

# You're invited to comment on proposed improvements for transit service

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## Rail & Public Transit Division

June 11, 2019

Hello Oregon public transportation friends,

We invite you to review and comment on the [latest recommendation list](#) for transit funding. This list is the result of ranking [applications](#) that came in for the first competitive Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network grant programs. Comments are due by July 1 and can be submitted via [email](#) (to [Patrick.depriest@odot.state.or.us](mailto:Patrick.depriest@odot.state.or.us)) or by attending a public hearing that will be part of the next [Public Transportation Advisory Committee](#) meeting:

- 1:15 p.m., July 1.
- Building X, 885 Airport Road SE, Salem (ODOT Region 2 campus).

At the conclusion of the hearing, the Public Transportation Advisory Committee will make a recommendation to the Oregon Transportation Commission on which projects to fund.

In making its recommendation, PTAC will consider whether the submittals are consistent with: 1) Rules developed for the program (OARs 732, Division 040 and 044); and 2) The OTC-approved [STIF Project Selection Criteria](#). The OTC is scheduled to review and take action on PTAC's funding recommendation during its August 15 meeting in Ashland.

Anyone interested is invited to attend the hearing. Accommodations will be provided to persons with disabilities. To request an accommodation to participate in this meeting, please call Rhonda Urben at 503-986-3412, [rhonda.urben@odot.state.or.us](mailto:rhonda.urben@odot.state.or.us), or statewide relay at 7-1-1 at least 48 hours prior to the meeting.

Keep Oregon Moving (HB 2017) established the Statewide Transportation Improvement Fund. To learn more about the program and other STIF funding opportunities, [visit the STIF Project website](#).

Thank you for your continued interest in and contributions to Oregon's transportation system!

The STIF Team

[Karyn Criswell](#), STIF Project manager  
503-986-4004  
[karyn.c.criswell@odot.state.or.us](mailto:karyn.c.criswell@odot.state.or.us)

## Lane Council of Governments

### *Florence-Eugene Intercommunity Route*

<p>We would like to express our support for bus service between Florence and Eugene. Like many other seniors who live in Florence, we need to go to Eugene fairly often for shopping and doctors. It would be really great to have a professional driver at the wheel, especially as we continue to age. It would be safer for the public, and it would help reduce traffic on Highway 126.</p>	<p>Patricia and Myles Swift</p>
<p>We have lived in the Eugene and Florence areas since 1977, with the exception of a decade in Salem. Our desire to have public transportation between Eugene and Florence has been since our move to Oregon. We are now in our mid 70s, relocating to Florence full time. As we age, the drive between the two locations is tiring and an inconvenience. When we no longer drive, the cost for medical and recreational services to reach Eugene will be expensive without public transport.</p> <p>Please strongly consider initiating this needed service.</p>	<p>Dr. Paul and Lonnie Saarinen</p>
<p>This is so needed!! There are no rental cars agencies in Florence! You have to rent a pick up from U-Haul if you drive an older car and Dont want to risk getting stuck.</p> <p>All of us go to Eugene, either for Drs. Appts. Shopping, or visit family. This is crucial.</p> <p>Thanks for coming side ring thiss important transit system.</p>	<p>Donna Kurz</p>
<p>I was expecting a formally constructed questionnaire, but here goes.</p> <p>Having been accustomed to the LTD service up the McKenzie, I would welcome such a gift here in Florence (which then was free for seniors). The drop-off points will be critical and I am sure the committee will choose them wisely. The station across the street from the public library was useful to us. For our population, River Bend, Slocum, Sacred Heart would be highly accessed, I believe. Then there would be the Valley River Center for the shoppers (which would require a circulator), maybe even an airport stop: what a boon!</p> <p>Thank you for making this happen.</p>	<p>nan and don harvey</p>
<p>Good Morning,</p> <p>I am writing to express my interest in such a bus route. I live in Florence, am 76 years old and have great difficulty getting to Eugene.</p> <p>This service would be most welcome.</p> <p>Thank you.</p>	<p>Carol Strenkoski</p>
<p>I am a 71-year old Florence resident who strongly supports the proposal to initiate bus service between Florence and Eugene. So many of us in my age group find it increasingly more difficult to make the drive between Florence and Eugene for a variety of reasons related to aging- vision, back pain, arthritis, stamina. As you may know, Florence services are limited. Many access medical services in Eugene. Veterans need to go to Eugene for services, both medical and administrative. The airport run costs an individual about \$100 each way from private ride services. And young families are required to go to Eugene for many infant-children services like WIC subsidies. Bus service from Florence to Eugene, or even Florence to Veneta where riders could connect with Eugene buses would be a great help for our community and would keep some of us dangerous old folks off the road! Please consider this request.</p>	<p>Suzanne Mann-Heintz</p>
<p>My husband and I have to go to Eugene for cancer treatments about twice per month and it certainly would be nice if there was some sort of transit system for us older folks</p>	<p>JOHN G. MACHI</p>

