application Questions

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
   ✔ N/A

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
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:

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.”

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. 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 Yachts Connector route. 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 LTO’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.

17. 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/attatchments/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://ctctius.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.

18. 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) Interagency 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 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 38.8; people aged 65 and older is 14%; people aged 14 and younger is 30.2% median household income is $33,760; 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 33.1% median household income is $45,800; non-auto households is 13.9%; 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 24.5% 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%)

14. 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 Coos-Umpqua-Siuslaw Transit Alliance (CUTA), the Coos County Transit District (CCAT), and the Siuslaw Valley Transportation District (SVTD). The project will work with the Florence Chamber of Commerce, Florence Area Chamber of Commerce, Lane Community College, Florence Coos County Transit, the Siuslaw River Training Center, and a number of community partners to develop and implement the project.

15. 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 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 is managed by LTD and operated by River City Taxi under contract with LTD. The Yachats Florence Connector connects the communities and provides a vital link for vulnerable populations to access medical, personal needs, employment, and other time sensitive needs.

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Funding and Strategic Investment  
(Score weights: Discretionary = 10%, STN = 30%)

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 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, STIF, and 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 predominantly serve and provide access to and from rural communities, will fill a significant gap in the statewide network and will provide statewide benefits to multiple public transportation service providers as this application has demonstrated.

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

Saftey, 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 tranit 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 intertwining 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 questions 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, LCGG 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. LCGG 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

Budget and Project Tables

Project Category and Fund Source

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<th>Project Category</th>
<th>Project Cost</th>
<th>Other Fund Source (Federal)</th>
<th>Other Fund Source (State)</th>
<th>Other Fund Source (Local)</th>
<th>Other Fund Source (Other)</th>
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Project Totals and Match Rate

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<th>Grant Amount</th>
<th>Match Amount</th>
<th>Match Rate</th>
<th>Match Funding is available if project is awarded?</th>
<th>Date Match available</th>
<th>% of Funds used for</th>
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<td>10%</td>
<td>$137,000</td>
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<td>Yes/No</td>
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## Vehicle Purchase

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<th>Estimated Delivery Date</th>
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## Vehicle Replacement Information

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

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<th>Item Description</th>
<th>Model Number</th>
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<th>Estimated Unit Cost</th>
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### Documents Requested

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

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<thead>
<tr>
<th>Document Requested</th>
<th>Required?</th>
<th>Attached Documents</th>
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<tbody>
<tr>
<td>Document 1</td>
<td></td>
<td>Letters of Support</td>
</tr>
<tr>
<td>Document 2</td>
<td></td>
<td>Grant Funds and Match Sources</td>
</tr>
<tr>
<td>Document 3</td>
<td></td>
<td>LCOG Public Contracting Rules</td>
</tr>
<tr>
<td>Document 4</td>
<td></td>
<td>LCOG FY2018 CAFR</td>
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<td>Document 5</td>
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<td>CTCLUSI Coordinated Transit Plan</td>
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## Florence Eugene Intercommunity Route Grant Funds and Match Sources

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<tr>
<th>Fund Source</th>
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<td>STIF Discretionary</td>
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<td>10% match</td>
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<tr>
<td>Lane County STIF Formula Funds</td>
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<td>Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians STIF Formula Funds - Financial Contribution</td>
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<td>Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians STIF Formula Funds - Bus</td>
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<td>In-Kind Donations</td>
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<td><strong>Total Match</strong></td>
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<td><strong>Overmatch with Bus</strong></td>
<td><strong>$ 103,000</strong></td>
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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 Yachts 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

Oregon Coast Visitors Association
A connecting route like this would benefit the entire Oregon Coast, residents and visitors alike, and would support OCV A’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 OCV A communication channels
• A small donation is possible.

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.
**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!

Russell J. Pierson, DMin
Dean, LCC Florence Center

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**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, in our email newsletter and on our Facebook page.

Sincerely,

Stephanie Sarles
Siuslaw Vision Coordinator
January 28, 2019

Statewide Transportation Improvement Fund
Rail and Public Transit Division
Oregon Department of Transportation
555 13th 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
1/30/2019

Rail and Public Transit Division
Oregon Department of Transportation
555 13th 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,

[Signature]

Rob Inerfeld
Transportation Planning Manager
January 31, 2019

Oregon Department of Transportation Rail and Public Transit Division  
555 13th 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,

Kari Westlund  
President/CEO Travel Lane County
January 18, 2019

Oregon Department of Transportation Rail and Public Transit Division

555 13th 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,

Amanda Cobb
Executive Director, Medicaid
January 30, 2019

Oregon Department of Transportation Rail and Public Transit Division
555 13th 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,

[Signature]

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,

[Signature]

Mike Baker  
Douglas County Transportation District, Chair