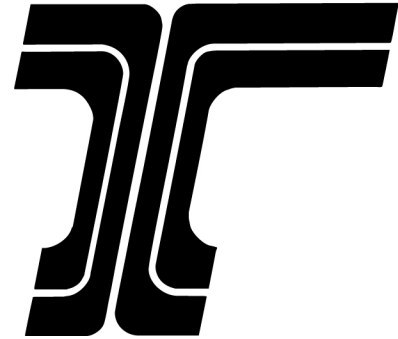


Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

Lane Council of Governments

Agency Legal Street Address

859 Willamette Street Suite 500

City

Eugene

State

Oregon

Zip

97401

Application Contact First Name

Kate

Application Contact Last Name

Wilson

Application Contact Position Title

Senior Transportation Planner

Application Contact Email Address

kwilson@lcog-or.gov

Application Contact Phone

(541) 682-4422

First Name of Person Signing Grant Agreement

Brendalee

Last Name of Person Signing Grant Agreement

Moore

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

Executive Director

FEIN (Federal Employer Identification Number)

936014373

UEID (Unique Entity Identification)

NENFVHKRNZR7

Transit Agency Type

Public transportation agency

Does your agency have any existing grant agreements with ODOT?

☒ Yes

☐ No

Authorized Representative**First Name**

Brendalee

Last Name

Moore

Title

Exectutive Director

Email Address

bmoore@lcog-or.gov

Phone Number

(541) 682-4283

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☐ Yes ☒ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

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

- ☒ Yes
☐ No

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
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☐ Automated
☒ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

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

- ☒ Yes
☐ No

What is the financial software utilized?

Caselle

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☒ Yes
☐ No

Will applicant delegate the administration of the grant to a separate agency?

- ☐ Yes
☒ No

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

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☐ Yes

☒ No

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☒ Yes

☐ No

List the subrecipient(s) and/or contractor(s).

Pacific Crest Bus Lines

Describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained for grant 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.

Is the project a capital project or an operations project?

☐ Capital

☒ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Operations Project

Project Information

Project title

Eugene-Florence Route

Project description

The Eugene-Florence Connector begins and ends at the Eugene Amtrak Station with stops in both directions at the LTD downtown transit station, Veneta, Mapleton, 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, one midday 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 Lane Transit District's (LTD) 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. Buses are ADA accessible. Each bus is equipped with bike racks.

The funding requested is for operational and administrative costs in FY2028. The funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.

Does your agency operate a fixed route service?

☒ Yes ☐ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations, such as rail and bus (MB); unlike demand responsive (DR) and vanpool (VP) services.

Would this award support ongoing operations of an existing service or resume a recently reduced service?

☒ Yes ☐ No

Would this award support intercommunity service?

☒ Yes ☐ No

Will this award establish services on corridors that are identified in the Priority Intercity Bus Network Study?

☐ Yes ☒ No

Will this award support a new pilot project?

☐ Yes ☒ No

Pilot operations projects may be considered for funding if the application indicates a feasible financial plan for ongoing operations beyond the initial pilot period, per OAR 732-044-0005.

Would this award support purchased service?

☐ Yes ☒ No

Would this award support mobility management?

☐ Yes ☒ No

Would this award support preventative maintenance?

☒ Yes ☐ No

Project Service Area

Indicate the primary service area for the proposed project.

☐ Large urban

☐ Small urban

☒ Rural

Large Urban (over 200,000 population), Small Urban (50,000-200,000 population), and Rural (under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Please select all that apply for the project.

☒ Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

☐ Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction

☒ Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other

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

Project Service Type

What is the main type of service that will be supported with this award?

☐ Commuter

☐ Complementary Paratransit

☐ Demand Response

☐ Deviated Fixed Route

☒ Intercity

☐ Fixed Route

☐ Paratransit

☐

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank.

Days of Service	Start Time	End Time
Monday	7:30 AM	7:30 PM
Tuesday	7:30 AM	7:30 PM
Wednesday	7:30 AM	7:30 PM
Thursday	7:30 AM	7:30 PM
Friday	7:30 AM	7:30 PM
Saturday	7:30 AM	7:30 PM
Sunday	7:30 AM	7:30 PM

Project Administration

Will project administration be an element of the proposed project?

