



**Sunset Empire Transportation District
TRANSPORTATION ADVISORY COMMITTEE
ZOOM MEETING AGENDA
WEDNESDAY September 9, 2020
2:00 PM**

<https://us02web.zoom.us/j/5038615399>

Passcode: 8675309

1-877-853-5247

AGENDA:

1. CALL TO ORDER
2. ROLL CALL
3. ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON
4. CHANGES TO AGENDA
5. APPROVAL OF JUNE 2019 MEETING MINUTES
6. OLD BUSINESS
 - a. Ridership update from rollout of projects
 - b. Statewide Transportation Improvement Fund Updated Forecast
7. NEW BUSINESS
 - a. CARES Act funding programs
 - b. Statewide Transportation Improvement Discretionary Fund
8. PUBLIC COMMENT (3-MINUTE LIMIT)
9. ADJOURNMENT

Date: September 2, 2020

To: Transportation Advisory Committee (TAC)

From: Jeff Hazen

Re: Agenda Item 3 Election of Chairperson and Vice Chairperson

Each year, the TAC needs to elect a Chairperson for the Committee. The current Chairperson will ask for nominations. If there is only one nomination, that person shall become the new Chairperson. If more than one person is nominated, a vote will be held for each nominee. The person receiving the most votes shall become Chairperson and take over the meeting.

The new Chairperson shall ask for nominations for Vice Chairperson and repeat the process.



**Sunset Empire Transportation District
TRANSPORTATION ADVISORY COMMITTEE
DRAFT MEETING MINUTES
June 6, 2019**

1. CALL TO ORDER; PLEDGE OF ALLEGIANCE- Chair Patrick Preston called the meeting to order at 1:30 PM
2. INTRODUCTIONS/ ROLL CALL:
Present: Jeff Hazen SETD Executive Director, Larry Miller, Senior Center, Chris Breitmeyer President Clatsop Community College, Diana Nino Lower Columbia Hispanic Council, Patrick Preston Employment Department's Veterans Representative, Tita Montero Seaside City Councilor, Lin Anderson, Rider Representative, Bryan Kidder Sunset Empire Transportation District Commissioner, Doug Pilant General Manager Tillamook County Transportation District attended by phone, and Mary Parker SETD Executive Assistant
3. CHANGES TO THE AGENDA- None
4. PUBLIC COMMENT- None
5. OLD BUSINESS- Statewide Transportation Improvement Fund (STIF) Plan Amendment
Executive Hazen explained that the Transportation Advisory Committee and the SETD Board had approved the STIF Plan which included two student transportation projects. One is the Student Internship program with a route from Knappa to Astoria and the other is Jewell to Seaside, however this year's Internship program only ended up with one student from Jewell and two students from Knappa and none needed transportation services to their internship locations. These routes were to begin on June 17, 2019. Executive Director Hazen is suggesting eliminating the \$5,800 budgeted for Fiscal Year 2019. This would free up \$26,220 that is budgeted for Fiscal Year 2020 that begins on July 1, 2019 and ends on June 30, 2020 with \$5,800. The Internship Transportation program would then begin on June 15, 2020. Hazen also proposed that we add a Student Transportation project that would provide monthly bus passes to students wanting to participate in after school activities that may have barriers to transportation. These passes would be available to students at Astoria High School, Seaside High School and Warrenton High School. I am recommending \$5,000 for this program which would begin in September of 2020 and end in May of 2021. Tita Montero suggested that SETD consider providing student passes to the Inter School Transfer students that are attending a school out of district and the students participating in after school activities. Executive Director Hazen said this was a great idea and he would have school staff selection which students were eligible. Hazen said these passes will also be available in Jewell next year. Executive Director Hazen also proposed to add an additional shelter purchase in Project 3 at a cost of \$15,000 and add a task to Project 3 to add trash receptacles at bus shelters and allocate the remaining \$6,220 to this task. Staff is recommending that the Transportation Advisory Committee amend the STIF Plan and recommend that the SETD Board approve the amendments.

Commissioner Kidder moved to amend the STIF Plan to shift money from the current calendar year Intern Student Transportation to year 2020, create a Pass Program at Seaside, Warrenton, Astoria and Knappa schools, and add additional bus shelters and trash receptacle additions to Project 3.

Tita Montero seconded the motion

Motion passed unanimously.

- 6. PUBLIC Comment (3-minute limit)- None
- 7. OTHER ITEMS- Patrick Preston said he would like the Board to let the TAC know how they are doing and that we develop a better relationship and rapport with the Board as we sometimes do not know the results of what we do.
Hazen said he is working on this with the Board.

Meeting was adjourned at 2:00 PM

Mary Parker, Recording Secretary

An audio recording of the Sunset Empire Transportation District’s Transportation Advisory Committee Meeting is available at: www.ridethebus.org- SETD Committee Meeting Recordings

Mission Statement

Provide safe, reliable, relevant and sustainable transportation services to Clatsop County with professionalism, integrity and courtesy.