to ride to Eugene for medical appointments, shopping, or other activities. Since most of us who live in Florence are senior citizens, it definitely would be helpful for all of us to have a transit line run from Florence to Eugene and back. Thank you for providing this e-mail reply system and please, please, work toward making this a reality.	MARGARET A. MACHI
Would be nice for those who cant drive lots of elders need to go to doctors and other things	Patricia Brown
This is outstanding news! It is something that has been needed for a long time. Will there be a central location for pick up and drop off?	Beth Johnson
I'm all for this route. It would need (roughly) scheduled stops at all the residential crossroads between Florence and Veneta.	Robin Koontz
Please consider the needs of working folks who would benefit from not driving between the two locations, older folks who have medical or mental health needs/appointments, and those who might want weekend travel between Eugene and Florence. Considerations would need to include parking as well as a connector bus or other transportation assist to various specific locations.  We need this!! Florence needs a reasonable way to connect with Eugene resources (services, the arts, retail).	Norma Wood
I am so excited and hopeful about the possibility of public transport being available between Florence and Eugene as well as between Florence and Yachats.  Thank you for taking my enthusiasm and support into account!	B. Lynne Schwartz
The florence connector route is a terrible idea. 126 is a dangerous highway and the last thing we need on it is a bunch of busses going around those tight corners and slowing down traffic	Phillip
We definitely need a way to bet to the coast that doesn't involve driving	Mark Ross
Even if it is just once or twice a week, it would be super to have bus service available for those of us who could go during the day, leaving Eugene in the morning and returning in the evening. Maybe have full fare to those of us who can afford it, offering coupons or discounts to those on a more limited income, especially someone going down to the coast to work part time. Thanks for making it happen! (I hope!)	Carol Jo Horn
Just wanted to write in again with support for this transportation service. We live in Eugene but also have a place in Florence, and sometimes my family needs to drive 2 cars due to conflicting schedules. It would be great to be able to use one car, plus the bus option. Ditto for friends who come visit us.  Beyond our particular situation, service between Florence & Eugene would help people without cars or who don't drive to enjoy both locations, or commute to work, while reducing car usage. Adding this route should provide economic benefits in both locations, environmental benefits, enhanced recreational benefits ("let's go to the beach!") and slow the increasing congestion on Highway 126 so improve traffic safety.  I'm pleased that this project is a top priority; Thanks for your efforts.	Janis Weeks
What a wonderful idea. As a senior citizen who is uncomfortable driving transport to the coast would be wonderful. I haven't been to the ocean for a year or so because no one I know is driving that way. This may not seem important in the great scheme of things - commerce, medical visits, etc. but to portion of the population - who are usually silent and invisible - it is a thing that those who are young and / or physically able will have difficulty in understanding.	Joan Enyart
Hi, I am an occupational therapist in Eugene Oregon. I work with patients from Florence,	

<p>often. Not having transport from Florence to Eugene and Eugene to Florence has been very difficult for many people. In addition, some older folks love the coast and would like the opportunity to visit. It is very important to their quality of life and to address their self esteem to be able to keep participating in their valued activities. I support Transportation Eugene Florence Florence to Eugene.</p>	<p>Gena Edinger</p>
<p>A vital link for the approximately 25% of population who are over 65 and cannot safely drive the round trip to/from the coast. As both those towns grow, they will have increasing amounts of retirees who will use this route. Not only will buses provide better access for recreation as well as for medical and other business purposes, but also will save the recurring expenses from vehicle accidents on Highway 126. Yes! 25% of population is over 65 and can't safely drive the round trip...and many people moving here are retirees.</p>	<p>Robin Saxton</p>
<p>I'm writing in support of establishing regular public transportation service between Florence and Eugene, including Mapleton. Rural west Lane County residents are currently marginalized due to the lack of public transportation options; this impacts education opportunities, jobs, health care options, social services, access to arts and culture, etc.</p> <p>Thank you for supporting this needed service!</p>	<p>Susy Lacer</p>
<p>I'm a resident of Lane County writing to offer a public comment on these STIF intercommunity discretionary funds projects. I got an update from Stephanie Sarles, the Siuslaw Vision Coordinator, this morning, and have been supporting them with an assessment and strategic planning this spring.</p> <p>First, thank you for keeping us informed. I'm excited to see the Florence-Eugene route high on the list. This has been a need in Lane County for a long time, especially because there are people on the coast who can't access medical care in central Lane because they can't afford a taxi that far (or an overnight stay due to the private bus line scheduling limitations.)</p> <p>For that route, it would be ideal if it offered weekend service as well as weekday (at least two Saturday runs). That could help reduce traffic on 126, support employment and foster more tourism, especially by allowing low-income families who work during the week and people who don't drive more opportunities to visit the coast. It's sad how many people I've spoken to in central Lane who can't visit the coast because they can't drive or don't own a car.</p> <p>It also seems important to have an early-morning run for people who might want to commute for work and/or have early appointments in the Eugene/Springfield area. If only one could be managed, perhaps the direction from Florence to Eugene would serve to connect more isolated residents with jobs and medical care in central Lane?</p> <p>For the Florence-Yachats Connector, I'd love to see an early morning run (both ways) added. I've spoken to several folks in the Siuslaw region who find that route to be mostly for shoppers and tourists, because they couldn't use it to get to work early in the morning. Otherwise the community seems thrilled with it.</p>	<p>Andi Kemp</p>
<p>One thing I forgot - could you please add a public comment requesting a Mapleton stop on the Eugene to Florence route? It would be so important for connecting communities on the Siuslaw river (upriver, as they call it) to those cities.</p> <p>Thank you!</p>	<p>Andi Kemp</p>
<p>Please consider this message as an expression of my overwhelmingly positive support for the Eugene / Florence public transit route discussed by transportation planner Kelly Clarke in the attached email message.</p>	<p>John Brobst</p>
<p>I have lived in Florence since 1971.I used to hitch hike to Eugene when I was young and had no car.I'm older now,can't hitch hike.The bus we have is too expensive for many retired on a tight budget.We really do need this service,and I know it will be used by</p>	