☒ Yes ☐ No

Does your agency intend to charge any indirect cost to this project?

☐ Yes ☒ No

Project Administration Budget

Please add any project administration costs, noting any indirect costs, to the budget table. Select "Add Item" to add items. Total cost will automatically populate based on information provided.

Item	Item Description	Quantity	Unit	Cost per unit	Total Cost
Project Admin	Salary, Marketing	1	Admin Costs FTE/Hours etc.	\$65,500.00	\$65,500.00
					\$65,500.00

Project Administration Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$13,100.00	100.00%	Planned
\$13,100.00		100.00%	

Project Delivery

Is this project part of a group of projects that are dependent on each other?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☐ Yes ☒ No

Please describe the task level deliverables.

The funding requested is for operational and administrative costs through FY2028. The funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

On-going Operations or Recently Reduced Operations

For each on-going operations or recently reduced operations deliverable, please fill out the following section.

If there are multiple on-going operations or recently reduced operations deliverables in your project, please select "Add Deliverable" at the end of the section.

Ongoing Operations Deliverable 1

Provide a brief history of the current service or recently reduced service.

The Eugene-Florence Connector route began operations February 8, 2020 in response to community demand for an affordable transit option between the Eugene metropolitan area and the coastal community of Florence. This is an area outside of LTD's service district. As a qualifying public transportation service provider, LCOG responded to this need and applied for STIF funding to begin this route as a pilot. It was fully funded, and LCOG began operations in February 2020.

There has been a steady increase in ridership demand since this service began. LCOG has purchased buses with added capacity to accommodate the increased ridership.

The service began with twice-daily operations seven days per week. In April 2024, an additional midday trip was added to the service four days per week. In response to demand, LCOG added the midday trip to the three remaining days per week in May 2025. Now the route rounds seven days per week with three round trips per day.

Describe any elements of the proposed project that differ from the existing or recently reduced service.

N/A

Provide the operations costs for the service for the previous fiscal year.

\$484,036.50

If the service operated in 2024, how many rides were provided? Answer N/A if not tracked.

If the service operated in 2025, how many rides were provided? Answer N/A if not tracked.

What is the predicted number of rides that will be served in the next full year of service? Answer N/A if not tracked.

What is the total project cost to support ongoing operations?

The total project cost is the award amount plus the 20% match.

Minimum project cost to support ongoing or recently reduced operations?

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$134,900.00	100.00%	Planned
\$134,900.00		100.00%	

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

Provide the consultant or contractor contract award date.

Initial start date

Provide the initial start date for the consultant or contractor work.

Final end date

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your ongoing operations or recently reduced deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Eugene-Florence Operations

Task description

The Eugene-Florence Connector begins and ends at the Eugene Amtrak Station with stops in both directions at the LTD downtown transit station, Veneta, Mapleton, 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, one midday and one PM round trip per day.

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 Lane Transit District's (LTD) 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. Buses are ADA accessible. Each bus is equipped with bike racks.

The funding requested is for operational costs and includes contractor operational costs as well as vehicle maintenance costs.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Preventive Maintenance

For each preventive maintenance deliverable, please fill out the following section. If there are multiple preventive maintenance deliverables in your project, please select "Add Deliverable" at the end of the section.

Operations Project Total

Total Project Cost
\$740,000.00

Match Amount
\$148,000.00

Grant Amount
\$592,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$740,000.00	\$148,000.00	\$592,000.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$592,000.00

Is your agency including in-kind match in the application?

☐ Yes ☒ No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

Please explain how operations for the service were previously funded.

Operations are currently, and have historically been, funded by STIF Intercommunity Discretionary funds and local STIF Formula funds.

Please explain why there are no longer sufficient funds to operate this service?

Current STIF agreements funding this service will expire June 30, 2027, at which point, this service will not have funding. The service has always operated with discretionary funds.

Describe the need this project addresses. Please provide information to support these statements.

The Eugene-Florence Connector is a reliable, safe, and affordable intercommunity transit service connecting a rural coastal area that is also a key travel destination with a major urban center. The route connects western Lane County residents and visitors with stops in Florence, Mapleton, and Veneta, to the urban core of the Eugene-Springfield area. Passengers who use this service represent Lane County's diversifying, aging, and lower income population, in addition to its increasing numbers of annual visitors.

