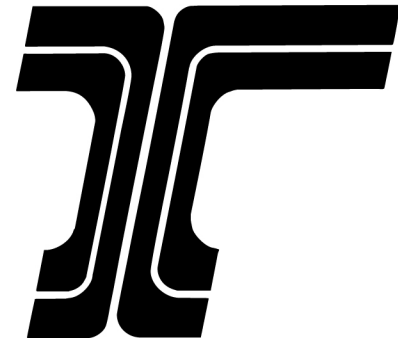


# Oregon Department of Transportation



## 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**

Florence-Yachats Connector

**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 Florence-Yachats Connector began service September 2018 as service vital to the Coastal Highway transit network. Prior to this route, the HWY 101 corridor between Florence and Yachats was the only portion unserved by transit; leaving a major gap in connectivity. This route now 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. The project budget includes expansion to Sunday service.

## **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 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 7 of the application instructions for additional guidance on writing a project**

**description.**

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. Prior to this route’s beginning of operations in 2018, the distance between Florence and Yachats was the only stretch along Highway 101 that did not have a transit options and the gap in service availability was a barrier to travel for residents and visitors alike. This route now serves local residents traveling between and beyond Florence and Yachats, visitors traveling car-free, as well as backpackers and bicyclists who use the bus for transport along this stretch of the highway that is not comfortable for all.

The Florence-Yachats Connector begins 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 Connector Route all interline. At the northern terminus, it links with the Lincoln County’s Northwest Connector for transport 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. LCOG maintains an interline agreement with Amtrak for seamless ticket purchase and bus transfer between the Florence-Yachats Connector and Eugene-Florence Connector. Please see the Route Location Map and Photos attached. As this route was emerging from a pilot phase, 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 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 to Sunday service. Given the recreational environment in which this route operates, not providing service on Sunday is a barrier for some travelers. If funded, LCOG will continue to manage this service with a contract vendor operating the service and expand to Sunday service.

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

\$635,000.00

**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 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 link 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 this service. Without project funding, this service will terminate upon expiration of 21-23 STIF funding. It leverages strong community support as demonstrated in the attached letters of support from stakeholders and supports a needed travel option for residents and

visitors alike.

**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.**

The Senior & Disability Services 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.” The March 2020 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. 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.”

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.

Communities adjacent to this corridor have high rates of vulnerable populations, per 2020 ACS 5-Year Estimates. Florence’s median age is 60.9; people aged 65 and older is 44.6%; people aged 14 and younger is 7.9%; median household income is \$48,944; non-auto households is 6.4%; people identifying with a disability is 25.9%; and minority population is 3.6%. Yachats median age is 64.1; people aged 65 and older is 48.8%, people aged 14 and younger is 3.7%; median household income is \$51,000; non-auto households is 12.7%; people identifying with a disability is 28.5%; and minority population is 2.2%. 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**

**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 is a coordinated effort with the City of Florence, Lane Transit District (LTD), ODOT, Coos County Area Transit (CCAT), and Lincoln County Public Transit to ensure efficiency of service benefiting multiple transit providers, passenger experience, and reduction of fragmentation.

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, and LTD routes coordinate to support the Florence Key Transit Hub. LTD manages the Rhody Express; Florence's public transportation service with River City Taxi as the contract operator. LCOG's Eugene-Florence Connector 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 and in Yachats.

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.

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**

### **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?**

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. As reported in this application's response to #21, 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.

Within this STIF biennium to date (July 2021-October 2022), this route has provided 2,283 rides, taking cars off the road between Florence and Yachats, 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**

### **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 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. It interlines with three routes in Florence and one route in Yachats. Each of these connections allow for people to travel on to their final destination without a gap in service.

This route began service in September 2018, and ridership shows 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. Since then, ridership has steadily increased and saw its highest quarter during the 2022 summer months of July, August, and September with 806 riders. 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. The route also sees a significant number of backpackers hiking along the coast but taking the bus through this corridor of the coastline.

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.

### **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 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.

## **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 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 of 9,396 and employment of 2,973 per 2020 American Community Survey (ACS) 5-Year Estimates. The City of Yachats is also a rural coastal community, with a population of 2,182 and employment of 218. 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**

### **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 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 Cities of Florence and Yachats. Two of this project's goals are to pursue ongoing funding from federal, state and local sources 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 recently emerging from a pilot operation status. Without project funding, this service will terminate as FY23-25 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.

### **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 federal funds, 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 Lane County STIF Advisory Committee has shown a strong commitment to provide Formula Funds as match for state and federal funds.

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)**  
\$57,150.00

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

## **20% Match Rate Calculations**

**Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)**  
\$45,720.00

**Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)**  
\$11,430.00

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

**Grant Amount - STIF Discretionary/STIF Intercommunity (90% State Share)**  
\$51,435.00

**Match Amount - STIF Discretionary/STIF Intercommunity (10% Local Share)**  
\$5,715.00

## 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 FY23-25 STIF Biennium. The operational funding includes contractor operational costs, vehicle maintenance, fuel, and purchase of radios for emergency use.

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

\$577,850.00

## Project Task and Match Amounts

### 50% Match Rate Calculations

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

\$288,925.00

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

\$288,925.00

### 20% Match Rate Calculations

**Grant Amount - STIF Discretionary/STIF**

**Intercommunity (80% State Share)**

\$462,280.00

**Match Amount - STIF Discretionary/STIF**

**Intercommunity (20% Local Share)**

\$115,570.00

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

**Grant Amount - STIF Discretionary/STIF**

**Intercommunity (90% State Share)**

\$520,065.00

**Match Amount - STIF Discretionary/STIF**

**Intercommunity (10% Local Share)**

\$57,785.00

## Application Totals

### Match Sources

<b>Match Sources</b>	<b>Amount</b>
State	\$127,000.00

**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	\$57,150.00	\$45,720.00	\$11,430.00
Operating	\$577,850.00	\$462,280.00	\$115,570.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	<b>Total Project Cost: \$635,000.00</b>	<b>Total Grant Amount: \$508,000.00</b>	<b>Total Match Amount: \$127,000.00</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	\$57,150.00	\$51,435.00	\$5,715.00
Operating	\$577,850.00	\$520,065.00	\$57,785.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	<b>Total Project Cost:</b> <b>\$635,000.00</b>	<b>Total Grant Amount:</b> <b>\$571,500.00</b>	<b>Total Match Amount:</b> <b>\$63,500.00</b>

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

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Operating	\$577,850.00	\$288,925.00	\$288,925.00

### Document Upload (Optional)

LCOG 2021 Annual Comprehensive Financial Report.pdf

Florence-Yachats Connector Route Photos.pdf

Florence-Yachats Connector Route Map.pdf

City of Florence\_Florence Yachats Connector.pdf

CTCLUSI Letter of Support Florence Yachats Connector.pdf

Lane County Letter of Support Florence Yachats Connector.pdf

Travel Lane County Letter of Support Florence Yachats Connector.pdf

Devereux Center Letter of Support Florence Yachats Connector.pdf

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

Siuslaw Vision and Community Partners LOS Flo-Yac.pdf