Date
11.12.04 Bus < 30 FT	TBD	1	\$170,000.00	\$170,000.00	12	2	Gas (G)	9/6/2021	6/6/2022

**Total:**  
1

**Grand Total:**  
\$170,000.00

**Total Task Cost (Grant Amount + Match Amount)**  
\$170,000.00

**Are matching funds available if the project is awarded?**

Yes

**Percent of funds to be used for fixed route**

transportation  
100%

## Project Task and Match Amounts

### 20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF  
Intercommunity/5311f (80% State/Fed Share)  
\$136,000.00

Match Amount - STIF Discretionary/STIF  
Intercommunity/5311f (20% Local Share)  
\$34,000.00

### 10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF  
Intercommunity (90% State Share)  
\$153,000.00

Match Amount - STIF Discretionary/STIF  
Intercommunity (10% Local Share)  
\$17,000.00

## Operating

Total Task Cost (Grant Amount + Match Amount)  
\$320,000.00

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)  
\$160,000.00

Match Amount - 5311f (50% Local Share)  
\$160,000.00

### 20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF  
Intercommunity (80% State Share)  
\$256,000.00

Match Amount - STIF Discretionary/STIF  
Intercommunity (20% Local Share)  
\$64,000.00

### 10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF  
Intercommunity (90% State Share)

Match Amount - STIF Discretionary/STIF  
Intercommunity (10% Local Share)

\$288,000.00

\$32,000.00

## Application Totals

### Match Sources

Match Sources	Amount
State	\$49,000.00

**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**  
\$160,000.00

**Match Amount**  
\$160,000.00

## 20% Match Rate Calculations

**Grant Amount**  
\$392,000.00

**Match Amount**  
\$98,000.00

## 10% Match Rate Calculations (For Qualified Applicants)

**Grant Amount**  
\$441,000.00

**Match Amount**  
\$49,000.00

### Document Upload (Optional)

Florence-Yachats Connector Route Map.pdf

Florence-Yachats Connector Route Photos.pdf

Florence-Yachats Connector Letters of Support.pdf

2019 LCOG CAFR .pdf