

Oregon Department of Transportation  
Rail and Public Transit  
**STIF Discretionary and Statewide Transit Network**  
2/1/2019 deadline

Lane Council of Governments  
**Florence-Eugene Intercommunity Route**

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**Provider Information**

**1. Transit Agency Type**

- City
- County
- Mass Transit District
- Transportation District
- Special District
- Intergovernmental Entity
- Municipal/Public Corporation or other political subdivision
- Indian Tribe
- Non-Profit
- Private For-Profit

**2. What is the main type of service that will be supported by this grant?**

- Fixed Route
- Demand Response
- Deviated Fixed Route

**Risk Assessment Information**

This risk assessment section contains a subset of the entire risk assessment. The entire risk assessment will be populated with the answers you provide in this section and data already reported to RPTD. Please contact Andrew.S.Keefe@odot.state.or.us for assistance.

**3. Did your agency have any turnover of management or financial staff in the last 2 years?**

- Yes
- No

**4. 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

**5. What type of accounting system does your agency use?**

- Manual
- Automated
- Combined

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

- Yes
- No

**7. Did your staff members attend required training and meetings during prior grant awards?**

- Yes
- No

**8. Was your agency audited by the Federal government in the past 2 years?**

- Yes
- No

**9. If yes, did the audit result in one or more audit findings?**

- Yes
- No
- N/A

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

- Yes
- No

## Applicant Qualifications

### 11. Describe how your agency has legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget. (Operational capacity specifically for workload of projects in this application.)

Enter response in text box or upload your response on the Document Upload tab of the application and write "See Upload."

The Lane Council of Governments (LCOG) is one of the oldest regional councils in the nation, first organized in 1945 and then reorganized in 1971 under an intergovernmental agreement pursuant to ORS Chapter 190 as Lane Council of Governments. LCOG is an independent regional public agency that is established and supported by its member agencies to coordinate and provide high-quality public services within Lane County and beyond. The governing body of LCOG is its Board of Directors, comprised of local elected and appointed officials designated to represent member governments and agencies. LCOG does not act under the direction and control of any single governmental entity. It is governed by a board of directors, a legally separate entity, fiscally independent of all member organizations and all other local government entities, and vested with all the powers, rights, and duties relating to those functions and activities that are vested by law in each separate party to the intergovernmental agreement. LCOG's service areas include transportation, planning, project and contract management, Senior and Disabilities Services, finance and budget, legal and administrative support. LCOG has the expertise and capacity to manage this project and to report on project progress within the scope, schedule and budget.

Since 2010 alone LCOG's Government Services Division has written, implemented, administered and/or reported on over 40 state or federally funded projects totaling over \$27 million. Projects have ranged from capital projects such as water treatment facilities and fiber installation to service projects such as transportation modeling and planning, wetland planning, land use code development, long range planning documents, and program evaluation. Funders include but are not necessarily limited to the Environmental Protection Agency, Housing and Urban Development, Economic Development Administration, Oregon Department of Transportation, and Oregon Department of Land Conservation and Development. LCOG consistently meets or surpasses all measures, indicators and deliverables.

LCOG's Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2018 is included as an uploaded document.

### 12. Capacity to Maintain Compliance

- By checking this box, the applicant certifies that if they are awarded funding they are able to meet or will have the capacity to maintain compliance with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

### 13. Does the applicant plan to use a Sub-Recipient or contractor to implement the grant supported activity?

- Yes  
 No

### 14. If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.

If Yes, enter response in text box or upload response on the Document Upload tab and write "See Upload." If No, write N/A.

If awarded funding to implement a pilot public transportation route between Eugene and Florence, LCOG will issue a Request for Proposals (RFP) to solicit offers from private operators to run the service. Biannually, LCOG's Board adopts Public Contracting Rules that are consistent with the State of Oregon's Administrative Rules and will follow the contracting procedures therein.

LCOG has vast experience managing consultant work and has several ongoing contracts with consultants who provide a service or are developing a needed product. Likewise, LCOG provides services to partners through both membership dues and contracts. Staff manages contacts to provide planning, GIS, technical, legal, communication and social services to both private and public sector clients. Staff maintains consistent and clear communication and establishes project deliverables and timelines.

LCOG employs several strategies to maintain contractor oversight. Staff set up regular check-in meetings with contractors to discuss service status and to provide direction and oversight as needed. LCOG requires a summary of services on monthly invoices that inform how dollars are spent and what deliverables are, or are not, being met and that respond to the deliverables and objectives established in the contract. Staff also use monitoring forms to track progress and ensure the scope of work is followed. Should a contractor not fulfill terms from the scope of work, staff establishes protocols to meet terms of the contract. LCOG also requests copies of the contractor's annual audits and insurance for liability purposes.

## Project Information

Try to answer all questions, even if your project does not fit neatly within a category. No answer means a zero score.

### 15. Describe the project to be funded.

See application instructions for required content. Enter response in text box or upload response as an attachment in the Document Upload tab and write "See Upload."

This project will establish a two year pilot intercommunity public transportation route between the communities of Eugene and Florence. The proposed route will link the valley with the coast and provide a needed public transportation option between these two communities.