<p>many folks who like me,maybe find driving that far tiring,and wearing. Please,give us this gift.Thankyou,</p>	<p>Wende Jarman</p>
<p>I am writing to you from my home in Richmond, British Columbia. Having grown up in Eugene, and having relatives in Oregon, I frequently travel down to Eugene and to Florence. The Oregon coast is so well known for its natural beauty and lovely climate, and many people from the lower mainland of British Columbia love to vacation there. We can now travel easily to the Willamette valley by train—but there isn't easy public transportation to get to the coast. I think that a bus service which would be scheduled to service tourists visiting the Eugene/Springfield area could be very viable. University students, seniors, and others who are opting not to drive cars, and visitors to the area who travel by train, bus or air planes, all need a way to explore the Oregon coast. Florence could become a gateway for them, and a connecting service to Yachats would only make it better. I strongly support the introduction of bus, or train, service in the near future!</p>	<p>Mary Risebrough</p>
<p>Thank you for working to help the residents of Florence gain public transportation to Eugene. There are many reasons that this transportation is necessary including the need for medical care in Eugene. Many of our citizens must travel for specialized care to Eugene since it is not available in Florence. Also, many including myself go to the Hult for performances and we do not like to drive highway 126. Our residents would like to be able to get to the airport or train station without having to pay \$100 each way. There are many shopping venues in Eugene which are not available in Florence. There would also be a benefit to residents of Eugene who would like to visit Florence but do not like to drive. Thank you for your help in making this transportation a possibility.</p>	<p>Eunice</p>
<p>This idea is GREAT!!! We seniors in Florence would definitely use this transportation. That would also be much safer and environmentally wiser.</p>	<p>DeEtte Miller</p>
<p>My name is Chris Hannegan and I work for White Bird Clinic, a Federally Qualified Health Center serving the unhoused population of Eugene. I hear that you are reviewing potential STIF projects. I'd like to recommend a transit option between Eugene and Florence, possibly with a stop in Mapleton or connections to other rural communities. As a grant writer, I'm familiar with the community priorities laid out in the Lane County Local Mental Health and Addictions Plan 2019 – 2021. Services in rural communities are a key point in the plan. While bringing more services into rural communities is important, it's also important for rural residents to have a way to get to Eugene for specialty services. Not every agency and service in Eugene can spread throughout rural communities, so it's important that people have the option to come to us. A bus route that allowed people to travel for work, education, medical appointments, and social services would help a broad range of people.</p>	<p>Chris Hannegan</p>
<p>We want to thank you for considering funding our proposal to establish a transit run between Florence and Eugene. This route would meet the needs of numerous groups. These groups would include; seniors in Florence needing to get to medical appointments in Eugene, commuters traveling in both directions, people seeking recreation options that they cannot access locally or LCC students needing to take a course at another campus. Responses to the public survey, looking at a Florence/Eugene bus route, indicated a strong desire for this route so that Florence residents could travel to and from the Eugene Airport by taking the bus into Eugene and then accessing the airport via taxi, saving money over a limo or taxi from Florence. A bus route between Florence and Eugene could also make Highway 126 a safer road, taking some high risk drivers off that road, especially, youth, seniors, distracted drivers and intoxicated drivers, particularly at the busiest times along that road. This is according to the APTA report, "The Hidden Traffic Safety Solution: Public Transportation".</p>	<p>Ken Rivernider</p>

<p>For all of these reasons we strongly support the funding of the proposed LCOG transit route between Florence and Eugene.</p> <p>Once again, I'd like to thank you very much for considering the funding that will make this route a possibility.</p>	
<p>Thank you ODOT for your consideration of Lane Co. The Florence/Eugene connection is major because it brings the coast to I-5 and the Cascades. We need more coastal connections in central Oregon.</p> <p>With Eugene being arguably the fastest growing location in the state, connecting to a little recognized area like Florence is a boost that will be felt up and down the coast. Getting more people off a car crowded road to the coast by using public transit is a valuable project. A safer highway with this connection is a winner</p>	<p>Tom Dunn</p>
<p>Travel Lane County is excited and fully supportive of the Florence-Eugene Intercommunity Route pilot project. This transportation link has long been sought after by locals and visitors and we are excited to see it piloted. The timing is excellent as our region will host the 2020 USA Track and Field Team Trials next summer and welcome over 190 countries to Eugene for the Oregon21 World Track and Field Championship in the summer of 2021. We urge PTAC to prioritize this pilot project highly and encourage the Transportation Commission to support funding for this important Lane County transportation link. Thank you.</p>	<p>Andy Vobora</p>

**Lane Council of Governments**

*Florence-Yachats Connector*

What will fares to Florence/Yachats be when/if these go through by next year?	Danna Whitney
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# Tillamook County Transportation District

## NWOTA Website Trip Planner Enhancement Project

Thank you for receiving comments regarding the STIF Discretionary/Statewide Transit Network Project Selection Committee's funding award recommendation to the Public Transportation Advisory Committee.

Disclosure: Trillium, myself in particular acting as a staff member of Trillium, participated in the drafting of Tillamook County Transportation District's STIF discretionary grant application for "NWOTA Website Trip Planner Enhancement Project". Trillium is also a presumed technology partner in the project, and stands to benefit financially from the potential award of that grant. Trillium holds contracts with ODOT and affiliate agencies.

I commend the STIF Discretionary/Statewide Transit Network Project Selection Committee's decision to award passenger-facing technology grants conditioned upon the coordination of the project. It is critical for the future of public transportation in Oregon that ODOT work to ensure interoperable systems that support quality user experiences even as riders cross administrative boundaries.

I write in order to suggest two additional actions with regard to that coordination:

1. Coordination between these projects will be most effective if it is substantive and begins early, preferably immediately after the awards, and prior to final scoping decisions being made or resulting RFPs being drafted or released. Trillium encourages a defined schedule of check ins between agencies, including some meetings in person. Trillium suggests that ODOT staff are present and contribute directly to these discussions.
2. Coordination will yield benefits for Oregon transit riders and agencies--it will also require up front effort by those agencies and their contractors. It would be highly advisable to include additional funding to agencies to cover the costs of that collaboration.

