

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

Lane Council of Governments

Agency Legal Street Address

859 Willamette St. Suite 500

City

Eugene

State

Oregon

Zip

97401

Application Contact First Name

Kate

Application Contact Last Name

Wilson

Application Contact Position Title

Senior 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**Does your agency have any existing grant agreements with ODOT?**☒ Yes☐ No**Authorized Representative****First Name****Last Name****Title****Email Address****Phone Number**

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).

River Cities Taxi

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

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

Florence-Yachats Connector

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 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 option. This route now serves travelers between and beyond Florence and Yachats. It is an important modal option for people backpacking and biking along the coast. The Oregon Coast Trail is primarily "on road" along this stretch of highway, the Florence-Yachats Connector provides an alternate, safer mode for bicyclists and backpackers to traverse this stretch.

The route begins at the Florence Grocery Outlet where the Coos County Area Transit's Florence Express, Lane Transit District's Rhody Express, and Lane Council of Governments (LCOG) 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 7 days per week from 7:30 AM to 7:25 PM with 4 round trips per day. It has one stop at Carl G. Washburne State Park and reaches its northern terminus at West 3rd Street and Pontiac Street in Yachats. The return route uses the same stops. Please see the Route Location Map and Photos attached.

The funding requested for this project is for route operational costs through FY2028. The operational 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	1 FTE/Hours etc.	\$25,000.00	\$25,000.00
					\$25,000.00

Project Administration Match

Match Source	Match Amount	Match Percentage	Match Status
--------------	--------------	------------------	--------------

State	\$5,000.00	100.00%	Planned
\$5,000.00		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.

LCOG has managed the Florence-Yachats Connector since 2019 and currently contracts with River Cities Taxi (RCT) to act as the service operator. If this grant is awarded, LCOG will extend the contract with RCT through June 30, 2028 per contract terms. 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 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 along Oregon's premier coastline. The Florence-Yachats Connector began as a pilot service in 2018; this effort was initiated by ODOT to fill a gap in the Statewide Transit Network along Hwy 101 and ensure there was a transit option along the entire coast. LCOG took over the service in Fall 2019. The service operator for the route has been River Cities Taxi since the route began. The service originally operated six days per week with 4 trips per day. In May 2024, service expanded to 7 days per week. Ridership has steadily increased since 2019.

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.

\$226,220.00

If the service operated in 2024, how many rides If the service operated in 2025, how many rides

were provided? Answer N/A if not tracked.

3111

were provided? Answer N/A if not tracked.

2963

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

3200

What is the total project cost to support ongoing operations?

\$360,000.00

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

Minimum project cost to support ongoing or recently reduced operations?

\$360,000.00

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

Project Match

Match Source	Match Amount	Match Percentage	Match Status
State	\$72,000.00	100.00%	Planned
\$72,000.00		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

7/1/2027

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

Contract award date

7/1/2027

Provide the consultant or contractor contract award date.

Initial start date

7/1/2027

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

Final end date

6/30/2028

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

Florence-Yachats Connector Operations

Task 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 along Oregon's premier coastline.

The route begins at the Florence Grocery Outlet where the Coos County Area Transit's Florence Express, Lane Transit District's Rhody Express, and Lane Council of Governments (LCOG) 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 7 days per week from 7:30 AM to 7:25 PM with 4 round trips per day. It has one stop at Carl G. Washburne State Park and reaches its northern terminus at West 3rd Street and Pontiac Street in Yachats. The return route uses the same stops.

The route is an important modal option for people backpacking and biking along the coast. The Oregon Coast Trail is "on road" along this stretch of highway. Highway 101 is not a comfortable stretch to bicycle between these two communities, and riders often use the bus as a safer option.

The funding requested for this project is for route operational costs through June 30, 2028. The operational funding includes contractor operational costs and vehicle maintenance.

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
\$385,000.00

Match Amount
\$77,000.00

Grant Amount
\$308,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$385,000.00	\$77,000.00	\$308,000.00

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

\$308,000.00

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.

This service was originally funded with startup funds from ODOT. For the last 7 years, the project has been funded with STIF Intercommunity Discretionary Funds as well as local STIF Formula Funds.

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

Current STIF agreements expire June 30, 2027, at which point, this service will not have funding. The service has always operated with discretionary funds. This funding request is for a continuation of funds available from the STIF Intercommunity Fund.