The Lane Council of Governments Senior & Disability Services division publishes an Area Plan every four years to help pinpoint the service needs of older adults and persons with disabilities and also to identify gaps in the current service delivery system. One component of this plan is a Community Needs Assessment survey. The 2024 Assessment found that "in rural communities, 53% of respondents to the survey frequently or sometimes miss activities and appointments due to lack of transportation." Link Lane is a lifeline for many riders who would not have access to medical appointments, shopping, education centers, and other necessary destinations. The Eugene-Florence Connector is a solution to this need.

The "Title VI and Transportation Disadvantaged Populations" attachment describes the population this route is serving. Compared to national and statewide populations, communities along this route have high percentages of people identifying as having a disability, people 65 and older, veterans, and people living below the 100% poverty level, particularly those communities farthest from the metropolitan area, including Mapleton and Florence.

Lane County is a prime visitor destination with pristine coastline. Visitor numbers reached an estimated 3,523,380 overnight person stays in 2024 (Economic Impact of Travel in Oregon), and numbers are increasing annually. The Eugene-Florence Connector is supported and promoted by Travel Lane County as it supports car free visitor travel and increased access to the Oregon coast.

Describe how your agency determined this need existed, including any community engagement you conducted.

In 2018, LCOG staff conducted a feasibility study of transit needs along Highway 126 between Eugene and Florence. The study was initiated at the behest of community members advocating for a public transit route between Florence and Eugene. The feasibility study generated a large amount of interest across the county. Over 1500 community members responded to a survey seeking feedback, and over 95% of respondents advocated for public transportation between Eugene and Florence.

In 2023, LCOG, with the support of a Transportation Growth Management grant, finalized the Link Lane Transit Development Plan. This plan was developed between 2022 and 2023 and included three rounds of outreach to community members during that time. LCOG conducted outreach sessions in English and in Spanish. Again, the overwhelming consensus from the community was that rural Lane County needs more transit. Respondents agreed that the existing service is a lifeline for many in their communities in and between Florence and Eugene. The lessons learned from this outreach showed the importance of the service to a wide range of transit users.

Link Lane conducts onboard surveys every 3 years. During the last ridership survey conducted, 62% of respondents said they took the bus because they were either unable to drive or did not have a personal vehicle available.

The route's ridership continues to increase each year. In its second year of growth, the ridership grew by 87%. Since that year, the rate of increase has averaged 32% annually. Increases in ridership each year and support from community-based organizations and Travel Lane County have shown that this service is important for Lane County community members and visitors.

While each of these factors point to a need for this service, collectively they demonstrated early on and consistently show that since service began the Eugene-Florence Connector was filling, and continues to fill, a critical gap in the state's public transportation network.

Describe the expected community benefits from this project.

The Eugene-Florence Connector has benefited Lane County community members and visitors since it began operations. Increasing demand prompted service expansion of four more weekly trips in April 2024 and another service expansion of three more weekly trips in May 2025. The routes is now operating at its original planned service level of three round trips per day, seven days per week.

Riders use this service to travel back and forth between the coast to the Eugene-Springfield metropolitan area for medical appointment, education, jobs, shopping, social connections, and recreation, or further via interlining transit connections at the Amtrak station in Eugene and the Grocery Outlet transit hub in Florence. The link between Mapleton and Florence is an important connection for those living in Mapleton to access jobs and other services in Florence.

Each Link Lane bus can accommodate up to two wheelchairs, allowing for increased mobility options. Each Link Lane bus is also equipped with bicycle racks, enhancing multi-modal options and connections along the route.

If this project is not awarded funding from this solicitation, what are the expected impacts?

Without project funding, this service will terminate as 25-27 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. Within this STIF biennium at the date of this application deadline (July 2025-March 2026), this route provided 9,552 rides. Without this service, many of these trips will not be possible because people do not have another alternative, and many of the trips will translate to personal vehicle miles, increasing roadway vehicle volumes, miles traveled, and greenhouse gas emissions released.

Does your project have the potential to increase the use of active transportation, including public transportation?

☒ Yes ☐ No

Please describe.