Trillium is an industry leader in modular, standards-based, open-architecture transit technology systems and consulting. We've participated in numerous multi-vendor projects, including the VTrans MOD Sandbox Demonstration project funded by a \$480,000 grant by the FTA. In that project we coordinated with other grantees and VTrans vendors, and experienced first hand the effects of unplanned and unfunded collaboration. The project was highly organized, prepared, and successful within the group of partners that coordinated directly and frequently as part of the project work. However, the partners we did not bring in early and ensure fair compensation for were unable to perform some relatively smaller but important actions. While Trillium provided substantial additional effort beyond the budgeted scope of the project, not every company is willing to do this.

We are excited to see the outcomes of the STIF discretionary process, and the many wonderful projects likely to be funded. Thank you for your consideration of the above

Thomas  
Craig

## Lane Transit District

### *Diamond Express Service*

I would like to participate in the public comment period of the July 1 PTAC meeting via telephone. Could you let me know the call-in information, or any other details needed to participate? My comments below.

On behalf of Lane Transit District (LTD) we would like to request a change to the recommended 5311(f) grant allotment for Diamond Express service, increasing the amount listed in the report to PTAC on STIF selection committee funding recommendations from \$93,862 to \$187,723. The reason for the needed change is likely due to administrative oversight, as the application and process for receiving 5311(f) funds is new to the upcoming biennium. The LTD STIF Committee and Lane Area Commission on Transportation (ACT) had put forward recommendations that included \$187,723 in 5311(f) grant funds, which are in turn matched by \$187,723 in other funds for the FY20 and FY21 biennium. The application materials submitted also state a minimum 5311(f) grant award of \$187,723 to allow the project to proceed. Following completion of the Lane ACT recommendation, the PTAC materials were created to reflect an award amount of \$93,862, or half of the total amount recommended by the LTD STIF Committee on March 5<sup>th</sup>, or the Lane ACT on March 13<sup>th</sup>. LTD requests that PTAC increase the recommended award amount to \$187,723 to reflect the recommendations of these committees, and to meet the minimum grant amount specified in LTD's 5311(f) application to maintain service. LTD's guidance from ODOT has been that the most appropriate method to make this change is through submission to public comment and through testimony at the July PTAC meeting.

John  
Ahlen

## Tri-County Metropolitan Transit District of Oregon

### *Friends of Frog Ferry Operations*

<p>"I for one, support funding the Friends of Frog Ferry Project, to determine the viability of a passenger ferry service for our region." I have had some very interesting professional and non-professional discussions with local folks who will also be supportive in next steps forward. Thank You,</p>	John Moore
<p>"I support funding the Friends of Frog Ferry Project, to determine the viability of a passenger ferry service for our region." You may click on the "latest recommendation list" below and find #28, to learn more.</p>	Grant W. Thurston
<p>I am an enthusiastic believer in the Frog Ferry Project, and support funding to confirm the viability of a Vancouver - Portland passenger ferry service.</p>	Mea Hassell
<p>I support funding the Friends of Frog Ferry Project, to determine the viability of a passenger ferry service for our region.</p>	Ashlynn Persing
<p>I'm writing to offer my wholehearted support for the Friends of Frog Ferry's request for funding. Just over a hundred years ago the ferry service between Vancouver and Portland was shut down the same day that the interstate bridge opened for service. This move brought to an end a transportation mode that for thousands of years connected local tribes in trade, and that later served as our City's most vital arterial. In the hundred years since, I believe we have lost a meaningful connection to our river in how we interact with it and how we utilize it to improve our connections to each other. Since the last feasibility study was conducted in 2006, Portland has transformed in jaw dropping ways. Our population is booming and our transportation grid is at or over capacity. We used our river as a natural highway since before recorded history. We have a natural resource that lies hidden in plain view—a vital component in our ongoing quest to solve our transportation puzzle. Our riverways are wide open, uncongested, and ready. This is a historic opportunity for the State of Oregon to embrace this resource that has been here long before us and that has long been overlooked.</p> <p>Please support the Frog Ferry!</p>	Allison Tivnon
<p>I support funding the Friends of Frog Ferry Project, to determine the viability of a passenger ferry service for our region. Using our waterways is a logical next step in providing sustainable transportation options for our region</p>	Alan Bates
<p>I am the Chair of the Cathedral Park Neighborhood Association ("CPNA") in Portland. I, personally, and the Board of CPNA as an organization, strongly support funding the Friends of Frog Ferry Project, to determine the viability of a passenger ferry service for our region</p>	Jennifer Vitello
<p>I am writing to request your support for funding the Friends of Frog Ferry Project. The \$200,000 funding request for the Oregon Department of Transportation grant program from the Statewide Transportation Improvement Fund is vital to determine the viability of a passenger ferry service for our region. As a thirty year multi-modal transportation industry expert, I fully support funding the Friends of Frog Ferry Project. I greatly appreciate your consideration of this vital funding request.</p>	Eileen Murche
<p>I am writing in support of the Friends of Frog Ferry Project, to determine viability of a passenger ferry service in our region.</p>	Frank Grady
<p>Please use this email for my support in funding the Friends of Frog Ferry Project, to determine the viability of a passenger ferry service for our region.</p> <p>Thank you very much for considering this important project for our community.</p>	Bob Giraldi
<p>I hope you will support the visionary passenger ferry service project work by the Friends of Frog Ferry. This project will help us to learn about the potential of bringing a new - and</p>	