DRAFT

Date: September 2, 2020

To: Transportation Advisory Committee (TAC)

From: Jeff Hazen

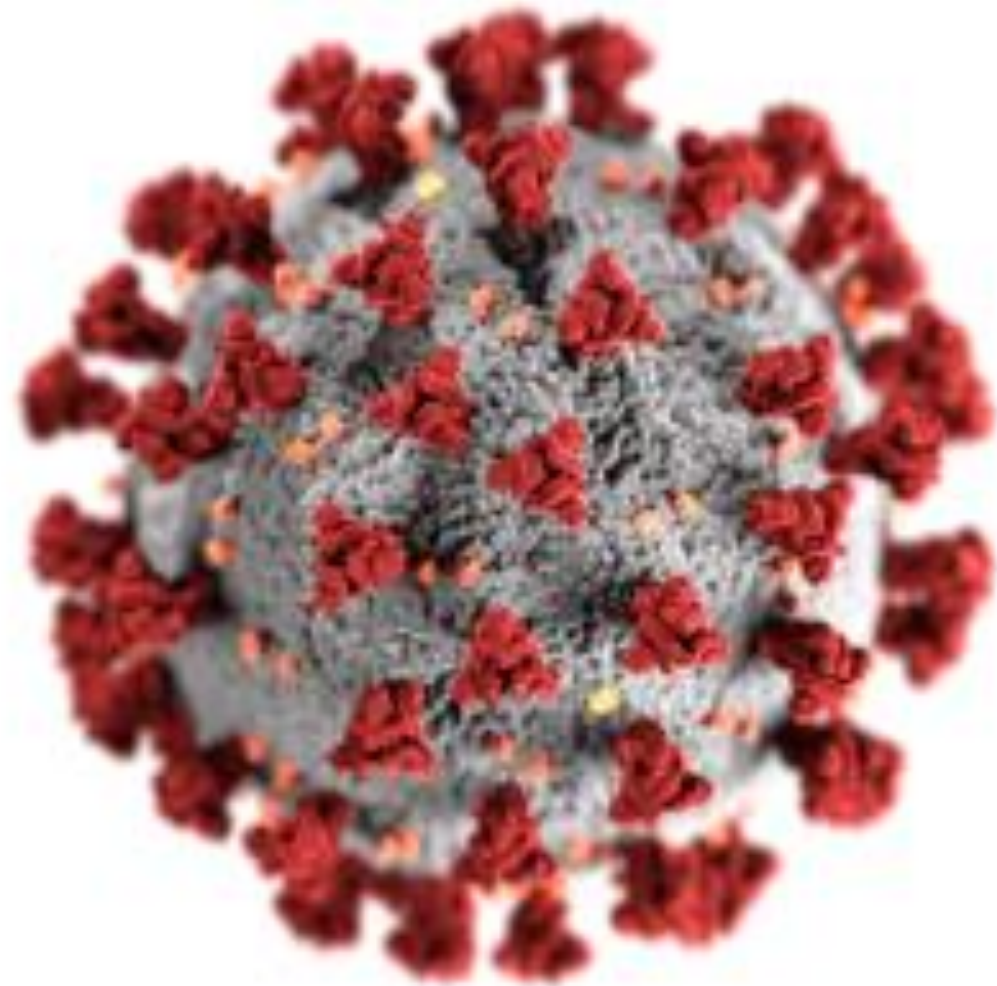
Re: Agenda Item 6.a Ridership Update

I will be providing an update on ridership since the rollout of STIF projects and also discuss the impact that Covid-19 had on the system.

Sunset Empire
Transportation
District
Ridership Fiscal
Year 2020



Any guesses on
what happened????



Route 13 Astoria Weekend Service

- Route 13 began service on October 26, 2019.
- Average weekly ridership was 120 rides until March 14th.
- Average weekly ridership from March 15th to the end of June plummeted to 51.

Routes 15/16 Warrenton Circulator

- Route 15 is the Monday through Friday route.
- Route 16 is the weekend route.
- Expanded service began on February 3, 2020.
- Average weekly ridership was 379 rides until March 22, 2020.
- Average weekly ridership dropped to 312 for the rest of the fiscal year
- Fiscal year 2020 we experienced a 49% increase for the year.
- Something to smile about!

Route 101 Added Service

- Route 101 expanded service on February 3, 2020.
- Original concept was to add additional loops during the late morning, early afternoon, and the evening.
- Route 101 was reconfigured to reduce deviations from Hwy 101 and to expand the route to the southern portion of Seaside.
- Previous loops ran every 1 hour with the exception of the gaps listed above.
- We now have Route 101 running every 49 minutes offering better frequency for riders.

Route 101 Added Service

- Ridership increases over last year ranged from 29% to 45% until March 21st.
- Ridership decreased for the rest of the fiscal year from last year between 16% and 40%.

Lower Columbia Connector

- The new Lower Columbia Connector began service on February 3rd.
- The first two quarters of Fiscal Year 2020, ridership was down considerably.
- Beginning in January, ridership showed triple digit increases due to very poor ridership the previous year due to CC Riders cut backs in service.
- From February 3rd through March 14th, we experienced increases from 54% to 251% over last year.
- For the year, we ended up with a 10% increase.