This 120-mile round trip route provides a public transportation option between the valley and the coast, connecting the Eugene-Springfield area to Florence along Highway 126. LCOG administered a survey in 2018 as part of 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.

The buses accommodate up to three bikes, and numbers of riders with bicycles is increasing. The route's bicycle count grew 70% from year one to year two of service. Since then, the number of riders with bicycles has increased on average 21% annually. In Eugene, the route connects with LTD's urban transit services and with Amtrak. The Eugene transit station is a multi-modal hub, surrounded by many walkable destinations and an onsite bikeshare hub. This route's success is also dependent upon connectivity between active transportation modes and its role as a link in both Eugene and Florence where multiple providers come together. 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.

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 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.

Select all that apply to your project.

- ☒ Improves the passenger experience.
- ☒ Benefits multiple transportation service providers.
- ☒ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

Describe how this project would improve each of the items you selected in the previous question.

Link Lane provides a very affordable, accessible option for passengers traveling between Eugene and Florence. The service is designed to interline well with connected services at both ends of the route. All buses are ADA accessible and can accommodate up to three bicycles. The bus stops at key locations in Eugene and Florence to ensure riders have viable access to the route.

Link Lane works in close partnership with other agencies to ensure that this service is as efficient as possible for all passengers. As the service manager, LCOG collaborates with local partners to provide reliable, consistent operation. The Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI) have partnered with LCOG throughout route planning operations. CTCLUSI contributes 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. LTD lends expertise, shared stop spaces, and transfer information to riders looking beyond the LTD services for access to and from the coast. LTD and Link Lane have recently collaborated on marketing and outreach, highlighting the connection between the two services. LCOG coordinates with service providers on both ends of our service line when updating service changes, to ensure connections can happen. 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. Collectively this collaborative approach improves passenger experience.

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☒ Yes ☐ No

Please describe.

In 2025, Link Lane began a student fare program for students in high school or pursuing a GED. The program allows students to pay a \$2 one-way fare between Eugene and Florence and allows students to ride for free between Mapleton and Florence. This program allows students living in Mapleton to travel to employment opportunities in Florence for free.

In 2026, Link Lane began a reduced fare program, offering bulk ticket pricing to nonprofits and governmental agencies serving community members with low incomes and others who need transportation. The providers purchase the tickets at a 75% discount and distribute to clients in need of transportation.

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☐ None
- ☐ Trimming
- ☐ Current arrival time tracker

- ☐ Lighting
- ☐ Cameras
- ☐ Seat belts
- ☐ Pedestrian or bicycle infrastructure
- ☒ Other

If you selected "Other", please describe.

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. Within this STIF biennium at the date of this application deadline (July 2025-March 2026), this route provided 9,552 rides; a large number of those trips would most likely have been vehicular trips if Link Lane was not in operation.

Describe the safety improvements or features funded by this project. In particular, describe how the project will improve the safety of vulnerable road users and transit riders.

LCOG manages the service and operates it under contract with Pacific Crest Bus Lines who also operates the Oregon POINT, LTD's Diamond Express, Amtrak Thruway, and the Eugene-Bend bus line. PCBL upholds the highest standards for safety protocols and has 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. Within this STIF biennium at the date of this application deadline (July 2025-March 2026), this route provided 9,552 rides; a large number of those trips would most likely have been vehicular trips if Link Lane was not in operation.

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

Public transportation is a less carbon intensive form of transportation than single occupant vehicle travel. The Eugene-Florence Connector trip is over 60 miles for each one-way trip. By providing this service, Link Lane is enabling many users to choose that long distance trip as a shared use trip with other transit riders rather than using a single occupant vehicle. The frequency of this trip allows riders more options of travel times each day, so riders are more likely to choose less carbon intensive form of travel. In the current biennium, Link Lane's frequency increased from two to three trips per day, seven days per week. With this service increase, there has been an increase in ridership. This correlation suggests that riders are more likely to take the bus when they have more flexibility in each direction.

Active transportation is an important way to reduce reliance on single-occupancy vehicle use. Link Lane has stops at several locations connecting to Eugene's bikeshare system. Additionally, there has been an uptick in the number of riders bringing their bikes on the bus, indicating an increase in multi-modal active transportation trips. LCOG supports this; we are currently researching options to add additional bike spots on the bus and best practices to accommodate e-bikes.

