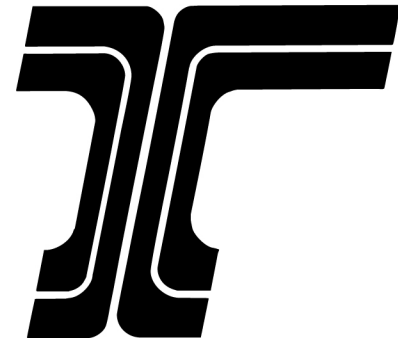


Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2021-23

Applicant Information

Agency Legal Name

Coos County Area Transportation District

Agency Legal Address

2810 Ocean Blvd, Coos Bay, Oregon 97420

Application Contact Name

David Hope

Application Contact Title

General Manager

Application Contact Email Address

dhope@coostransit.org

Application Contact Phone Number

(541) 267-7111

Name of Person Signing Agreement

Dick Leshley

Title of Person Signing Agreement

Board Chair

Email Address of Person Signing Agreement

dleshley@coostransit.org

Phone Number of Person Signing Agreement

541-267-7111

Agency Information

1. Transit Agency Type

Transportation District

1.A Does the agency have any existing grant agreements with ODOT?

Yes

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

Deviated Fixed Route

3. Would this award support ongoing operations of an existing service?

Yes

3.A Operations costs of

previous quarter
\$15,956.00

3.B Brief history of current project/service. What, if any, elements of the proposed project differ from existing efforts and services?

The Florence Route started on July 16, 2020 due to COVID-19. The answer to 3.A above only represents two partial months as there was also a shutdown in August due to COVID-19. To properly adjust the operational expenses for a projection for the biennium, I calculated a cost per service day by dividing \$15,956 by 26 days of service for a cost per day of service \$613.69. I also adjusted for inflation and wage increases, each year with a 5% increase. Additionally July and August does not have any preventative maintenance costs nor vehicle insurance costs. As an agency we run at 46 cents per mile for preventative maintenance and 20 cents per mile for insurance which was added to the budget. See detail as a file attachment. That also includes information for each match scenario: 10% and 20%. The Board of Directors for CCATD and the Advisory Committee has identified this service as a core service of CCATD and our first priority for discretionary funding. Allowing for a full demonstration grant would provide the time to build fare revenue through ridership and allow for the 5311 formula to catch up with our performance metrics.

Risk Assessment Information

4. Did your agency have any turnover of management or financial staff in the last two years?

Yes

5. 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

6. What type of accounting system does your agency use?

Combined

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

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

No

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

Yes

Agency Qualifications

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

CCATD ensures there is sufficient legal, managerial and operational capacity through its contracts. Legal Council is provided by Stebbins & Coffee Law Office and augmented by Special Districts Association of Oregon's legal expertise in Risk Management and Human Resource. South Coast Business (SCB) has forty-two years of experience managing multiple federal, state and local funding sources in accordance with OMB Uniform Guidance, Federal Regulations and Generally Accepted Accounting Principles. Our

Sage Intacct accounting system has an integrated intelligence reporting making fiscal documentation, accounting, monitoring and reporting streamlined with complete disclosure of financial results of our grant activities. All grant applications are developed by the Transit Manager that implements the program and reviewed by the Board of Directors to ensure the agency can fulfill the proposed scope of work.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement 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.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

No

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Predominantly serves or provides access to and from rural communities

Serves an area outside of the applicant's geographic jurisdiction

Fills a significant gap in the Statewide Transit Network

Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

15. Will federal funds be used to complete this project?

Yes

Project Information

16.A Project Title

Coos Bay to Florence Connection

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 22 of program guidance for additional guidance on writing a project description.