<p>much needed - mode of transit to the region, help improve our environment, connect our communities, and build our city's resiliency.</p>	<p>Clarence Edwards</p>
<p>As a North Portland Business person and a floating home owner who spends a lot of time on the river, I want to enthusiastically endorse the Friends of Fog Ferry request for research funding.</p> <p>This idea has been around for a very long time, but with the gridlock we now see in our region, any relief to freeway gridlock is warranted. Powered by green propulsion, fast moving vessels are available and can link important parts of our region with a smart, disrupting mode of transportation.</p> <p>I along with my company encourage you to support this well thought out request.</p>	<p>Tom Kelly</p>



January 7, 2019

**Mayor Ted Wheeler**  
mayorwheeler@portlandoregon.gov

**Commissioner Chloe Eudaly**  
chloe@portlandoregon.gov

**Lynn Peterson**  
Council President, Metro  
[Lynn.peterson@oregonmetro.gov](mailto:Lynn.peterson@oregonmetro.gov)

**Joe Zehnder**  
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**Art Pearce**  
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**Susan Bladholm**  
President, Friends of Frog Ferry  
[susan@frogferry.com](mailto:susan@frogferry.com)

**Commissioner Nick Fish**  
[nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)

Dear Mayor Wheeler,

The Cathedral Park Neighborhood Association ("CPNA") writes this letter to request that the planned feasibility studies for the Frog Ferry include a ferry stop in the Cathedral Park Neighborhood.

Portland's exponential growth has created a traffic congestion issue that needs to be addressed. River transportation is a practical and logical form of multi-modal transportation that will reduce the strain on our over-burdened streets. The Frog Ferry would increase the quality of life for Portland residents and create an asset for the City's tourism industry.

There are at least two potentially viable locations for the property along the waterfront in the Cathedral Park Neighborhood. The first is a large property owned by Metro beginning on the corner of N. Richmond and running to the Union Pacific Railroad bridge. Another option is at the site of the existing public boat launch at Cathedral Park. A third option, in the University Park Neighborhood, is the nearby McCormick & Baxter site, which is adjacent to the new University of Portland Franz Campus. Because of its proximity to a new "City Center" in the Cathedral Park Neighborhood and location along the North Portland Greenway Trail, we believe

# DAIMLER

12 February, 2018

Daimler Trucks North America

Susan Bladholm  
The Frog Ferry  
4430 SW Selling Court  
Portland, OR 97221

Matthew Markstaller  
DTNA Real Estate Manager  
4555 N. Channel Avenue  
Portland, OR 97217

Re: Frog Ferry Portland metro water ferry service study

Dear Ms. Bladholm,

I am writing to express the support of Daimler Trucks North America for your initiative to explore the feasibility of a passenger water ferry service from Vancouver through Portland and potentially further up the Willamette River.

Our headquarters have resided in Portland for over 50 years and we have seen tremendous growth in that time period. One of the challenges we face now is the traffic congestion for our 3000+ employees commuting to downtown Portland from surrounding communities. We recognize that there is little or no space for additional roads and currently invest in and promote alternative transportation options including public transport subsidy, car pool programs and bike commuting. Innovation has always been part of our nature and we see the Columbia and Willamette Rivers as having high potential for a sustainable, responsible commuting option for many in the Portland area, and especially for our employees since our offices and manufacturing facility are located near the Willamette River.

We have reviewed your proposal and believe it to be thorough in addressing the various aspects of a potential ferry service. We look forward to the results of your study and hope it may lead to a viable water ferry service serving the Portland Metro area.

Sincerely,

Matthew Markstaller



PO Box 14251  
Portland, OR 97293-0251

April 12, 2018

Portland City Council  
Portland City Hall  
1120 SW 4th Avenue  
Portland, Oregon 97204

Dear Mayor Wheeler and Commissioners,

The City of Portland's regional transportation needs currently exceed the ability of street grid system to support all the demands of a growing community. Automobiles, bikes, motorcycles, buses, trucks and light rail have all been vital for the movement of goods and people. The last available right-of-way for providing additional capacity for the movement of people are the Willamette and Columbia Rivers.

Historically, Portland has a rich history of water transit. The constructions of several bridges and the advances of automotive technology made water transit obsolete. Times have changed as the density of the inner city has increased, and all modes of surface transit have become gridlocked, forcing the city to look for alternatives to traditional modes of transportation. Demand pricing may change some driving habits and better interstate intersections may ease congestion for a while, but people will always be looking for better ways to move around.

The United States has experienced a resurgence of ferry transportation, with nearly 600 ferry operations in the United States alone. About half of these systems are government owned and operated, while the other half are split between privately owned and public/private partnerships. The fastest growing segment of the ferry market has been small (less than 150 passengers) people only ferries. The technology for ferries has been racing ahead providing low wake, high speed, and low emission options at a reasonable cost.

Portland has recognized that water transit has potential and has created zoning allowing waterborne passenger terminals. The 2035 plan calls for a study to determine the viability of Portland based waterborne transit. Water transit will not replace light rail, buses, or even street car, but rather should be integrated into the regional transit mix to provide more options for people to efficiently move around greater Portland. A ferry



February 9, 2018

Susan Bladhalm  
The Frog Ferry  
4430 SW Selling Court  
Portland, OR 97221

Dear Susan:

I applaud your efforts to spearhead the establishment of a passenger ferry system for the Portland metropolitan area. Given Portland's rapid growth, there is a need for expanding our modes of transportation to help mitigate congestion, especially on the I-5 corridor between Vancouver, Washington and downtown Portland. As a transportation infrastructure provider for the region, I recognize the importance of utilizing the Columbia and Willamette rivers in a responsible and environmentally-friendly manner, and your efforts to foster the movement of people via our river system makes good sense.

I support the Frog Ferry initiative as a public-private partnership, and wish you well in leveraging local, state and federal funding sources, as well as private sector investors to aggregate resources and improve the traffic situation. Best of luck to you as the initiative moves forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'Curtis Robinhold', is written over a light blue horizontal line.