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

We applied for a Category B bus in the ODOT Competitive Transit Grant Phase 1 grant application opportunity. This information can be found in the application for that vehicle.

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

This service runs 60 miles on OR Hwy 126 west between Florence and downtown Eugene.

If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service?

The primary communities served by this service are the Eugene-Springfield metropolitan area, Veneta, Mapleton, and Florence.

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

LCOG is committed to ensuring inclusivity and representation from the public. In the original public outreach for the Eugene-Florence feasibility study, LCOG conducted extensive outreach with many community groups in the rural areas to ensure representation. Online outreach was distributed through over 15 different channels, including media outlets, Travel Lane County, and local agency support. Additionally, paper surveys were delivered at local community post offices, city halls, and other public areas to get feedback from a variety of community members. This resulted in over 1500 responses, and feedback was 95% in support of and advocating for a safe, reliable, and affordable transit route between Eugene and Florence.

LCOG finalized the Link Lane Transit Development Plan in 2023. Through that process, LCOG again conducted extensive outreach with communities throughout Lane County seeking feedback on transit needs in Lane County. Through this process, LCOG contacted over 700 people representing over 150 organizations seeking feedback on existing and needed transit options in Lane County. Many of these organizations represent disadvantaged communities and were asked to provide feedback on what the needs of those communities are. Additionally, representatives from a number of community-based organizations across Lane County served on the plan's Advisory Committee and guided its outcomes. LCOG conducted six outreach sessions, three in English and three in Spanish, throughout the development of the plan.

We administer an onboard survey every 3 years to ensure that we are listening to current riders. The next onboard survey will happen in Summer 2026.

We collaborate regularly with non-profits and public agencies supporting those most in need. In 2026, we began a low income fare program working directly with service providers and agencies to provide Link Lane fares at a reduced rate directly to the agencies so that they can distribute to those in need.

If such engagement is not important to the success of this project, please explain why.

Engagement with resource-limited groups is very important to the success of this project.

How may resource-limited groups benefit from this project?

The Eugene-Florence Connector provides many benefits for disadvantaged communities in Lane County. Florence, Mapleton, Veneta, and Eugene all have a lower median income and employment rates than the state of Oregon as a whole. In addition, these communities have high percentages of those over the age of 65, individuals who identify as having a disability, and veterans (see attached Title VI and Transportation Disadvantaged Populations table).

At only \$5.00 for each one-way trip, the Eugene-Florence Connector provides a low-cost transportation option in these communities for those who need a transportation option for inter-city transportation. All Link Lane buses are ADA accessible. We allow riders to pre-purchase tickets online, and we allow riders to pay with cash so that we do not burden the unbanked.

LCOG provides service updates on the Link Lane website, Facebook page, and Instagram page. We also have updated paper schedules for those who do not use the internet. We require our operator to have a rider phone line so that those with questions about the route can call in.

How may resource-limited groups be burdened by this project?

The Eugene-Florence Connector route is designed so that disadvantaged communities will not be burdened by this project, but it is important to recognize that burdens might exist with this service.

To minimize, bus stops are located strategically to create viable connections for riders, including those in disadvantaged communities. Fares are \$5 for a one-way trip to provide an affordable connection for those in disadvantaged communities. LCOG does partner with Amtrak so that riders can pre-purchase tickets. However, in order to not disadvantage the unbanked, a number of seats on each bus are available for those that walk up that will pay for tickets with cash. LCOG buses also continue to take cash for those that are unbanked.

In 2026, Link Lane began a reduced fare program, offering bulk ticket pricing to nonprofits and governmental agencies serving community members with low incomes and others who need transportation. The providers purchase the tickets at a 75% discount and distribute to clients in need of transportation.

Communications can be a big area of concern to make sure we are connecting with those living in rural communities. We partner with local municipalities and organizations to ensure we are communicating with as many channels as possible.

We do not anticipate environmental justice considerations for those living in disadvantaged communities.

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☒ Yes ☐ No

Please explain.