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

This project is a vital link in the Priority Intercity Bus Network along Hwy 101. LCOG's Community Needs Assessment helps "pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system." Findings highlighted the need for accessible and affordable transportation specifically between rural and urban areas. It found "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." The Florence-Yachats Connector is addressing this need.

The "Title VI and Transportation Disadvantaged Populations" attachment describes the population this route is serving. Compared to the national and statewide populations, the communities along this route have high percentages of people 65 and older, people identifying as having a disability, and people living below the 100% poverty level. For people 65 and older, the communities along this route more than double the state and national populations, with Florence reporting 43.3% and Yachats at 57%. Similarly, people who identify as having a disability in Yachats is 33.8% and in Florence 23.7%, notably higher than that of the state and national populations. While the population of those below 100% poverty levels are on par with the state and national populations, these communities have significantly lower employment rates and median household income compared to the state and national populations.

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.

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

This route was originally initiated by ODOT. Since its inception, ridership has steadily grown. The service provided over 6,000 rides from January 2024-December 2025. The route's ridership tripled from 2019 to 2025.

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. LCOG conducted outreach sessions in English and in Spanish. Overwhelming consensus from the community was that rural Lane County needs more transit. The lessons learned from this outreach showed the importance of the service to many different types of transit users: residents, visitors, bicyclists, backpackers, and more.

LCOG also conducted an onboard survey in 2023 and found that respondents used the service for a variety of trip purposes, including transportation to jobs as well as transportation down the coast while traveling. A new onboard survey will be conducted in 2026. Steady ridership increases over time have shown that this service is important for Lane and Lincoln County community members as well as for those traveling down to the coast.

Describe the expected community benefits from this project.

This service provides important benefits to many different types of community members within Lane County and Lincoln County. Riders access shopping, employment, and recreation destinations along the coast. Many people use the services to travel from Yachats to Florence and then take the Eugene-Florence Connector to get into the Eugene-Springfield metropolitan area for medical appointments, education, jobs, shopping, social connections, and recreation. Those living in Yachats utilize the route to access large grocery stores and entertainment in Florence that are not available in Yachats.

The communities of Yachats and Florence have an older population, with a high percentage of people over the age of 65, with Florence reporting 43.3% of its population and Yachats at 57%. This bus route allows people in this age group the ability to travel down the coast safely and maintain a high quality of life while not needing to rely on a personal vehicle.

The benefits of this service include:

- Accessibility - Each Link Lane bus is ADA accessible, increasing mobility options for many members of the community that might not have other ways to travel.
- Connection to Active Transportation - Each Link Lane bus is also equipped with bicycle racks, allowing riders multi-modal access on each end of their trip. The Florence-Yachats Connector is utilized by recreational hikers and bikers who do not feel safe walking or biking along this stretch of Hwy 101.
- Enhanced Safety - Many riders do not feel safe driving along this stretch of Hwy 101 and utilize the service so that they do not have to drive on this narrow winding portion of the highway.

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

Without project funding, this service will terminate when 25-27 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. This service has provided over 6,000 rides from January 2024-December 2025. The route's ridership tripled from 2019 to 2025. This continued growth shows that the community has come to rely on this service. Without this funding, this stretch of Highway 101 will not have a public transportation option.

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

☒ Yes ☐ No

Please describe.

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 Statewide Transit Network. 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. 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.

Hwy 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 bikes on one of the bus's three bike racks, travel by bus between Yachats and Florence and continue on beyond these communities by bike. In March 2026, over 40 bikes were brought onto the Florence-Yachats bus; this was over a 300% increase from March 2025. This demonstrates that many active transportation users are utilizing this route to connect to other destinations on either side of their bus trip.

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 contributes to a mode shift to transit, reduced reliability on personal vehicle use, and enhanced connectivity between active travel modes.

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.

This project improves the passenger experience along a stretch of Hwy 101 that many people do not feel comfortable driving, biking or hiking. Riders can choose from any of four daily trips, providing flexibility in travel.

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 Grocery Outlet in Florence, connecting CCAT's Florence Express, LCOG's Eugene-Florence Connector, and LTD's Rhody Express routes. 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 Hwy 101. LCOG has coordinated with the partner agencies to align route times for efficient route transfer at the north and south ends of this route.