Curtis Robinhold  
Executive Director

Mission: To enhance the region's economy and quality of life  
by providing efficient cargo and passenger access  
to national and global markets, and by promoting industrial development.

720 NE Algen Way, Portland, OR 97232  
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June 18, 2018

Susan Bladholm  
Founder and President  
Frog Ferry  
4430 SW Selling Court  
Portland, OR 97221

Dear Susan,

On behalf of Greater Portland Inc, and in alignment with priorities within Greater Portland 2020—the region's comprehensive economic development strategy—I am delighted to offer my support for the Frog Ferry project, which will offer residents and visitors a necessary North-South transportation option.

As the region's economic development organization, Greater Portland Inc understands the critical role transportation plays in the vitality of a growing metropolitan area. Efficient transportation access and options for workers are essential to companies considering an investment decision in the Greater Portland region, and Frog Ferry will add a stress-free commute option to our region's robust suite of transportation choices. Frog Ferry's proposed route, with the potential to travel from Vancouver to Lake Oswego in less than an hour during rush hour, would be a boon to workers throughout our community. This innovative transportation option will harness our region's rivers, alleviate congestion and cut down on commute times, making it attractive to prospective companies and investors.

This potential for increased connectedness between Washington and Oregon – and between both banks of the Willamette River – is very exciting, and proposed dock locations would support travel and provide access to and from some of our region's key amenities, including the Vancouver Waterfront, Oregon Convention Center and the four pillars of the Innovation Quadrant (OMSI, PCC, OHSU and PSU).

Frog Ferry is providing a creative solution and viable alternative to increasing congestion. With your proven track record and the combined experience of the leadership team you have assembled, I am confident that Frog Ferry has great potential for success in a community that embraces smart, efficient and innovative transit options.

Sincerely,

A handwritten signature in black ink, appearing to read "Janet LaBar".

Janet LaBar  
President and CEO



MELVIN MARK

est. 1846

March 27, 2019

Dear Friends of Frog Ferry,

I, along with Melvin Mark Companies endorse the Passenger Ferry Initiative and the work being done by Friends of Frog Ferry to activate our rivers to better connect people in the metropolitan area and foster growth for our region's business community. Our region's transportation needs can no longer be met through traditional street systems, and it is time to return to our river roots and leverage our natural water passageway by providing a new transit option.

Our community's 2035 plan calls for research and focus on waterborne transportation to add to our system of alternative transportation modes. According to the 2017 Jobs and Economy Survey, traffic and congestion are a top concern for Portland residents, with 56% saying congestion is the biggest problem followed by 11% who indicate the biggest concern is uncertainty for how long it will take to get some place by car--totaling 67%.

I personally enjoy traveling by ferry when visiting river cities around the world and understand we are one of the few remaining urban river communities without a passenger ferry service. This effort will take a strong coalition of public and private leadership to bring the vision to fruition. We are committing our support and offer a spirit of partnership to help build momentum behind the initiative.

Sincerely,

Jim Mark, CEO  
Melvin Mark Companies



May 13, 2019

Dear Transportation Growth Management Program Managers:

Our Lake Oswego constituents are frustrated by congested highways and long commutes and want to see visionary and alternative modes of transit to improve our collective quality of life and economy. We need to approach our transportation issues with systemic improvements that better connect communities to communities and that challenge the status quo. The rapid population growth our region is experiencing calls for courageous and innovative ways to move people, and free up our highways for better freight mobility. Our residents in Lake Oswego sit in dense traffic, on roadways that hug the Willamette River, which provides the capacity for passenger ferry transit.

River cities across the world are increasingly finding that ferries are a fast, reliable, and relaxing commuting option. The river provides an uncongested waterway where people can move at a good speed and safely get to work or home while enjoying Wi-Fi and a good cup of coffee. We need to better connect districts and neighborhoods that are constrained by overwhelmed travel corridors such as our Hwy 43.

Our community strongly supports the goals of equity, diversity and inclusion, and the Foothills Development around the proposed Lake Oswego stop has the potential to be rezoned for medium-income housing and a new mixed-use urban zone. We are currently explore the feasibility of removing a 1965 sewer plant and building a new compact state-of-the-art plant that is removed from the riverfront as a way to spur development and create a destination center. This project is a cornerstone of our Smart City strategy and we anticipate a new bus service will serve the ferry stop and the surrounding area.

A passenger ferry stop in Lake Oswego will improve the quality of life for our Lake Oswego residents and will prove a new transit mode, to get commuters out of their cars and onto a refreshingly clean, green, safe, reliable and relaxing mode of public transit.

Thank you for your consideration,

Scott Lazenby  
City Manager



Testimony to Portland City Council  
May 22, 2019

My name is Mary Peveto. I want to thank you for the opportunity to add my small contribution to your very difficult task of balancing so many interests within the city's budget.

That said I would like to make a case for your consideration for prioritizing investments in solving our air pollution problem in the city. It is real and it threatens not just our quality of life, but the long term growth and potential of our children especially the most vulnerable populations. In January 2019 a study published by the National Bureau of Economic Research demonstrates the cost Portland has been paying each year it failed to act on reducing air pollution from our roads: students attending schools located near busy highways had lower rates of academic performance, higher absenteeism and higher rates of disciplinary problems than those attending less polluted schools. The more traffic on nearby roads, the larger the decline in scores on state standardized tests.<sup>1</sup>

Recently there has been much hype around the problems of industrial pollution, and the toxic hot spots of heavy metals. The reality is our most dangerous and highest volume pollution still comes from the heavy transportation infrastructure that snakes through and around our beautiful city. And it is getting worse.

