

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

Lane Council of Governments  
**Florence-Yachats Connector**

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Submitted: 2/1/2019 3:29:55 PM (Pacific)

**Project Contact**  
Kelly Clarke  
[kclarke@lcog.org](mailto:kclarke@lcog.org)  
Tel: 541-682-4026

**Additional Contacts**  
*none entered*

**Lane Council of Governments**

859 Willamette Street, Suite 500  
Eugene , OR 97401

**Executive Director**  
Brendalee Wilson  
[BWILSON@Lcog.org](mailto:BWILSON@Lcog.org)

Telephone 541-682-4283  
Fax 541-682-4099  
Web <http://www.lcog.org/>  
EIN 93-6014373

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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 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.

The current service operator for the Florence-Yachats Connector is River City Taxi, managed by LTD.

If awarded funding to continue this public transportation route pilot between Florence and Yachats, 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 utilizes 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."

The Florence-Yachats Connector fills a glaring gap in the Statewide Transit Network. It is the only segment along the coastal Highway corridor in Oregon not served by a permanent transit route. It is currently operating as a one year pilot with 5311 funding from the State to the Lane Transit District (LTD). The pilot is managed by the LTD and operated under contract by River City Taxi. Project funding will expire June 30, 2019 and, unless funded through this grant application process, the route will be terminated at that time. This service began September 4, 2018 and has not yet been in operation for one year, nor has it operated through a summer season which is the peak travel time along the coast. This application requests to continue the pilot through the 19-21 biennium.

The Florence-Yachats Connector pilot operates Monday through Friday from 8:00am to 7:35pm except holidays. The round-trip begins and ends at the Grocery Outlet in Florence with a stop at the Carl G. Washburne State Park and northern terminus at West 3rd Street and Pontiac Street (the Little Log Church & Museum) in Yachats.

This service connects the rural, coastal communities of Florence and Yachats along Oregon's Pacific Coast Scenic Byway. This 363 mile byway extends from Astoria to south of Brookings. This project is important both as a local intercommunity connection for residents of Florence and Yachats and as a link in the State's premier coastline.

Per REMIX, this project will serve a local population of 1,066 and 413 jobs within 0.5 miles of the Florence and Yachats stops. A high percentage of this population meets a criterion of being transportation disadvantaged: 45.2% have a total income that does not exceed 200% of the U.S. Department of Health and Human Service's poverty guidelines, 40.3% are seniors aged 65 and up, 35.7% identify as having a disability, and 16.8% do not have a vehicle.

This project also supports coastal economic vitality by sustaining a public transportation option along the entire Oregon Highway 101. Without this intercommunity connection, there will be a broken link in the north/south long distance transit network along the Oregon coast. The Oregon coast is a premier and growing destination for tourism and recreation, and this project will help coastal communities coordinate resources for residents and tourists.

If funded, the LCOG managed service will be operated under contract. The pilot operation will be evaluated, and options to begin weekend service will be considered. LCOG will collaborate with LTD and ODOT to ensure a successful transition of management and continuity of service.

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

See guidance for exemptions to this requirement.

This project is included as a recommendation for study in the Florence Transportation System Plan (TSP):

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)

This project is also considered exempt from the local plan requirements. It fills a significant gap in the Statewide Transit Network by connecting two rural, coastal communities that are separated geographically and providing a public transportation service along Oregon's Pacific Coast Scenic Byway. It also provides statewide benefits to multiple Public Transportation Service Providers including Lincoln County Transit, LTD, Coos County Area Transit and ODOT. Lincoln County's Southern route terminates in Yachats and shares a transit stop with the pilot Florence-Yachats Connector. Coos County Area Transit is applying for funds for a Coos Bay to Florence Route with a shared transit stop at the Grocery Outlet. LTD manages the Rhody Express which transitions its northern and southern loop at the Grocery Outlet. This project serves all of these Public Transit Service Providers by continuing a needed link in this network of service.

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

Enter an amount in dollars.

\$500,000

### 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 (S&DS) 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" (April 2016, Community Needs Assessment). The Assessment includes consumer surveys, focus groups and research from a broad range of sources and is used to develop S&DS's strategic multi-year 'Area Plan.' Focus groups expressed concerns that public transportation options are limited in rural areas and some parts of urban areas. The limitations are more pronounced on weekends and during convenient weekday times. 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 transit planning tool, REMIX, this project will serve a local population of 1,066 and 413 jobs within 0.5 miles of the Florence and Yachats stops. A high percentage of this population meets a criterion of being transportation disadvantaged: 45.2% have a total income that does not exceed 200% of the U.S. Department of Health and Human Service's poverty guidelines, 40.3% are seniors aged 65 and up, 35.7% identify as having a disability and 16.8% do not have a vehicle.