It will extend along Hwy 126 from the Lane Transit District transit center in downtown Eugene to the Grocery Outlet parking lot in Florence with stops in Veneta and potentially Mapleton. Both ends of this route will provide connections to transit hubs. The Eugene Transit Center is a centrally located high frequency transit hub, and the Grocery Outlet parking lot is a hub for the Rhody Express public transportation service throughout the Florence community and the Florence Yachats Connector route.

The Siuslaw Vision is the regional roadmap to a bright and common future for Dunes City, Florence, Mapleton, Swisshome, Deadwood - and all parts in between. Transportation and connected people emerged as one of the Vision's focus areas out of a 2014 community survey and per the Vision's attached letter of support, "Access to reliable public transportation would be a huge boon to workforce and economic development here."

LCOG recently conducted a feasibility study for a public transportation option along this corridor. The study was initiated in response to public and elected official interest in increased access to transit between these two communities. It included significant public outreach via stakeholder interviews and a survey component that generated 1,542 responses. Feedback was overall supportive and shows a need for this service with 96% of respondents indicating they would use this service for recreation/entertainment, personal needs, medical needs, other, job commute and school/education (in order of response rate).

This project is important not only to Lane County residents but will contribute to the statewide transit network as a whole. This route will connect with the Rhody Express, the Florence Yachats Connector and a route between Coos Bay and Florence (if the Coos County Area Transit's STN application is funded), creating a public transportation network with Florence as a hub and gateway for public transportation.

An existing, privately operated service currently runs between Coos Bay and Eugene, with a stop in Florence. That service then goes on to Bend and Ontario. It has one morning run from Coos Bay to Bend and one from Bend to Coos Bay in the evening and has fare of \$27 one way between Florence and Eugene. The Florence-Eugene intercommunity route will operate differently by providing one round trip in the morning; one in the evening and will have a potential third round trip mid-day. It will also operate at a subsidized fare that is more affordable for a frequent or income restricted user.

If funded, LCOG will manage this route and will enter into a contract with an operator to run the service. This is a successful method employed by other intercommunity routes in Lane County including LTD's Rhody Express and Diamond Express as well as ODOT's POINT Cascades route. LCOG will issue a Request for Proposals and work with the selected operator to start this service within the first quarter of FY2020. One goal of this two year pilot is to assess ridership and use over two summer seasons. If unfunded, this pilot service will not be started.

### 16. What Local Plans include this project and elements of the project?

See guidance for exemptions to this requirement.

This project is included in the Florence Transportation System Plan (TSP) and the Coordinated Tribal Transit Plan of the Confederated Tribe of the Coos, Lower Umpqua and Siuslaw Indians:

Local Plan Name: Florence TSP  
Governing Body: City of Florence  
Plan Adoption Date: 12/17/2012  
Web address: <https://www.ci.florence.or.us/planning/transportation-system-plan-2012>  
Relevant page numbers: 120; Intercity Transportation Section  
Website URL: [https://www.ci.florence.or.us/sites/default/files/fileattachments/planning/page/638/florence\\_transportation\\_system\\_plan\\_final2.pdf](https://www.ci.florence.or.us/sites/default/files/fileattachments/planning/page/638/florence_transportation_system_plan_final2.pdf)

Local Plan Name: Coordinated Tribal Transit Plan of the Confederated Tribe of the Coos, Lower Umpqua and Siuslaw Indians  
Governing Body: Confederated Tribe of the Coos, Lower Umpqua and Siuslaw Indians  
Plan Adoption Date: 3/25/2015  
Web address: <https://ctclusi.org/>  
Relevant page numbers: 6; Preferred Option  
Website URL: Plan is uploaded

While this is a project included in both of these plans, it also fills a significant gap in the Statewide Transit Network between the valley and the coast. It will provide a public transportation option that does not currently exist between two communities that share close economic, social, recreation, service and medical ties. It will also provide access opportunities and economic development potential to rural Oregon.

### 17. What is the minimum award amount that will still allow your project to proceed?

Enter an amount in dollars.

\$1,370,000

**18. Select the fund source(s) that you think best aligns with your application.**

Check all that apply

- STIF Discretionary
- STIF Intercommunity Discretionary
- FTA Section 5311 (f) Intercity Discretionary

**Equity and Public Transportation Service to Low Income Households**

(Score weights: Discretionary = 20%, STN = 10%)

**19. Describe how the project supports and improves access for vulnerable populations.**

The Senior & Disability Services division of LCOG conducts a Community Needs Assessment every four years "to help pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system." Focus groups for the April 2016 Assessment expressed concerns that public transportation options are limited in rural areas and some parts of urban areas. The Assessment concludes that "This particular lack of robust public transit availability poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers and other time sensitive needs."

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

Specific to communities adjacent to this corridor, per the 2015 US Census American Community Survey, Florence's median age is 60.4; people aged 65 and older is 39.5%; people aged 14 and younger is 11.3% median household income is \$33,950; non-auto households is 11.2%; people identifying with a disability is 28.2%; and minority population is 6.1%.

Eugene's median age is 33.8; people aged 65 and older is 14%; people aged 14 and younger is 14.5% median household income is \$43,101; non-auto households is 11.3%; people identifying with a disability is 13.3%; and minority population is 15%.

Veneta's median age is 34.6; people aged 65 and older is 15.4%; people aged 14 and younger is 25.4% median household income is \$41,558; non-auto households is 6.5%; people identifying with a disability is 13.8%; and minority population is 7.5%.

