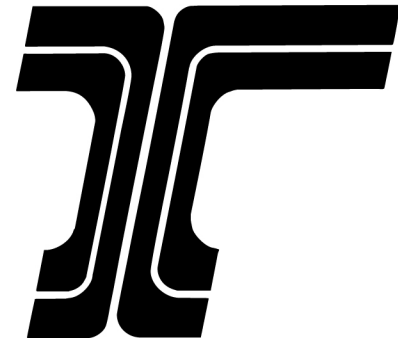


# Oregon Department of Transportation



## STIF Discretionary and Statewide Transit Network Application: FY 2023-25

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### Applicant Information

**Agency Legal Name**

Lane Council of Governments

**Project Title**

Eugene-Florence Connector Route

**Agency Legal Address**

859 Willamette Street, Suite 500, Eugene, Oregon 97401

**Application Contact Name**

Kelly Clarke

**Application Contact Title**

Principal Transportation Planner

**Application Contact Email Address**

kclarke@lcog.org

**Application Contact Phone Number**

(541) 682-4026

**Name of Person Signing Agreement**

Brendalee Wilson

**Title of Person Signing Agreement**

Executive Director

**Email Address of Person Signing Agreement**

bwilson@lcog.org

**Phone Number of Person Signing Agreement**

(541) 682-4283

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### 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 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 as a STIF funded pilot 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, Veneta, Mapleton, and the Three Rivers Casino, Old Town Florence and the Florence Grocery Outlet. Please see the Route Location Map (Attachment X). This project includes the addition of a third round-trip mid-day run four times per week. The majority of this funding will sustain this route's ongoing operations. It is a critical link in the state transit network, and while LCOG is exploring additional funding options, STIF discretionary funds are necessary through this biennium to maintain service at its current level and to expand as described.

## **Risk Assessment Information**

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

No

**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 managed and reported on the transit routes connecting 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?**

No

## Project Information

**16.A Project Title**

Eugene-Florence Connector 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 7 of the application instructions for additional guidance on writing a project description.**

The Eugene-Florence Connector route began operations February 18, 2020 in response to community demand for an affordable transit option between the Eugene metropolitan area and the coastal community

of Florence. While the Lane Council of Governments (LCOG) is the route contract manager, reliable, consistent operation is a collaborative effort. The Confederated Tribes of Coos, Lower Umpqua and Siuslaw (CTCLUSI) Indians have partnered with LCOG throughout route planning and design, and contribute both a bus and Formula Funds that are vital to continued operations. The Cities of Florence and Eugene support the service by ensuring access for bus stops and movement. Lane County stores the buses when not in operations within secured lots and provides both preventative maintenance and service when needed. Lane Transit District (LTD) lends expertise, shared stop spaces, and transfer information to riders looking beyond the LTD services for access to and from the coast. LTD is in the process of implementing an integrated fare program in which LCOG will participate and make fare acquisition and transfer between these two transit providers easier for riders. LCOG maintains an interline agreement with Amtrak for seamless ticket purchase and bus transfer.

The Eugene-Florence Connector begins and ends at the Eugene Amtrak Station with stops in both directions at the 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. This route runs seven days per week with one AM and one PM round trip.

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 Florence Express for access to coastal Oregon south of Florence. In Eugene, it connects with LTD's transit network which reaches urban and rural Lane County at Eugene's downtown transit station as well as with the Amtrak Station for access to statewide and national destinations. 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 service schedule did not change throughout COVID and has maintained a reliable and consistent travel option, proving to be a lifeline link in the Statewide Transit Network.

The funding requested for this project is for route administration and operational costs through the 23-25 STIF Biennium. The operational funding includes contractor operational costs, vehicle maintenance, purchase of radios for emergency use, administration, and marketing costs.

Funding requested also includes service expansion. Ridership is significant enough to add a third, mid-day run to the route schedule four days 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 FY22-23 grant but given COVID restrictions and fleet size and availability limitations, logistics for the third run have not been feasible.

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

**17. What is the minimum project cost that will still allow your project to proceed?**

\$1,180,000.00

**18. 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

**19. 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 Connector, 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 visitors alike. The bus accommodates up to two wheelchairs. It also accommodates three bikes; providing cyclists an option for travel and linking trips. Ridership and the number of riders with bikes is steadily increasing. August 2022 saw this route's highest ridership count of 834 and October 2022 had the highest bike count of 91. These are indicators of a diverse use of this service and the critical need to maintain it.

Investment in this project is vital as it will sustain a service initially started with FY19-21 STIF funding. Without project funding, this service will terminate upon expiration of FY22-23 STIF funding.