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 late 2025, Link Lane began a student fare program for students in high school or pursuing a GED. The program allows students to pay a \$1 one-way fare between Florence and Yachats.

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.

This grant provides funding for continued operations of the Florence-Yachats Connector, which primarily serves two rural communities and traverses over a winding portion of Highway 101.

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 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 has a safe service record. 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 Hwy 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 and potentially dangerous highway section. The 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.

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. By providing this service, LCOG 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. From 2024-2025, over 6,000 trips were taken on this route, taking cars off the road between Florence and Yachats, reducing carbon dioxide and other fossil fuel emissions. 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.

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.

N/A

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 project runs on Hwy 101 between Florence and Yachats.

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 City of Florence and the City of Yachats

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.

LCOG finalized the Link Lane Transit Development Plan in 2023. Through that process, LCOG 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 is important to the success of this project.

How may resource-limited groups benefit from this project?

The Florence-Yachats Connector provides many benefits for disadvantaged communities in Lane County. Both Florence and Yachats 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 \$2.50 for each one-way trip, the Florence-Yachats 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?

This route is designed so that resource-limited groups will not be burdened by this project. Bus stops are located strategically to create viable connections for riders, including those in disadvantaged communities.

Fares are held steady at \$2.50 for a one-way trip in effort to provide an affordable connection for those in disadvantaged communities. LCOG buses continue to take cash for those that are unbanked.

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.

This route is an important connection for those biking and hiking along the Oregon coast. The 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.

The Florence-Yachats Connector is a major link of intercommunity and intracity routes interlining at the Grocery Outlet in Florence, connecting CCAT's Florence Express, LCOG's Eugene-Florence Connector, and LTD's Rhody Express routes. 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 Hwy 101. LCOG has coordinated with the partner agencies to align route times for efficient route transfer at the Florence 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 Florence-Yachats Connector since 2019. The project has stayed within budget since the beginning. The contract with the service operator can be extended through FY2028, 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 proposed budget does include anticipated higher fuel costs as well as inflation.

The project and its delivery to date 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 a portion of operating funds through the ODOT Competitive Transit Grant Funding program as the Florence-Yachats Connector is an integral part of the Priority Intercity Bus Network. LCOG will also continue to apply for Formula Funds from Lane Transit District as the Qualified Entity for Lane County. LCOG is not a tax generating district and relies on grant funding each biennium 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. 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 or reduce down to one fewer day of service per week. This would be difficult for current riders. The existing schedule of 4 trips per day works well for many types of riders – those traveling to and from work, those taking a recreational or shopping trip that need to take relatively short trips, and those traveling down the coast who might not wait many hours for the bus. If a trip was reduced, it would most likely be a weekend day, which would most heavily impact tourists visiting the Oregon coast, as many visitors travel on the weekend.

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 Florence-Yachats 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- Flo-Yac.pdf

Flo Yachats Routes and Stops 2026.zip

Florence-Yachats Supplemental Information.pdf

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

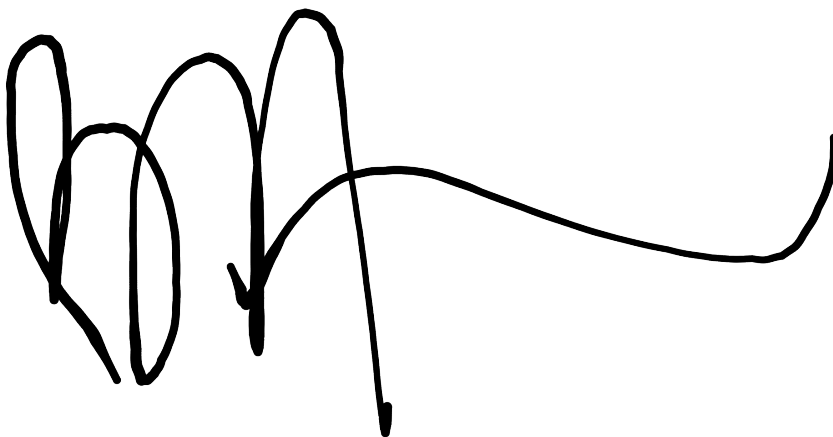
Submitting Your Application

- 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

A handwritten signature in black ink, appearing to read 'Brendalee Moore', with a long horizontal flourish extending to the right.

Printed Name

Brendalee Moore

☒ 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