This project will serve vulnerable populations by sustaining a public transportation option between two rural coastal communities and maintaining reliable access for employment, medical appointments, tourism, school, recreation and general services. It will also link with routes accessing the Eugene/Springfield and Corvallis/Albany metropolitan areas. Key destinations within these areas include the University of Oregon, Oregon State University, the airport, major medical centers, commercial and retail stores, cultural opportunities and jobs. This project is an important link in the transit network for vulnerable populations along the Oregon coast.

## 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, Coos County Area Transit (CCAT), LTD, ODOT and Lincoln County Transit public transportation service providers (PTSP), and efforts will be made to ensure efficiencies and reduce fragmentation. This project is a major link of operating and planned intercommunity and intracity routes interlining at the Grocery Outlet transit stop in Florence. If all are implemented within this funding cycle, this collaboration of agencies will have an expanded public transportation network south to California and east to Eugene/Springfield. LCOG will coordinate with these agencies to align trip times for a convenient and efficient rider experience.

If all of the requested routes are funded, the Florence Grocery Outlet (GO) will become a transit hub and will continue to serve as the Florence Yachats Connector's southern terminus. The transit stop is currently the link between the Rhody Express's north loop and south loop. Rhody Express is Florence public transportation service, operated by River City Taxi under contract with LTD. 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. Additionally, LCOG is applying for funds to run a pilot route between Florence and Eugene, and its western terminus will be the GO transit hub. 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 project will also interline with Lincoln County's South County loop which extends from Yachats north to Newport. 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. Long term involvement in this service speaks to its importance. Stakeholder meetings for the current service include Yachats and Florence residents, LTD, ODOT, Lincoln County Transit, PeaceHealth, Trillium, River Cities Taxi, Confederated Tribes of Siletz and Confederated Tribes of Coos, Lower Umpqua and Siuslaw. This stakeholder committee will be maintained should this project be funded.

## 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 an imminent gap in the Statewide Transit Network by connecting two geographically separated rural, coastal communities and continuing a pilot has not yet been in operation for an entire year or a summer season.

The City of Florence is a rural coastal community at the southern 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 City of Yachats is also a rural coastal community, with a population within the 97498 zip code of 1,609 and average employment of 544 per the ACS 2017 5-year estimate. Past public feedback regarding this public transportation link is that it provides a needed service for residents and transportation disadvantaged to travel to and from these communities and beyond.

This service has the opportunity to connect with four other public transportation service providers and contribute to the network of services within and beyond Florence. Connections this project will create with other public transportation service providers are: 1) Rhody Express which is the City of Florence's public transportation service, managed by LTD and operated by River City Taxi. It serves the City with a north and south loop that meet at the Grocery Outlet transit stop.; 2) Lincoln County Transit whose Southern Loop terminates in Yachats at the Little Log Church & Museum. A long term goal for this project is to enter into the NW Connector system as a way to better interline service and provide enhanced passenger experience when making transfers. 3) Coos County Area Transit who is applying for a public transportation route between Coos Bay and Florence. If funded this route's northern terminus will be the Grocery Outlet transit stop. 4) LCOG who is applying for a public transportation route between Florence and Eugene. Its western terminus will be the Grocery Outlet transit stop.

The connections with these four public transportation service providers will create a public transportation network that is not currently available to Oregon residents and tourists, and sustaining the Florence-Yachats Connector is a vital link in that network.

## 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 sustain an intercommunity route between Florence and Yachats and a link in the Statewide Transit Network along Hwy 101. This project works towards the goal of a complete Statewide Transit Network and recognizes the value of a 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, Coos County Area Transit and the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI). Two of this project's goals are to pursue ongoing funding from federal, state and local funds including 5311, STN, STIF Formula Funds from Lane and Lincoln Counties and to collaborate with the NW Collector alliance of transit providers.

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

The \$55,000 match requirement will come from STIF formula funds and in-kind volunteer hour donations. This project will maintain a steering committee to guide the project, track progress and issues and help with route promotion. The following agencies have been involved in the pilot project steering committee and will be included moving forward: Yachats and Florence residents, LTD, ODOT, Lincoln County Transit, Peace Health, Trillium, River Cities Taxi, Confederated Tribes of Siletz and CTCLUSI.