**20. 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**

**21. 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." This route is a life line service for many

According to 2020 American Community Survey (ACS) 5-Year Estimates, the County is quickly diversifying, growing older and earning lower incomes. From 2010 to 2020 the population of people who are White grew 4%. People who are Hispanic/Latino saw 42% growth. The Black or African American population grew 18%; the Asian population grew 29%; and the Native Hawaiian/Other Pacific Islander population grew 34%. The American Indian or Alaska Native population declined by 25%. Overall, people identifying as two or more races grew 84%. On average, residents of Lane County are older, with a median age of 39.7 years (up from 38.5 in 2010). In the US, the median annual household income is \$64,994; in Oregon it is \$65,667. In Lane County it is \$54,942.

The attached ACS Data Chart shows the high percentages of vulnerable populations living in areas served by Link Lane. All areas served by this route have a lower median average income than Lane County. There are high percentages of people identifying with disabilities, including over 25% in Florence and over 40% in Mapleton.

This project aims to address the needs of these populations. Letters of support from agencies such as Florence Food Share, Siuslaw Outreach, and the Rotary Club of Florence highlight this service as an invaluable travel option for their clients and members seeking access to services within and well beyond Lane County.

### **Coordination of Public Transportation Services**

**22. 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 would not be possible without the resource sharing between multiple agencies; it is an ongoing collaboration between LCOG; the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI); Lane Transit District (LTD); Lane County; and the Cities of Florence and Eugene.

LCOG and CTCLUSI partnered throughout the planning, design, implementation, and funding of this route. CTCLUSI allocates Formula Funds that LCOG will use as match. 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 program and was awarded full funding. CTCLUSI transferred the grant to LCOG and, with the purchase process complete, we are now awaiting its arrival.

The Cities of Florence and Eugene support the service by ensuring access for bus stops and movement. Lane County stores the buses when not in operations within secured lots and provides both preventative maintenance and service when needed. LTD lends expertise, shared stop spaces, and transfer information to riders looking beyond the LTD services for access to and from the coast. LCOG maintains an interline agreement with Amtrak for seamless ticket purchase and bus transfer. Lane County provides secured parking and preventative maintenance.

The project will leverage technology resource sharing, as LTD's integrated fare project should be complete by the biennium, allowing seamless travel between LTD and Link Lane services.

Both passengers and transit providers benefit from the Eugene-Florence Connector route as it is designed to interline with multiple other routes and provide connected transit travel within, to, and from Lane County. LCOG and Coos County Area Transit coordinate to ensure services best meet the public's needs. LCOG and CCAT have coordinated schedules to better interline these routes at the Florence Grocery Outlet Key Transit Hub. 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.

## **Environmental and Public Health**

**23. 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. How does this project support applicant's climate planning efforts?**

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 Oregonians contributes to positive health outcomes and responds to a community need. As a primary urban center, Eugene and Springfield are a key destination for many throughout Lane County and beyond. However, as identified in the Lane Coordinated Public Transportation Plan (2019), many residents are transportation-disadvantaged and seek support in travel for medical and other needs. This service contributes to positive health

outcomes by providing access for vulnerable populations to primary care, educational opportunities and personal shopping needs.

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.

Within this STIF biennium to date (July 2021-October 2022), this route has provided 8,806 rides, taking cars off the road between Eugene and Florence, reducing carbon dioxide and other fossil fuel emissions.

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

### **24. Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.**

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 a 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 in 2018 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 safety concerns about driving on Hwy 126. This route addresses those barriers by providing an option that does not require access to a personal vehicle.

Ridership has steadily increased since operations began in February 2020. These trips 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 a new 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 buses accommodate up to three bikes, and numbers of riders with bicycles is increasing. 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.

### **25. 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

### **26. 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 5,214 and 2,182 employed; Mapleton with a population of 943 and 88 employed; and Florence with a population of 9,396 and 2,973 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 the Eugene-Florence Connector at 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 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

### **27. 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 a relatively new and growing intercommunity route between Florence and Eugene and maintain this critical link 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 collaborating with other transit, tribal, and governmental agencies to reduce fragmentation, ensure efficiencies and enhance access opportunities via public transportation. Two goals to sustain this service beyond the current biennium are to pursue additional federal, state and local funding sources and to further collaborate with the NW Collector alliance of transit providers.

Investment in this project at this time is vital as it will sustain a service that only until recently operated as a pilot service. Without project funding, this service will terminate as 21-23 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.