The Coos Bay to Florence Connection maintains service between geographically separated communities and improves local connections through the origination site of the Coos Bay Super Stop. The Coos Bay to Florence Connection will operate three round trips a day and four days a week: Monday, Tuesday, Thursday, and Friday. The service is a deviated service up to 1/4 mile from route on a first call first serve basis. Reservations for return trip are required to avoid overcapacity on return trips. The service is intentionally scheduled with two days back to back to accommodate overnight stays, if need. Services are coordinated with Coastal Express to the south, operated by Curry Public Transit, Florence-Yachats Connector to the north, operated by Lane Transit District, and the Rhody Express to the west, operated by Lane Transit District to provide a seamless public transit service. The fare is \$12 per one-way trip from Coos Bay to Florence or \$4 per county traveled. The municipalities visited along the route include the origination site of the Coos Bay Super Stop at the VA Clinic/Safeway, Lakeside at HWY 1010/N 8th St, Winchester Bay, Reedsport McKays, Gardiner Post Office, and Florence Three Rivers Casino. A map powered by Remix is available here: <https://tinyurl.com/y3esdhm7>

17. What Local Plans include this project or elements of the project? Be specific in the citation of the Local Plans.

This project fills a significant gap in the Statewide Transit network and provides statewide benefits to multiple Public Transportation service Providers. This project provides the means for residents of coastal communities in Curry, Coos, Douglas and Lane counties not only the ability to travel the breadth of the coast, north and south; but also provides access to major resources located inland such as medical, education, employment and other essential services.

The Coos County Coordinated Human Services Public Transportation Plan is available here:
<https://tinyurl.com/y6kay2hg>

The Florence Connection directly ties to the 3rd Strategy on page 7 to improve freedom of movement and quality of life for transit dependent populations and assure transportation access to jobs, healthcare, education and other basic services. In addition the Florence Connection ties to the 7th Strategy on page 12 to pursue opportunities for regional collaboration and expansion of the regional transportation system.

18. Please provide specific page(s) of the Local Plan(s) where project or funding need is listed.

Coos County Coordinated Human Services Public Transportation Plan <https://tinyurl.com/y6kay2hg> Pages 7 and 12

19. What is the minimum grant amount that will still allow your project to proceed?

\$230,900.45

20. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Intercommunity Discretionary

STIF Discretionary

21. Rank the fund sources in the order of preference with 1 being first choice and 3 being the last choice.

STIF Discretionary

2

STIF Intercommunity Discretionary

1

FTA Section 5311(f) Intercity

No Preference

22. Why is this an important project? What are the consequences of this project not receiving funding?

Without funding for this project there would be a significant gap in the Statewide Transit Network leaving rural communities on the south coast without public transportation to essential services available inland. The Coos Bay to Florence Connection serves as an essential piece connecting the Coastal Express, the Florence Yachats Connector and Rhody Express. It is also an essential piece that ties Highway 101 which supports the tourism industry, a primary economic driver for the coast.

23. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

24. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The demographic data available in Remix identifies that this route services 16.2% poverty, 18.9% minority, 21.2% lives with a disability and 22.8% seniors. In addition, there are 655 households and 33.7% only have one car and 9.6% are car free. Clearly this makes a strong case of the importance this project has for vulnerable populations and historically marginalized communities. A map powered by Remix is available here: <https://tinyurl.com/y3esdhm7>

Coordination of Public Transportation Services

25. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

The Coos Bay to Florence Connection supports a larger initiative of facilitating access to coastal residents to the essential services available in Eugene and beyond. This project also closes the gap on Hwy 101. This service enables residents and tourists alike to travel along the entire coast using public transportation. This project has been coordinated with and supported by Curry Public Transit, Douglas county Transportation District, Lane Transit District Southwest Area committee on Transportation as well as the Lane Council of Governments and the Lane Area Committee on Transportation. This project also aligns with the goals of the Travel Oregon Sustainable Tourism Advisory Committee.

Environmental and Public Health

26. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes.

The Coos Bay to Florence Connection supports Policy 5.1 and 5.3 The route provides access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreations, parks and natural areas, health care and social opportunities via public transportation as demonstrated by the scheduled stops, the flexibility in 1/4 mile deviations and bike racks on the buses. The route also connects riders to the wealth of health and social service amenities available inland. We have also integrated health considerations by having services back to back days to allow for riders to have a single night layover if needed for health reasons so we have also touched upon 5.2.

Safety, Security, and Community Livability

27. Describe how the project would increase use and participation in active transportation, including public transportation.