It seemed that Portland had somehow decoupled growth in the region from air pollution, specifically carbon, but all data points to a reverse in that trend. Oregon Department of Environmental Quality data released at the end of 2018, shows that our ground level Ozone has been rapidly growing since 2015, and exceeded the national ambient air quality standards since 2017.

I believe with the looming climate crisis, it is a good investment for our city to look urgently and creatively at alternative transportation options. We can't keep investing in freeway expansion, and then be surprised that more and more cars are populating our roads. Study after study confirms that is what happens - you invest in car-centric infrastructure and they will come in greater numbers.

That is why I would encourage the city to look at utilizing the river: it runs nearly parallel to the I-5 corridor, which serves huge commuting populations in our region from Vancouver to Milwaukee. Public ferry service is ubiquitous in cities our size across the nation and the world. For every one vessel, one trip, you potentially remove hundreds of cars from a crowded commuting roadway. And technology is rapidly improving to ensure that the carbon and pollution footprint is minimized. I believe that building a ferry service is a creative alternative to keep Portland on the cutting edge of sustainable urban planning and culture. Thank you for your consideration of the investment in studying this option.

<sup>1</sup> <https://www.nber.org/papers/w25852>

January 30, 2019

Susan Bladholm  
Friends of Frog Ferry  
902 SW Shaker Place  
Portland, OR 97225

Dear Susan,

Since our first conversation last April, I have appreciated participating in the conversation about bringing a passenger ferry service to the Portland-Vancouver metropolitan area. I was part of the BikeShare leadership team and see many similarities with your project, as both are bringing a new "green" mode of transit to our street-crowded community.

Please consider this my letter of support behind the effort to pursue researching the feasibility of bringing a ferry service to the region. This concept simply makes good sense and the time is ripe to look at operational models that would be a good fit for our region.

As a minority business leader, I understand that you are looking at the benefits to underserved communities, which include the potential for jobs, better air quality, more transit options, and a pricing schedule that will appeal to all walks of life. I am a property owner in the Vancouver area and often find myself commuting over the I-5 bridge, fighting traffic and thinking there must be a better way for us to connect by river.

Thank you for your leadership and please continue to call on me for guidance.

Best wishes,

James Paulson



THE ZIDELL COMPANIES

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March 22, 2018

Susan Bladholm,  
The Frog Ferry  
4430 SW Selling Court  
Portland, OR 97221

Dear Susan,

I am writing to express enthusiastic support for the concept of a passenger ferry service in the Portland/Vancouver metropolitan area.

For nearly a century, the Zidell family has been intricately tied to the Willamette River with our ship dismantling and barge building businesses. Now we are evolving our company to develop this 33-acre riverfront land into a vibrant mixed-use neighborhood with residential, retail and open spaces. We envision expanding the Greenway along the Willamette River, creating new parks, and opening access to the river for people to enjoy. We celebrate other efforts to do the same.

Many major river cities around the world already have a ferry or water taxi system in place. We applaud the Frog Ferry's proposal to add a much-needed new mode of transportation to benefit both commuters and tourists. Any additional access to the Willamette River will further Portland's position as a hub for creativity and innovation, helping to bolster the quality of life we all value so deeply.

We encourage the City Council to support the Frog Ferry's proposal to kick off this effort.

Best regards,

Charlene Zidell  
Director of Corporate Relations and Communications

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3020 SW 4th Avenue, Suite 600 • Portland, OR 97201 • [www.zidell.com](http://www.zidell.com) • FX 503-228-6750 • TF 800-547-9259 • PH 503-228-8691

ZIDELL MARINE CORPORATION | TIDE FORGINGS OF AMERICA, INC. | ZRZ REALTY



Office of Mayor Ted Wheeler  
City of Portland

December 13, 2018

Dear jurisdictional partners,

First, I'd like to thank you all for your hard work up to this point. The goal of implementing a river transport is a lofty one, but with the strong leadership from all of your respective governments and agencies, I'm confident we can accomplish something great. A particular thank you to Susan Bladholm, who has been at the helm of this advocacy effort and has done an outstanding job of bringing together the right minds around this table.

Moving this project forward is important for each involved party, and the City of Portland has made a commitment to encourage the success of water transportation, both financially and via staff resources and time. I'm so excited to work alongside partners that are considering similar partnership and support. Ensuring that the vision of Frog Ferry is realized will take a collective and committed effort on all our parts.

In the coming months, I am greatly looking forward to moving ahead and leading the City of Portland's support of this work. Thank you once again for each of your respective commitments and willingness to take on this collective goal. As I mentioned, I believe that we have the right individuals around the table and are poised to undertake and achieve a great victory for this region.

Sincerely,

Mayor Ted Wheeler  
City of Portland, Oregon

# Working Waterfront



C O A L I T I O N

April 25, 2018

Susan Bladholm  
The Frog Ferry  
4430 SW Selling Court  
Portland, OR 97221

Dear Susan,

Thank you for your work to address Portland's traffic congestion issue through researching the potential for a sustainable river-friendly passenger ferry service in the Portland metropolitan area. The Portland Harbor is an economic engine, a freight hub and a source of jobs for the Portland metropolitan area. Over 50 industrial marine businesses support more than 29,000 local jobs bringing more than \$1.8 billion in personal income to the region's economy. One of every nine jobs in the Portland/Vancouver area is located or supported by the work done in Portland's harbor industrial district. As our metropolitan area's population grows, the region faces more transportation bottlenecks that create longer and more difficult commutes for employees, and slow the movement of freight. We support looking to new and innovative ways to move through and around the Portland metropolitan area.

In addition, as businesses that are located along Portland's working waterfront, we are keenly aware of the river and how it is used. As a city that was founded on the benefits of being located along a river, we encourage looking for ways to enhance and embrace the river as a remarkable local resource. We support your efforts to sensibly leverage the river as a natural highway and alternative choice for employees to commute to and from work.