### **28. If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.**

This project will last beyond the 23-25 biennium. LCOG is committed to continuing to provide this service



as the need is demonstrably apparent and expected to grow. LCOG's transit services are branded Link Lane. LCOG intends to seek sustaining funding for its Link Lane services by applying for additional funding types and to continue applying for STIF Discretionary and Statewide Transit Network funds. LCOG will also continue to apply for STIF Formula Funds to use as project cost match.

The Transportation Growth Management program awarded LCOG funding to develop its first Link Lane Transit Development Plan. One of its key outcomes or deliverables is a strategic funding plan to prepare for sustainable ongoing funding. This planning effort is underway and will be complete within the upcoming STIF biennium.

**29. 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.**

N/A

### **30. 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**

Project Administration

Operating

### **Project Administration**

**Give a brief (1-3 sentences) description of this project cost.**

Project administration costs include, but are not limited to, vendor and contractor oversight, grant and financial management, training, internal and external program coordination, ensuring ongoing operating compliance, office supplies, overhead, and marketing support.

**Total Task Cost (Grant Amount + Match Amount)**

\$82,600.00

### **Project Task and Match Amounts**

## **20% Match Rate Calculations**

**Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)**  
\$66,080.00

**Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)**  
\$16,520.00

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

**Grant Amount - STIF Discretionary/STIF Intercommunity (90% State Share)**  
\$74,340.00

**Match Amount - STIF Discretionary/STIF Intercommunity (10% Local Share)**  
\$8,260.00

## Operating

**Give a brief (1-3 sentences) description of this project cost.**

The funding requested for this project is for route operational costs through the FY26-27 STIF Biennium. The operational funding includes contractor operational costs, vehicle maintenance, and purchase of radios for emergency use.

**Total Task Cost (Grant Amount + Match Amount)**

\$1,097,400.00

## Project Task and Match Amounts

### 50% Match Rate Calculations

**Grant Amount - 5311f (50% Fed Share)**

\$548,700.00

**Match Amount - 5311f (50% Local Share)**

\$548,700.00

### 20% Match Rate Calculations

**Grant Amount - STIF Discretionary/STIF**

**Intercommunity (80% State Share)**

\$877,920.00

**Match Amount - STIF Discretionary/STIF**

**Intercommunity (20% Local Share)**

\$219,480.00

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

**Grant Amount - STIF Discretionary/STIF**

**Intercommunity (90% State Share)**

\$987,660.00

**Match Amount - STIF Discretionary/STIF**

**Intercommunity (10% Local Share)**

\$109,740.00

## Application Totals

### Match Sources

<b>Match Sources</b>	<b>Amount</b>
State	\$236,000.00

**Are matching funds of at least 20% of project costs available if the project is awarded?**

Yes

**What percent of funds will be used for demand response transportation?**

0%

**Percent of funds used for fixed route transportation**

100%

**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.

### Application Totals Summary By Task - 20% Match Rate

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$0.00	\$0.00	\$0.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$82,600.00	\$66,080.00	\$16,520.00
Operating	\$1,097,400.00	\$877,920.00	\$219,480.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	<b>Total Project Cost: \$1,180,000.00</b>	<b>Total Grant Amount: \$944,000.00</b>	<b>Total Match Amount: \$236,000.00</b>

### Application Totals Summary By Task - 10% Match Rate (For Qualified Applicants)

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$0.00	\$0.00	\$0.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00

Project Administration	\$82,600.00	\$74,340.00	\$8,260.00
Operating	\$1,097,400.00	\$987,660.00	\$109,740.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	<b>Total Project Cost:</b> <b>\$1,180,000.00</b>	<b>Total Grant Amount:</b> <b>\$1,062,000.00</b>	<b>Total Match Amount:</b> <b>\$118,000.00</b>

## Application Totals Summary By Task - 5311(f) Operations Only

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Operating	\$1,097,400.00	\$548,700.00	\$548,700.00

### Document Upload (Optional)

LCOG 2021 Annual Comprehensive Financial Report.pdf

Florence-Eugene Route Photos.pdf

Eugene-Florence Route Map.pdf

ACS Data.pdf

Siuslaw Vision and Community Partners LOS Eugene Florence Connector-merged.pdf

City of Florence Letter of Support Eugene-Florence Connector.pdf

Lane County Letter of Support Eugene-Florence Connector.pdf

CTCLUSI Letter of Support Eugene-Florence Connector.pdf

Travel Lane County Letter of Support Eugene-Florence Connector.pdf

Deverex Center Letter of Support Eugene-Florence Connector.pdf

City of Eugene Letter of Support Eug-Flo\_Flo-Yach.pdf