As this project supports collaboration with adjoining transit organizations and by doing so increases ease and accessibility of public transportation networks throughout the state, which in turn results in more active participation in public transportation.

28. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

This project specifically supports safety, security and community livability by allowing bicyclists to ride past less than ideal sections of the Oregon coast to more favorable sections. We are continuing to collaborate with Tourism, the Confederated Tribes of Coos, Lower Umpqua, & Siuslaw Indians, city of Florence, LTD, and LCOG to promote public transportation as a safe travel option and secure funding making the Florence stop friendly for bicyclists including an illuminated transfer stop equipped with a bicycle station and services aimed to increase access to/from transit. Policy 6.2 and 6.4

Statewide Transit Network Connections

29. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

Policy 2.3 The Coos Bay to Florence Connector provides a coordinated, seamless regional and intercity bus, rail and air public transportation service to enable trips for commuting and recreation, and assist rural residents to access services in larger communities. Not only is there connectivity to Curry Express, Yachats Connector and Rhody Express but riders can connect with Amtrak, Eugene International Airport and Greyhound.

Funding and Strategic Investment

30. Describe how the project match requirements will be met or exceeded. Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

The match requirements will be met through the Coos County STIF 2021-23 Plan. This project makes sense for the current and long term needs of Oregon because it facilitates the management of reducing peak period travel, it helps shift traffic volumes away from the peak period and improves traffic flow through the use of high occupancy vehicles and ideally through the application of friendly bicyclist services reduce safety incidents along parts of the throughway that are not ideal due to weather or terrain.

31. If this project will last beyond the 2021-23 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

As this service route passes through three counties and supports the larger statewide network of connectivity, we recommend convening larger groups of stakeholders including HWY 101 Tourism as an opportunity for sustainability of the coastal corridor as a whole. In addition this service route is of particular interest to veterans and seniors who require connectivity to services outside of our rural area so there is potential for additional governmental partnerships for these special populations.

32. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A

33. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

N/A

Project Details

Task Category

Operating

Preventive Maintenance

Project Administration

Project Administration

Total Task Cost (Grant Amount + Match Amount) **Are matching funds if the project is awarded?**
\$57,206.95 Yes

Percent of funds used for fixed route

transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF
Intercommunity/5311f (80% State/Fed Share)
\$45,765.56

Match Amount - STIF Discretionary/STIF
Intercommunity/5311f (20% Local Share)
\$11,441.39

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF
Intercommunity (90% State Share)
\$51,486.26

Match Amount - STIF Discretionary/STIF
Intercommunity (10% Local Share)
\$5,720.70

Operating

Total Task Cost (Grant Amount + Match Amount)
\$231,418.61

Are matching funds available if the project is
awarded?
Yes

Percent of funds used for fixed route
transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF
Intercommunity (80% State Share)
\$185,134.89

Match Amount - STIF Discretionary/STIF
Intercommunity (20% Local Share)
\$46,283.72

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF
Intercommunity (90% State Share)
\$208,276.75

Match Amount - STIF Discretionary/STIF
Intercommunity (10% Local Share)
\$23,141.86

Preventive Maintenance

Total Task Cost (Grant Amount + Match Amount)
\$57,564.00

Are matching funds available if the project is
awarded?

Yes

Percent of funds used for fixed route
transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF
Intercommunity/5311f (80% State/Fed Share)
\$46,051.20

Match Amount - STIF Discretionary/STIF
Intercommunity/5311f (20% Local Share)
\$11,512.80

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF
Intercommunity (90% State Share)
\$51,807.60

Match Amount - STIF Discretionary/STIF
Intercommunity (10% Local Share)
\$5,756.40

Application Totals

Match Sources

Match Sources	Amount
Federal	\$22,954.19
State	\$46,283.72

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

20% Match Rate Calculations

Grant Amount
\$276,951.65

Match Amount
\$69,237.91

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount

Match Amount

\$311,570.60

\$34,618.96

Document Upload (Optional)

Florence budget 2 match scenarios.pdf

LOS Binder Florence Updated.pdf

Florence Schedule Coord 8x14.pdf