We appreciate your vision and look forward to a successful outcome so working waterfront employees may have the choice to commute by river ferry in the near future.

Sincerely,



Ellen Wax  
Executive Director

*Established in 2005, the Working Waterfront Coalition, with its extensive knowledge of harbor industry needs and active industry participation, is dedicated to working with its partners to ensure an appropriate balance between environmental concerns and the needs of river-related, river-dependent employers. Portland's Harbor is a vital employment area: home to thousands of valuable high-wage, high-benefit jobs. In addition, WWC members are conscientious stewards of the environment, making significant investments in the harbor consistent with state and federal laws.*

# Confederated Tribes of the Umatilla Indian Reservation

*La Grande Arrow, Walla Walla Whistler, Hermiston Hop*

Confederated Tribes of the  
Umatilla Indian Reservation  
Department # (541) 276-3099  
Direct Fax: (541) 429-EXT#



Tribal Planning Office  
4641 Timine Way  
Pendleton, OR 97801-9467  
Email: [Planning-Staff@ctuir.org](mailto:Planning-Staff@ctuir.org)  
Website: <http://www.ctuir.org>

*Comprehensive Planning & Zoning • Environmental Health & Safety • Inspection Services • Kayak Public Transit*

To: Patrick Depriest  
Via: [Patrick.depriest@odot.state.or.us](mailto:Patrick.depriest@odot.state.or.us)  
Date: June 24, 2019  
From: JD Tovey, Tribal Planning Director  
Re: Application #132581

Thank you in advance to the review committee for dedicating their time in reviewing all the applications for STIF Intercommunity Discretionary funding and FTA 5311(f) Intercity Funds. Attached for your review are my comments.

We hope this response shed some more light on the operations and mitigating circumstances of Kayak Public Transit. We welcome any additional questions, comments or concerns the Committee or ODOT staff may have.

It has been our pleasure to be the preeminent transit service in Eastern Oregon, providing service to and access to nearly 100,000 passengers a year, the vast majority of them being riders of necessity.

Please feel free to contact me directly at (541) 429-7520 or email [jdtovey@ctuir.org](mailto:jdtovey@ctuir.org) if you have any questions or concerns. We look forward to many years of continued service to our community and region.

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**Treaty June 9, 1855 ~ Homeland of the Cayuse, Umatilla and Walla Walla Tribes**

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*Pilot Rocket Services*

*per,*

Confederated Tribes *of the*  
 Umatilla Indian Reservation  
 Department # (541) 276-3099  
 Direct Fax: (541) 429-EXT#



Tribal Planning Office  
 46411 Timine Way  
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*Comprehensive Planning & Zoning • Environmental Health & Safety • Inspection Services • Kayak Public Transit*

**REVIEW AND COMMENT ON:**

**Application ID 132581**

**Confederated Tribes of the Umatilla Indian Reservation – La Grande Arrow, Walla Walla Whistler, Hermiston Hopper, Pilot Rocket services.**

These comments are being submitted to help clarify some of the questions that seem to have arisen out of the Committee's deliberation as mentioned in the funding request response.

1 -	<p>"The Committee had difficulty identifying a clearly defined project within the project description."          The project scope was the continued operations of the Arrow, Whistler, Hopper and Rocket routes.</p>
2 -	<p>"It did not appear that the applicant proposed new or expanded services and its application seems to confirm this by stating that '[t]he need for this service is to provide continued public transportation...'"</p> <p>There appears to be some lack of clarity. On page nine, under "Eligible Projects" it states: "Projects eligible to receive grants under the STIF Intercommunity Fund or the FTA Section 5311(f) Intercity Fund include, but are not limited to, capital projects such as vehicles, facilities, equipment and technology, as well as mobility management, planning, research, pilot, and <i>ongoing operations projects.</i>" (emphasis added) It was under "Ongoing operations projects" that it was believed to make our projects eligible.</p>
3 -	<p>STIF funds may not be used to supplant existing local funding."</p> <p>The concern about "supplanting of existing local funding," does not adequately explain the circumstances of our funding model.</p> <p>Currently, any funding needed for these services above and beyond the current level of 5311(f) funding or other state funding is paid for by the Confederated Tribes of Umatilla Indian's allocation of 5311(c) Tribal Transit funding directly from the FTA. The ultimate goal of this application is to move the burden of cost share for the transit service from the FTA Tribal Transit Dollars to the State of Oregon because more than 90% of the service miles Kayak provides is off reservation.</p> <p>Those miles are being subsidized by funds that the tribe receives because of our unique status as a tribe. This has been the case for nearly 10 years. When additional grants such as this application of funding for STIF Intercommunity and 5311(f) are successful they will not be supplanting local dollars because 5311(c) Tribal Transit funds will be otherwise applied into other transit related projects. So while this application did not denote new or expanded services, it does greatly increase the ability of Kayak to provide new and expanded services in the future by freeing up the more flexible and dynamic 5311(c) Tribal Transit dollars.</p>
4 -	<p>Coordination with Local Jurisdictions...</p> <p>The temporary nature of STIF Intercommunity funds are acknowledged and we understand they should not be relied upon for long term operational funding. Our solution to this is coordinating with local jurisdictions over the next biennium to improve (or begin) their contribution to Kayak Public Transit.</p> <p>Of the 16 communities we serve only Hermiston, Irrigon, and CTUIR (Mission) are contributing local dollars for the service. Our intention is to develop closer relationships with the other 13 communities so they are also applying for 5311, 5310, STF, and other grant and local dollars to help share the cost of the service.</p>

**Treaty June 9, 1855 ~ Homeland of the Cayuse, Umatilla and Walla Walla Tribes**