As shown here and in the attached letters of support, the need clearly exists and this route will provide a vital link for vulnerable populations reliable access to medical, personal needs, employment, recreational and cultural opportunities.

**Coordination of Public Transportation Services**

(Score weights: Discretionary = 10%, STN = 30%)

**20. Describe how the project is a collaboration of multiple agencies or involves consolidation, coordination, or resource sharing between agencies.**

This project is a collaboration with LCOG, LTD, the Coordinated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI) and the Coos County Area Transit (CCAT) public transportation service providers (PTSP), and efforts will be made to ensure efficiencies and reduce fragmentation. It has the opportunity to be a major link of intercommunity and intracity routes interlining at a transit hub in Florence. The transit hub is located at the Grocery Outlet (GO) parking lot. The transit hub is currently the link between the Rhody Express's north loop and south loop. Rhody Express is Florence's public transportation service, operated by River City Taxi under contract with LTD. The Yachats Florence Connector's southern terminus is the GO Transit Hub. CCAT is applying for funds to run a pilot route between North Bend and Florence, and its northern terminus will be the GO Transit Hub as well. With these three intercommunity routes and the Rhody Express all in operation, both residents and visitors will have the opportunity to travel east/west from the valley to the coast and north/south within and beyond Florence all using public transportation. This network will also interline with Lincoln County's South County loop in Yachats. One of this project's goals is to align with the NW Collector alliance of transit agencies that have connected and coordinated to better meet transportation needs and provide information to residents and visitors.

This project also has wide range of stakeholder and partner support which will be leveraged to promote and educate on this service. Letters of support from the City of Florence, City of Yachats, City of Eugene, Trillium Community Health Plan, Siuslaw Vision, Florence Area Chamber of Commerce, Oregon Coast Visitors Association, Siuslaw Public Library District, Lane Community College, Florence Center, Florence Area Community Coalition, Travel Lane County and Douglas County are attached. Sharing of resources and collaboration/coordination commitments from these organizations as this project progresses include involvement on the project steering committee, hosting info sessions, informing community members, lobbying, marketing and promoting the route, potential donations and ticket assistance and potentially serving as a bus stop or Park-and-Ride.

The level of support and interest in collaboration across many organizations and agencies is testament to the need for this project and the commitment to make it a success.

**Statewide Transit Network**

(Score weights: Discretionary = 10%, STN = 30%)

**21. Describe how the project supports and improves the utility of the statewide transit network, improves the passenger experience, benefits multiple transit providers, and/or creates a foundation for future statewide transit network improvements.**

This project will close a gap in the Statewide Transit Network by connecting two communities that bookend a major travel corridor linking the valley and the coast. The City of Florence is a coastal community at the western end of this corridor, with a population within the 97439 zip code of 14,222 and average employment of 4,309 per the American Community Survey 2017 5-year estimate. The Rhody Express, managed by LTD and operated by River City Taxi, serves the City with a north and south loop. The north and south loop connect at a transit stop at the Grocery Outlet parking lot, which is also the southern terminus of the Yachats-Florence Connector and an eventual northern terminus of a Coos Bay to Florence route as proposed by Coos County Area Transit.

The metropolitan area of Eugene/Springfield metropolitan area is on the eastern end of this corridor. This Metro Area is the commercial and economic hub of Lane County, with a population of 363,471 and average employment of 153,163 based upon the American Community Survey 2017 5 year estimate. This metropolitan area is served by the Lane Transit District with bus and Bus Rapid Transit connections throughout and beyond the Eugene/Springfield area.

The Florence-Eugene route will connect these two communities and transit networks and provide access and mobility for residents and visitors. The route will terminate in downtown Eugene and provide access to high frequency transit connections throughout the metropolitan area, connecting locally to employers, medical providers and needed amenities. The Eugene transit center also connects to regional connectors, including the Amtrak train station which is part of the Amtrak Cascades and Coast Starlight lines. The connectivity between these routes will be beneficial for LTD, Rhody Express, and Coos County Transit by connecting each of these providers to the others' services.

This connection will improve the passenger experience by providing a reliable, affordable transit option for those in Florence who would like access to jobs, medical services, entertainment, and shopping needs. Students at Lane Community College will also be able to travel affordably between the two campuses.

**Funding and Strategic Investment**

(Score weights: Discretionary = 20%, STN = 10%)

**22. Describe how project match requirements will be met or exceeded. If this project will last beyond the 19-21 biennium, describe the plan for ongoing funding including match.**

*Describe why investment in this project makes sense both from the perspective of current need and long term Oregon transit needs.*

This project will pilot a new intercommunity route between Florence and Eugene and will fill the pressing current gap in the Statewide Transit Network along Hwy 126. This project works towards the goal of a complete Statewide Transit Network and recognizes the value of a collaborating with other transit agencies to reduce fragmentation, ensure efficiencies and enhance access opportunities via public transportation. Project partners and collaborators include LTD, ODOT, Lincoln County Transit, CCATransit and the CTCLUSI. Two goals to sustain this service beyond the 19-21 biennium are to pursue federal, state and local funding sources including 5311, STN, STIF Formula Funds from Lane County and CTCLUSI and to further collaborate with the NW Collector alliance of transit providers.

This project qualifies for the STIF 20% match reduction to 10% as it will predominately serve and provide access to and from rural communities, will fill a significant gap in the Statewide Transit Network and will provide statewide benefits to multiple Public Transportation Service Providers as this application has demonstrated.