Investment in this project at this time is vital as it will sustain a service currently in a pilot operation. Without project funding, this service will terminate June 30, 2019. It will also leverage strong community, political and agency support in the public show of support from the LaneACT and in the attached letters of support.

This project time frame 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, 2,000 athletes and 3,000 media attendees. Public transportation along the coast will be an important way for attendees to visit the coast and its communities.

### 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 the LTD, who serves as the Qualified Entity for STIF funds in Lane County, for STIF formula fund in request of \$55,000 to be used as project match. The STIF Advisory Committee has indicated support of fully funding this request. The LTD Board will make a final funding decision regarding their budget requests in April 2019 and submit their formula fund application in May 2019. ODOT will make a final decision on the budget request 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 has the potential to improve access to/from services that improve health outcomes and to reduce carbon dioxide and other pollutant emissions. It addresses the Senior & Disability Services division of LCOG's Community Needs Assessment findings of community concerns that public transportation options are limited in rural areas and some parts of urban areas. The Needs Assessment found that, "This particular lack of robust public transit availability poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers and other time sensitive needs."

The Eugene/Springfield, Newport and Corvallis/Albany areas are key destinations for many coastal residents and, in many cases, the only destination for certain medical services, personal needs, education, jobs, and social outlets. A high percentage of residents living along this project corridor are transportation disadvantaged. 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 providing visitors a transportation option they will otherwise not have.

Additionally, this project has the opportunity to take additional cars off Highway 101, 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.**

This project will sustain a pilot route and provide a continuous public transportation network along Oregon Highway 101. Inherently, it will support increased use and participation in public transportation by providing a service between the two coastal communities of Yachats and Florence along the Oregon Scenic Coastal Byway.

Each end of this route will connect routes at transit stops hubs serving the communities of Florence and Yachats and beyond. These connected networks will serve to increase ridership as riders will have a means to access to their destinations upon arrival. 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 maintain a steering committee to guide the project, 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. The following agencies are currently involved in the pilot project and will be invited to have continued involvement: Yachats and Florence residents, LTD, ODOT, Lincoln County Transit, PeaceHealth, Trillium, River Cities Taxi, Confederated Tribes of Siletz and Confederated Tribes of Coos, Lower Umpqua and Siuslaw. Promotion of this route and interlining it with other transportation options will enhance public awareness and interest.

**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.

**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 [top](#)**

**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	\$ 445,000	\$	\$ 55,000	\$	\$	\$ 500,000
Preventive Maintenance	\$	\$	\$	\$	\$	\$ 0
Mobility Management	\$	\$	\$	\$	\$	\$ 0
<b>Total</b>	<b>\$ 445,000</b>	<b>\$ 0</b>	<b>\$ 55,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$500,000</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)	\$ 500,000	10 %	\$ 450,000	\$ 50,000	STIF Formula Funds Text	\$ 0	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)	\$ 500,000	10 %	\$ 450,000	\$ 50,000	STIF Formula Funds Text	\$ 0	Yes Yes/No	11/01/2019 xx/xx/xxxx	0 %	100 %
5311 (f) Intercity - Operating (50% Match)	\$ 500,000	50 %	\$ 250,000	\$ 250,000	STIF Funds 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 Deployed	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				☐ If Applicable
Row 2	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 3	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 4	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 5	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 6	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 7	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 8	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 9	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 10	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable

Document Upload [top](#)

Documents Requested *	Required?	Attached Documents *
Document 1		<a href="#">Letters of Support</a>
Document 2		<a href="#">LCOG FY2018 CAFR</a>
Document 3		<a href="#">LCOG Public Contracting Rules</a>
Document 4		
Document 5		
Document 6		
Document 7		
Document 8		
Document 9		
Document 10		

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

Application ID: 135306

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# 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/Yachats Connector Statewide Transportation Improvement Fund Application

To Whom It May Concern:

We are writing in support of Lane Council of Governments' Florence/Yachats Connector STIF Discretionary Fund application to continue services addressing the gap in travel options between the communities of Florence and Yachats along Highway 101.

Addressing this gap in Oregon's long-distance public transportation network has proved an important step in encouraging tourism of the coast and increasing economic development within Florence. Reliable access is also needed for employment, medical appointments, school, recreation, and general services. The City of Florence has enthusiastically supported the Connector and has dedicated staff and citizen volunteer resources towards the success of the program since its start in September 2018.

We strongly support this application for continued funding of this important link between our coastal communities. Thank you for your consideration. If you have any questions regarding our support for the Florence/Yachats Connector, 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





# 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





**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