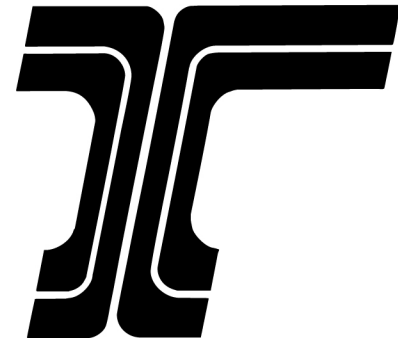


Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2023-25

Applicant Information

Agency Legal Name

Coos County Area Transportation District

Project Title

Coos Bay to Florence

Agency Legal Address

2810 Ocean Blvd, Coos Bay, Oregon 97420

Application Contact Name

Melissa Metz

Application Contact Title

GM

Application Contact Email Address

mmez@scbec.org

Application Contact Phone Number

(541) 267-7111

Name of Person Signing Agreement

mmez@scbec.org

Title of Person Signing Agreement

General Manager

Email Address of Person Signing Agreement

mmez@scbec.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 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. This project is looking for operational support for the miles outside of Coos County. 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 two round trips a day and six days a week: Monday through Saturday. The service is a deviated service up to 1/4 mile from route. Reservations are recommended to avoid overcapacity. 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 municipalities visited along the route include the origination site of Coos Bay/North Bend, Lakeside, Winchester Bay, Reedsport, Gardiner, and Florence.

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

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 7 of the application instructions 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 two round trips a day and six days a week: Monday through Saturday. The service is a deviated service up to 1/4 mile from route. Reservations are recommended to avoid overcapacity. 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 municipalities visited along the route include the origination site of the Coos Bay/North

District, and the Rhody Express to the west, operated by Lane Transit District to provide a seamless public transit service. The municipalities visited along the route include the origination site of the Coos Bay/North

Bend, Lakeside, Winchester Bay, Reedsport, Gardiner, and Florence. This project is looking for operational support for the miles outside of Coos County. Operating \$105,000; Preventative Maintenance \$17,000 for the Out-Of-District portion of the service.

17. What is the minimum project cost that will still allow your project to proceed?

\$122,000.00

18. 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 Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

19. 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.

20. 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

21. 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.

Coordination of Public Transportation Services

22. 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

23. 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. How does this project support applicant's climate planning efforts?

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

24. Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

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. More tourists including bicycle tourists are using our Florence service. The cyclists especially appreciate bypassing the most difficult incline terrains. Lastly, Curry Public Transit will be starting up Saturday service so people will be able to connect all the way to California in the coming months.

25. 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

26. 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

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

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.

28. If this project will last beyond the 2023-25 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 tribal members, 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.

29. 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

30. 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

Operating

Give a brief (1-3 sentences) description of this project cost.

This represents the proportional amount of operating expenses that fall outside the Jurisdiction of Coos County Area Transportation District. i.e. fuel, bus operator, dispatch/scheduling of reservations, vehicle insurance, and distribution of route information etc.

Total Task Cost (Grant Amount + Match Amount)

\$105,000.00

Project Task and Match Amounts

50% Match Rate Calculations

Grant Amount - 5311f (50% Fed Share)

\$52,500.00

Match Amount - 5311f (50% Local Share)

\$52,500.00

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity (80% State Share)

\$84,000.00

Match Amount - STIF Discretionary/STIF Intercommunity (20% Local Share)

\$21,000.00

10% Match Rate Calculations (For Qualified

Applicants)

Grant Amount - STIF Discretionary/STIF Intercommunity (90% State Share)
\$94,500.00

Match Amount - STIF Discretionary/STIF Intercommunity (10% Local Share)
\$10,500.00

Preventive Maintenance

Give a brief (1-3 sentences) description of this project cost.

This is the proportionate amount of preventative maintenance based on historical data to support the portion of the route that falls outside the Jurisdiction of CCATD. Preventive maintenance includes, but is not limited to the following: oil changes; engine tune-ups; tire purchases; tire maintenance; annual vehicle inspections; scheduled or routine maintenance; and associated parts, supplies, and labor.

Total Task Cost (Grant Amount + Match Amount)
\$17,000.00

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)
\$13,600.00

Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)
\$3,400.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF Intercommunity (90% State Share)
\$15,300.00

Match Amount - STIF Discretionary/STIF Intercommunity (10% Local Share)
\$1,700.00

Application Totals

Match Sources

Match Sources	Amount
State	\$24,400.00

Are matching funds of at least 20% of project costs available if the project is awarded?

Yes

What percent of funds will be used for demand response transportation?

0%

Percent of funds used for fixed route transportation

100%

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.

Application Totals Summary By Task - 20% Match Rate

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$0.00	\$0.00	\$0.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$105,000.00	\$84,000.00	\$21,000.00
Preventive Maintenance	\$17,000.00	\$13,600.00	\$3,400.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$122,000.00	Total Grant Amount: \$97,600.00	Total Match Amount: \$24,400.00

Application Totals Summary By Task - 10% Match Rate (For Qualified Applicants)

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$0.00	\$0.00	\$0.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00

Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$105,000.00	\$94,500.00	\$10,500.00
Preventive Maintenance	\$17,000.00	\$15,300.00	\$1,700.00
Mobility Management	\$0.00	\$0.00	\$0.00
Total Project Cost:		Total Grant Amount:	Total Match Amount:
\$122,000.00		\$109,800.00	\$12,200.00

Application Totals Summary By Task - 5311(f) Operations Only

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Operating	\$105,000.00	\$52,500.00	\$52,500.00

Document Upload (Optional)

florence fare change flyer.pdf

SouthWest trip news story.docx