The Eugene-Florence route improves multi-modal connectivity as a link in both Eugene and Florence where multiple providers come together. In Florence, the Eugene-Florence 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 passengers access to a walkable downtown. The buses accommodate up to three bikes, and numbers of riders with bicycles is increasing. In Eugene, the route connects in downtown Eugene with LTD's urban transit services and with Amtrak. The Eugene transit station is a multi-modal hub, surrounded by many walkable destinations and an onsite bikeshare hub. The Amtrak stop is also in Eugene's downtown and is similarly walkable, bikeable, and an intercommunity transit hub.

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

LCOG has successfully operated the Eugene-Florence Connector since 2020 and delivered it within budget each year. The contract with the service operator can be extended through the upcoming biennium, so the service will be ready to continue seamlessly from one biennium to the next. The service operator provides consistent high quality customer service; the main bus driver has been with the service since it began operations.

The budget for this project was developed with careful consideration for all of the associated costs of operations and administration. The budget for this cycle includes increased funding for rising fuel costs as well as additional funding to include maintenance for an aging fleet.

The project and its potential completion within budget and timelines are a result of careful planning, a history of successful implementation of this service, a strong relationship with the service operator, proactive risk management, and a commitment to operate effectively and efficiently to best serve the community.

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LCOG will continue to apply for operational funding through the ODOT Competitive Transit Grant program as the Eugene-Florence Connector is an integral part of the Priority Intercity Bus Network. LCOG will also continue to apply for Formula Funds from both the CTCLUSI and LTD as the Qualified Entity for Lane County. LCOG is not a tax generating district and relies on STIF grant funding for continued operations.

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, write N/A.

LCOG will also apply for STIF Formula Funds from LTD as the Qualified Entity in Lane County as well as CTCLUSI. LCOG plans to apply for these funds as match for this application. LCOG has been successful in the past with applications for match funding for local Formula Funds.

If actual costs exceed the budgeted amount for the project, describe your contingency plans.

If actual costs exceed the budgeted amount for the project, this service would be reduced to fewer trips per day and fewer trips per week.

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.

The project could be scaled down to fewer trips per day and/or fewer operate fewer days per week. However ridership demand supports the level of service at which this route is operating. The bus is currently near capacity on some trips; if there were fewer trips, there is a strong chance riders would be turned away from the service during peak periods. Lowering service at this point may result in a loss of ridership, poorer quality of service, and a burden for the community this route serves.

Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.

Link Lane's GTFS is maintained by Trillium Transit as part of Trillium Transit's relationship with ODOT. LCOG staff coordinate with Trillium Transit to make sure they are aware when there are service changes to the Eugene-Florence Connector.

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☐ Yes ☒ No

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Supporting Documents

Please provide any additional supporting documents

Link Lane TDP_Adopted.pdf

Title VI and Transportation Disadvantaged Communities- Eug-Flo.pdf

Eugene-Florence Supplemental Information.pdf

Eugene Florence Routes and Stops 2026.zip

Link Lane Rack Card 4x9 Jan2026.pdf

Upload Coordinated plan, Preventative Maintenance plan, project administration budget etc.

Submitting Your Application

- Click the “Save” button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the “Upload” button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the “Printed Name” section.
- Submit your application by using the “Submit Application” button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

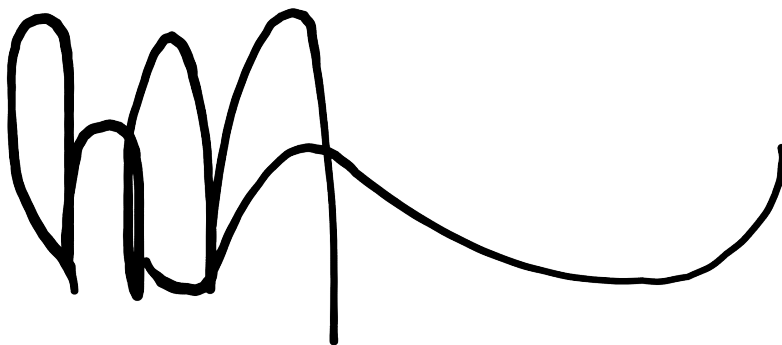
The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

Printed Name

Brendalee Moore

A handwritten signature in black ink, appearing to be 'Brendalee Moore', with a stylized, cursive-like script.

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date
4/22/2026