The match requirement will come from STIF formula funds, financial contributions and in-kind and volunteer hours. This project will establish a steering committee to guide the project implementation, track progress and issues and help with route promotion throughout the two year pilot phase. The CTCLUSI will contribute \$40,000 and use of their bus towards match. LCOG has also requested \$80,000 in match from the STIF formula funds to be distributed in Lane County and anticipates approval of this request.

Investment in this project at this time will leverage strong community, political and agency support as demonstrated in the over 1,500 participants in this project's feasibility study, in the public show of support from the LaneACT and in the attached letters of support.

This project pilot timeframe will also leverage one of the largest events hosted in Lane County and the State of Oregon: the International Association of Athletics Federation (IAAF) World Championships. Competition dates are August 6-15, 2021. Participation will represent 214 countries and 2,000 athletes and 3,000 media attendees. The timeframe of this pilot project will allow one summer season of implementation before the second summer season to serve this magnitude of visitors and exposure.

**23. Does this project depend on other funding sources including other discretionary grant processes whose outcomes are uncertain?**

If yes, identify the fund source and anticipated timing of funding certainty. If no, write N/A.

Funds for match depend upon STIF formula funds. LCOG submitted a grant application to LTD, the Qualified Entity for the Lane County STIF formula fund, in request of \$80,000 to be used as project match. The STIF Committee has indicated support of fully funding this request. Final decision by the Qualified Entity is anticipated in April 2019, and ODOT approval is anticipated in October 2019.

### Environmental and Public Health

(Score weights: Discretionary = 15%, STN = 10%)

#### 24. Describe how the project reduces greenhouse gas emissions, reduces pollution, and/or supports positive health outcomes.

This project addresses the Florence-Eugene Public Transportation Feasibility Study and the Senior & Disability Services division of LCOG's Community Needs Assessment findings of community concerns that public transportation options are limited in rural areas and some parts of urban areas. As the Needs Assessment states: "This particular lack of robust public transit availability poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers and other time sensitive needs." As such, this project has the opportunity to improve transit access to/from services that improve health outcomes.

In Lane County, the Eugene/Springfield metropolitan area is a key destination and, in many cases, the only destination for certain medical services, personal needs, education, jobs, social outlets, and recreation/entertainment. Providing access and mobility for rural based Oregonians contributes to positive health outcomes and responds to a community need expressed in the attached letter of support from Trillium Community Health Plan. "As the urban center of our service area, Eugene and Springfield are a key destination for many of our members throughout Lane County and Western Douglas County. However, many of our members are transportation-disadvantaged and seek support in travel for medical and other needs. We recognize the value of a public transportation option connecting the communities of Florence and Eugene. This service will enhance the mobility of many of our members and will provide access for our most vulnerable to primary care, educational opportunities and personal shopping needs."

Transversely, as found through the feasibility study, many residents and visitors in the Eugene/Springfield area are mobility restricted, wish not to drive, or desire a public transportation option to the coast. The mobility and access option this project will provide will contribute towards the quality of life for these individuals. It will also support economic development and health of the business community and employers within Florence by bringing in additional visitors.

Overall, this project has the opportunity to take additional cars off the road between Eugene and Florence, reducing carbon dioxide and other fossil fuel emissions.

### Safety, Security, and Community Livability

(Score weights: Discretionary = 25%, STN = 10%)

#### 25. Describe how the project increases use and participation in active transportation, including public transportation.

There is not currently a public transportation option between the communities of Florence and Eugene, nor is there a public transportation option to connect the Rhody Express with the LTD network. This route will create a new route and provide that connection. Inherently, it will support increased use and participation in public transportation by providing a service between these two Lane County key destinations.

Each end of this route will connect at transit hubs serving the communities of Florence and Eugene/Springfield and beyond. These connected networks will serve to increase ridership as riders will have a means to access to their destinations upon arrival. The Eugene transit station is a multi-modal hub, surrounded by many walkable destinations. The station also has an onsite BikeShare hub, so transit users can choose to connect the last leg of their journey by bicycle. A complete network creates a more compelling reason for people to choose public transportation and has the opportunity to produce a mode shift from automobile to public transportation.

Additionally, this project will establish a steering committee to guide the project implementation, track progress and issues and help with route promotion throughout the two year pilot phase. The committee will have representation from several agencies with a vested interest in seeing this route be successful as many of their patrons will depend upon it for access to their destinations. Promotion of this route and interlining it with other transportation options will enhance public awareness and interest.

The survey administered for this project's feasibility study generated 1,542 responses and asked the question of what barriers to travel people experience along Hwy 126. The responses in order of ranking from most to least were: unaware of existing bus service, uncomfortable driving along Hwy 126, don't experience any barriers, existing bus service schedule doesn't work, no access to a car, other, existing bus cost too high, no access to existing bus, existing bus takes too long. If funded, implementation of this route will address the barriers to the extent possible by promoting this service, providing a public transportation option along Hwy 126 so people do not have to drive, scheduling two to three rounds trips per day seven days per week and subsidizing the fare. All of these efforts will be in place to increase use and participation in public transportation within this corridor.

#### 26. Describe how the project supports and improves safety of passengers in transit vehicles and safety of other roadway users.

If funded, LCOG will manage this service and operate it under contract with a private operator or public transit provider. Qualifications to operate the service will have a focus on past operational and driver safety history and safety protocols in place. LCOG will also ensure 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 will provide an option for users to choose not to drive, potentially decreasing the number of vehicles on the roadway. The service will also provide a safe option for those wary of driving on Highway 126.

### Capital Assets

Capital assets are items that cost at least \$5,000 and have a useful life of at least 3 years.

#### 27. Describe proposed capital purchases. Enter asset details in the Budget and Project Tables tab.

For capital construction projects, additional documentation will be required in the Document Upload tab. See guidance for more information. If no capital assets are included in your application, write N/A. N/A

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### Project Category and Fund Source

Project Category	Project Cost	Other Fund Source (Federal)	Other Fund Source (State)	Other Fund Source (Local)	Other Fund Source (Other)	Project Category Totals
Vehicle Purchase - Expansion	\$	\$	\$	\$	\$	\$ 0
Vehicle Purchase - Replacement or Right-Sizing	\$	\$	\$	\$	\$	\$ 0
Equipment Purchase	\$	\$	\$	\$	\$	\$ 0
Facility Purchase	\$	\$	\$	\$	\$	\$ 0
Signs/Shelters Purchase	\$	\$	\$	\$	\$	\$ 0
Planning	\$	\$	\$	\$	\$	\$ 0
Project Administration	\$	\$	\$	\$	\$	\$ 0
Operating	\$ 1,233,000	\$	\$ 220,000	\$ 20,000	\$	\$ 1,473,000
Preventive Maintenance	\$	\$	\$	\$	\$	\$ 0
Mobility Management	\$	\$	\$	\$	\$	\$ 0
<b>Total</b>	<b>\$ 1,233,000</b>	<b>\$ 0</b>	<b>\$ 220,000</b>	<b>\$ 20,000</b>	<b>\$ 0</b>	<b>\$1,473,000</b>

### Project Totals and Match Rate

Fund Source	Total Project Amount (Grant Amount + Match Amount)	Match Rate	Grant Amount	Match Amount	Match Sources	Overmatch Amount (If Any)	Match Funding is available if project is awarded?	Date match available	% of Funds used for Demand Response Transportation	% of Funds used for Fixed Route Transportation
STIF Discretionary - All Project Categories (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Discretionary - All Project Categories, Qualified Projects (10% Match)	\$ 1,370,000	10 %	\$ 1,233,000	\$ 137,000	See Attachment 4 Text	\$ 103,000	Yes Yes/No	11/01/2019 xx/xx/xxxx	0 %	100 %

STIF Intercommunity Discretionary - All Project Categories (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)	\$ 1,370,000	10 %	\$ 1,233,000	\$ 137,000	See Attachment 4 Text	\$ 103,000	Yes Yes/No	11/01/2019 xx/xx/xxxx	0 %	100 %
5311 (f) Intercity - Operating (50% Match)	\$ 1,370,000	50 %	\$ 685,000	\$ 685,000	See Attachment 4 Text	\$ 0	Yes Yes/No	11/01/2019 xx/xx/xxxx	0 %	100 %
5311 (f) Intercity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %

### Vehicle Purchase

Vehicle Purchase	Vehicle Purchase Type	VIN of vehicle being replaced	Make	Model	Vehicle Category	Quantity	Unit Cost	Total Cost	Seats	ADA Stations	Seats w/ADA Stations	Fuel Type	Estimated Order Date	Estimated Delivery Date	Mileage	Date of Reading	Seller	Vehicle Condition
Vehicle Purchase 1	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 2	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 3	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 4	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 5	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 6	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 7	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 8	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 9	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 10	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle

### Vehicle Replacement Information

Vehicles to Be Replaced	Year	Make	Model	Vehicle Category	VIN	Seats	ADA Stations	Seats with ADA Stations Deployed	Fuel Type	Vehicle Mileage	Disposal Type	Vehicle Condition	Vehicle Maintenance History
Vehicle Replaced 1	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 2	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 3	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 4	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 5	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 6	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 7	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 8	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 9	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 10	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.

**Equipment, Bus Stop Amenities, and Other Assets**

Equipment, Signs, Shelters, Facilities, Land	Item Description	Model Number	Quantity	Estimated Unit Cost	Total Cost	Expected Order Date	Expected Delivery Date	Item Location	Lot Size	Square Footage	If breaking ground, have you filled out DCE?
Row 1	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 2	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 3	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 4	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 5	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 6	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 7	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 8	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 9	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 10	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable

**Document Upload** [top](#)

Documents Requested *	Required?	Attached Documents *
Document 1		<a href="#">Letters of Support</a>
Document 2		<a href="#">Grant Funds and Match Sources</a>
Document 3		<a href="#">LCOG Public Contracting Rules</a>
Document 4		<a href="#">LCOG FY2018 CAFR</a>
Document 5		<a href="#">CTCLUSI Coordinated Transit Plan</a>
Document 6		
Document 7		
Document 8		
Document 9		
Document 10		

\* ZoomGrants™ is not responsible for the content of uploaded documents.

Application ID: 133952

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Florence Eugene Intercommunity Route Grant Funds and Match Sources

	Total project cost	\$ 1,370,000
	STIF Discretionary	\$ 1,233,000
	10% match	\$ 137,000
Match Sources and Amounts	Lane County STIF Formula Funds	\$ 80,000
	Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians STIF Formula Funds - Financial Contribution	\$ 40,000
	Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians STIF Formula Funds - Bus	\$ 100,000
	In-Kind Donations	\$ 20,000
	Total Match	\$ 240,000
	Overmatch with Bus	\$ 103,000



SIUSLAW  
VISION  
Putting People at the Center

P.O. Box 694  
Florence, Oregon 97439  
541.590.2425  
RiverCal.org  
SiuslawVision@gmail.com

January 30, 2019

To whom it may concern,

Siuslaw Vision, with its slogan of “putting people at the center” is among many community organizations that support increased transportation options to connect the Siuslaw Region to Eugene and beyond.

The Siuslaw Vision is our region’s roadmap to a bright and common future. The Vision imagines a better life in the near future, with a focus on the people in our region from Dunes City, Florence, Mapleton, Swisshome, Deadwood—and all parts in between. The Vision’s focus areas were derived from a community survey in 2014 that asked people about what would make the Siuslaw Region a better place to live, work and play. Transportation was one area that the community agreed could use some improvements.

According to a recent United Way study, Florence has one of the highest levels of household poverty of any incorporated city in Lane County. A full two-thirds of students in the local Siuslaw School District qualify for federal free lunch assistance, and the Mapleton School District offers free lunch to their entire student body since nearly every student qualifies. Access to reliable public transportation would be a huge boon to workforce and economic development here.

When we heard that Lane Council of Governments was applying for funding to pilot Florence to Eugene bus service, we began talking to leaders of some of our community partners to find out how transportation could enhance their missions and to ask how we might all work together to support the project. Following are support statements for the project.

### **Florence Area Chamber of Commerce**

The Florence Area Chamber of Commerce stands united in strong support of the Lane Transit District project that would fund a pilot to connect our service region here in Western Lane County with the Eugene metro area. With existing transportation options from the south coast, and the new Yachats Connector linking us to the north coast, Florence would be perfectly positioned as a central transportation hub and a gateway for public transportation to and from the Willamette Valley. We can well imagine this exciting project could both increase our visitor count AND manage to enhance the safety and drivability of Highway 126 with fewer individual vehicles on the road. The bus could also improve access both to Florence and to Eugene-Springfield for rural, upriver residents who need reliable access to medical providers, educational opportunities and shopping.

#### ***Areas of support***

- The Chamber is prepared to commit to hosting informational sessions especially oriented toward the business community, and we can leverage our considerable skill and reach as the region’s premier marketing organization, to spread the word.
- We have an active Advocacy Committee that can serve to inform and engage our members and to lobby public officials, and we would be happy to offer a Chamber representative to serve on the Steering Committee for the project.

- We are ready, able and willing to partner with LTD, LCOG and other entities to help make this pilot a reality!

Bettina Hannigan  
Executive Director

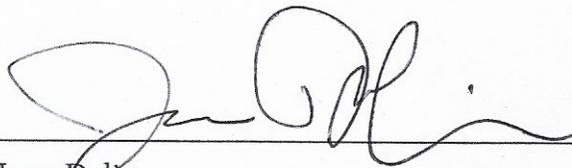
Date \_\_\_\_\_1/30/2019\_\_\_\_\_

### **Oregon Coast Visitors Association**

A connecting route like this would benefit the entire Oregon Coast, residents and visitors alike, and would support OCVA's mission of inspiring travel and strengthening collaboration. This would be a low-cost, low-impact option for travelers from the Eugene area to visit West Lane County and now (thanks to Lane Transit's recently launched Florence to Yachats connector) the entire Oregon Coast! It would bring cyclists, hikers, bikers, international visitors, etc. etc., and allow coastal residents to access the resources available in the valley. Increased visitation would support tourism oriented small businesses and the coastal economy in general while providing transport for their workforce. This route will also help with congestion during peak season as well!

#### ***Areas of support***

- Marketing of the route in OCVA communication channels
- A small donation is possible.



Date 1.25.19

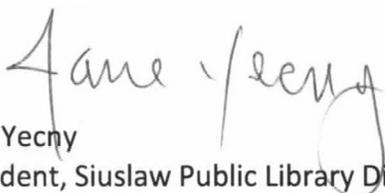
Jesse Dolin  
Central Coast Destination Development Coordinator

### **Siuslaw Public Library District**

The Siuslaw Public Library District is excited about the addition of accessible, affordable public transportation from Florence to Eugene, also including a possible stop in Mapleton where our branch library is located. We serve a population of approximately 17,000 residents in western Lane County, covering 667 square miles. Over 170,000 people visit our Florence library each year and over 5,000 visit the Mapleton branch. Our library is a lifeline for our many low-income patrons. However, the Mapleton branch is open only limited hours for five days a week, where our main library in Florence offers extended hours daily. For many of our upriver patrons, transportation between branches is currently unavailable.

#### ***Areas of support***

- Potentially serving as a bus stop at either of our facilities (we have public restrooms available)
- Providing meeting space, and promoting the new service.
- Because the route details are not yet finalized, at this time we cannot pledge any monetary support to the project, but we would like to be kept apprised as details are confirmed so we might consider future support. For instance, if the bus traveled between our two branches, or supported a library materials courier service, we would be very interested in providing funds to the project.



Jane Yecny  
President, Siuslaw Public Library District Board of Directors

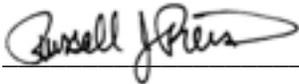
## Lane Community College, Florence Center

I am writing in strong and enthusiastic support of the application for funding submitted by Lane Council of Governments. I represent Lane Community College (LCC), serving as Dean of our Florence, Oregon satellite center. Western Lane County has long been an "island" in terms of the population's access to consistent, reliable public transportation. We are heartened by the local collaborative project with Coos County Area Transit and the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians, along with Lincoln County Transit, for the newly launched Yachats Connector that ensures public transport options along the coast, but we desperately need a connection between the valley and our region.

Lane Community College already has a strong relationship with Lane Transit District. The college assesses a modest transportation fee to all LCC students in the metro area, and in turn pays LTD to provide our students with a system-wide pass. If and when LTD can extend service to Florence, the college would increase its contribution proportionally in order to serve students in need of transportation in both directions.

### *Areas of support*

- Offer meeting space through the project to host informational and project-related meetings.
- Our campus is already a bus stop on the local Rhody Express route, and we would be happy to discuss becoming a Park-and-Ride location.
- We would also leverage our network to generate positive publicity around this effort. In short, Lane Community College is an enthusiastic supporter of this initiative!



Date \_\_\_\_\_1/22/2019\_\_\_\_\_

Russell J. Pierson, DMin  
Dean, LCC Florence Center

## Florence Area Community Coalition

On behalf of our membership, the Florence Area Community Coalition (FACC) is pleased to support the application by LCOG for funding for a two-year transportation pilot project to provide public bus service between Eugene and Florence. Our membership includes many agencies whose clients are low income, and/or seniors, and/ or disabled. We are fortunate to have good medical facilities here in Florence, but most specialists and most mental health services are still located in Eugene, about 65 miles to the east over Route 126. Census data shows that 41% of Florence city residents are age 65 or older. The median age is 60.4 years. Many seniors no longer drive. Nearly 19% of individuals are living below the poverty level. Twenty one percent (21%) of persons under 65 have a disability. The need for an alternate transportation resource clearly exists.

### *Areas of support*

- FACC has a very small budget, and cannot contribute funds. Our member agencies would certainly provide scheduling information to their clients, and possibly some financial assistance for tickets, since several already provide such assistance on a case-by-case basis.
- We could likely find a person to sit on an advisory committee, although the City has a new Transportation Committee which should be providing some coordination and oversight.
- The logical hub for a Florence-Eugene connector would be at the hub at Grocery Outlet, which already serves the Rhody Express and the Yachats Connector.

Sandi Young  
President

Date \_\_\_\_\_1/30/2019\_\_\_\_\_

The people of the Siuslaw Region are excited about the benefits in economic development, equity and access, safety and convenience a public Florence to Eugene bus route will bring to our community. Should you need additional information, please let me know. Siuslaw Vision would be pleased to continue facilitating community connections, could assist with setting up meetings and focus groups, and may have some catalyst funding available as the project progresses. We are also happy to promote the project on our community website, [RiverCal.org](http://RiverCal.org), in our email newsletter and on our Facebook page.

Sincerely,

A handwritten signature in cursive script that reads "Stephanie Sarles".

Stephanie Sarles  
Siuslaw Vision Coordinator



# City of Florence

250 Hwy 101, Florence, OR 97439

[www.ci.florence.or.us](http://www.ci.florence.or.us)

January 28, 2019

Statewide Transportation Improvement Fund  
Rail and Public Transit Division  
Oregon Department of Transportation  
555 13<sup>th</sup> Street NE  
Salem, OR 97301

RE: Florence-Eugene Public Transportation Route STIF Application

To Whom It May Concern:

We are writing in support of Lane Council of Governments' Florence-Eugene Public Transportation Discretionary Fund application to address the gap in affordable and reliable travel options between Florence, Eugene and other vital transportation networks within the Willamette Valley which are currently difficult to reach for residents of our community.

Establishing a Florence-Eugene Public Transportation route will encourage greater tourism of the coast and increased economic development within Florence by providing an easily accessible transportation method to our community. Reliable and affordable access is also needed for employment; medical appointments; school; recreation; and general Federal, State, and County services such as Social Security, VA, legal aid or court services otherwise unavailable for our residents from within the Florence community.

We strongly support this application for funding of this important link between our communities. Thank you for your consideration. If you have any questions regarding our support for the Florence-Eugene Public Transportation STIF application, please feel free to contact me.

Sincerely,

Joe Henry  
Mayor, City of Florence

Erin Reynolds  
City Manager, City of Florence

**Public Works**  
989 Spruce St.  
(541) 997-4106

**City Manager/  
City Recorder**  
(541) 997-3437

**Community Development:  
Planning & Building**  
(541) 997-8237

**Finance/  
Utility Billing**  
(541) 997-3436

**Justice Center**  
900 Greenwood St.  
(541) 997-3515

**Florence Events Center**  
715 Quince St.  
(541) 997-1994





**Eugene Public Works  
Engineering**

1/30/2019

Rail and Public Transit Division  
Oregon Department of Transportation  
555 13<sup>th</sup> Street NE  
Salem, OR 97301

Dear Review Committee:

The City of Eugene is pleased to provide a letter of support for the Lane Council of Government's two intercommunity public transportation grant applications: Florence-Eugene pilot route and the Yachats-Florence Connector route.

The Eugene 2035 Transportation System Plan (TSP) and the city's Climate Recovery Ordinance are supportive of increased public transportation options to the extent that the TSP has a goal of tripling transit mode share by 2035. The TSP places emphasis on the design and operation of transportation systems to meet the needs and safety of all travelers in mind, including people of all ages and abilities and especially the most vulnerable who are using all modes of travel, including transit.

Intercommunity public transportation connections will serve residents and visitors within the City of Eugene and beyond. By filling gaps in the Statewide Transit Network, people will have access to a more connected system. This directly supports mobility within our transportation disadvantaged population, economic development within Lane County, and the City's goal to triple transit mode share.

We hope the Review Committee will find as much value in these two intercommunity routes as does the City of Eugene and fund these much needed projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Inerfeld", is written over a light blue horizontal line.

Rob Inerfeld

Transportation Planning Manager



January 31, 2019

Oregon Department of Transportation Rail and Public Transit Division  
555 13<sup>th</sup> Street NE  
Salem, OR 97301

RE: Lane Council of Government's Florence-Eugene  
Pilot Route

Dear Review Committee:

Travel Lane County is encouraged to see many exciting projects coming to life in our region. Many of these projects will become demand generators that result in increased visitor spending. While visitor spending annually generates over \$676 million in direct spending, local residents and visitors use and benefit from the investments made to support the visitor industry.

Ground transportation is vital to moving visitors and residents throughout the region, which is why Travel Lane County supports funding a public transportation route between the Eugene-Springfield metro area and Florence. The proposed two-year pilot project fulfills a Travel Lane County goal of securing daily ground transportation between the metro area and Florence prior to the IAAF Track & Field World Championships (Oregon21) in 2021. We believe this route will prove successful before 2021 and can be a service that is enjoyed by visitors and residents for years after Oregon21.

Travel Lane County encourages you to support LCOG's proposed two-year Florence-Eugene pilot project.

Sincerely,

A handwritten signature in black ink that reads "Kari Westlund". The signature is written in a cursive, flowing style.

Kari Westlund  
President/CEO Travel Lane County

**EUGENE, CASCADES & COAST SPORTS  
TRAVEL LANE COUNTY**



P.O. Box 11756  
Eugene, Oregon 97440-3956

January 18, 2019

Oregon Department of Transportation Rail and Public Transit Division

555 13<sup>th</sup> Street NE

Salem, OR 97301

Dear Review Committee:

Trillium Community Health Plan is pleased to provide a letter of support for the Lane Council of Government's Florence-Eugene intercommunity public transportation grant application. Trillium is a Coordinated Care Organization and a recognized leader in community based healthcare with a commitment to creating a healthier community. We serve all of Lane County and Western Douglas County.

As the urban center of our service area, Eugene and Springfield are a key destination for many of our members throughout Lane County and Western Douglas County. However, many of our members are transportation-disadvantaged and seek support in travel for medical and other needs. We recognize the value of a public transportation option connecting the communities of Florence and Eugene. This service will enhance the mobility of many of our members and will provide access for our most vulnerable to primary care, educational opportunities and personal shopping needs.

We hope the Review Committee will support the Florence-Eugene intercommunity public transportation application which will fund a much needed service in our community.

Sincerely,

A handwritten signature in black ink that reads "Amanda Cobb".

Amanda Cobb  
Executive Director, Medicaid



# CITY OF YACHATS

PO Box 345 (441 N. Highway 101), Yachats OR 97498

Phone (541) 547-3565

Fax (541) 547-3063

Relay Oregon 800-735-2900 (TDD)

January 30, 2019

Oregon Department of Transportation Rail and Public Transit Division  
555 13<sup>th</sup> Street NE  
Salem, OR 97301

RE: Lane Council of Government's Florence – Eugene Pilot Route and Yachats – Florence Connector Route

Dear Review Committee:

The City of Yachats is delighted that you have so far committed to a one year pilot project for the Florence – Eugene route and the Florence – Yachats connector. These links are vital to many people who live in Yachats who do not drive and need to rely on public transportation.

Prior to implementation of the Florence – Yachats connector, our residents could only go North to Waldport or Newport for their shopping, banking, medical appointments, and other needs not obtainable in Yachats. These routes give our residents the option of going to Florence and then connecting to Eugene, which is especially critical for our residents who have their medical care provided by Peace Health.

We urge you to renew the funding for both the Eugene – Florence Route and the Florence – Yachats connector long term to maintain this vital link for our residents.

Sincerely,

W. John Moore  
Mayor, City of Yachats



January 31, 2019

Kelly Clarke  
Lane Council of Governments  
859 Willamette Street, #500  
Eugene, OR 97401

RE: New Transit Route between Eugene and Florence

Dear Kelly,

The newly formed Douglas County Transportation District fully endorses the route as proposed from Eugene to Florence. This part of the coast is currently underserved by transit, and this new route will help riders connect to services in both of these communities. We believe that in conjunction with the CCAT proposed route from Coos Bay to Florence, our coastal residents will significantly benefit from these transit connections.

We appreciate Lane Transit and the Lane Council of Governments stepping up to help facilitate this important coastal transit link.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mike Baker', with a stylized flourish at the end.

Mike Baker  
Douglas County Transportation District, Chair