Total Ridership

- Because of the STIF funded projects, we were having total ridership increases from 24%-30% each week until the middle of March.
- We had been down in ridership by 7% until February 3rd.
- Each week we were chipping away at the decrease and by March 14th, we were only down 3%.
- For the rest of the year we were experiencing decreases of 32%-50%
- Total ridership came in at a decrease of 13% or about 30,000 rides.
- Current Fiscal Year 2021, we are down 42%

Date: September 2, 2020

To: Transportation Advisory Committee (TAC)

From: Jeff Hazen

Re: Agenda Item 6.b Statewide Transportation Improvement Fund Updated Forecast

ODOT recently released the attached forecast for STIF revenues. For the current fiscal year, FY 2021, forecasted revenues for the formula program have been reduced from the December 2019 forecast by \$101,422. I was conservative in this year's budget and budgeted \$631,000 instead of using the December forecast knowing that the pandemic would have an impact on the revenue. The forecasted amount is \$575,578 so our impact from the budget is only \$55,422.

In March, we stopped the rollout of the remaining STIF projects out of concern that we would be seeing a reduction in revenue. We will not be implementing them during this fiscal year in order to not fall short of the necessary revenue to operate the projects. The remainder of the projects will likely roll over into the next biennium plan that the TAC will be working on in the fall.

No action is necessary by the Committee



Statewide Transportation Improvement Fund Allocation Estimate, July 2020 Update, CORRECTED

Introduction

ODOT has completed a new update to the Statewide Transportation Improvement Fund (STIF) allocation estimate. This update is outside of the normal annual revenue forecast schedule, and is shared in response to concerns about the impact of COVID-19 on the economy. We will continue to update forecasts as we receive revised economic data. At the time of this forecast, many different pandemic-related mitigation efforts have been made, such as Governor Brown’s Stay Home, Save Lives order which can be found at this link: [Stay Home, Save Lives](#), a mandate to wear face coverings which can be found at this link: [Statewide Mask, Face Shield, Face Covering Guidance](#), and delayed or phased timing for counties entering preliminary reopening phases. Additionally, a number of other factors contribute to tax collection impacts such as company policies on working from home and vacation time payouts versus layoffs. **July’s forecasted revenue is still 2.93 percent higher than the December 2018 revenue estimate used to build the 19-21 STIF Formula Plans.** As more economic data become available, this estimate is likely to be adjusted.

Estimate Assumptions

The majority of the FY 19-21 STIF Formula distributions have already been disbursed by ODOT. As a reminder, ODOT can distribute only the tax revenue it receives, which may be more or less than this estimate, up to each individual Qualified Entity’s (QE) approved STIF Plan funding limit for STIF Formula. Distributions typically represent tax collections from two quarters prior; for example, the July distribution (FY 21 Q1) is largely comprised of taxes collected from January through March (FY 20 Q3). Updated estimates for the Formula, Discretionary, and Intercommunity Discretionary funds for FY 19-21 and updated forecasts for FY 22-23 are summarized in the table below.

Fund	Dec. 2019 Forecast for FY 19-21*	Change	Jul. 2020 Forecast for FY 19-21	Dec. 2019 Forecast for FY 22-23	Change	Jul. 2020 Forecast for FY 22-23
Formula	\$219.9 M	(\$12.1 M)	\$207.8 M	\$207.7 M	(\$35.9 M)	\$171.8 M
Discretionary	\$12 M	(\$1.1 M)	\$10.9 M	\$11.5 M	(\$2 M)	\$9.5 M
Intercommunity Discretionary	\$8.5 M	(\$0.9 M)	\$7.6 M	\$9.2 M	(\$1.6 M)	\$7.6 M

*FY 19-21 includes 10 quarters of revenue (two quarters from FY 19 and eight quarters for FY 20-21) as well as the transfer to the STF program.

The table on page 2 summarizes the estimated Formula fund revenues available to each QE based on the date of distribution by fiscal year where the annual change in revenue can be seen.

Estimate Calculation Method

- Gross tax revenue is multiplied by projected tax payer compliance rate - between 91 and 95 percent, seasonally adjusted each quarter
- Department of Revenue collection and administration costs are deducted from the gross revenue
- The result is multiplied by 90 percent to determine the projected Formula Fund net total
- The projected net total is multiplied by the QE payroll shares resulting in QE revenue estimates
- QE payroll shares are calculated using the most current annual payroll data from the Oregon Employment Department, with adjustments made to ensure each QE receives the minimum annual allocation of \$100,000

NOTE: The remaining 10 percent of STIF funds collected is dedicated to the Discretionary Fund (5 percent), Intercommunity Discretionary Fund (4 percent), and the Technical Resource Center (1 percent). The 1 percent dedication also funds ODOT’s administration of the STIF Program.

See page 1 for calculation methods.

Qualified Entity (QE)	December 2019 Forecast			Change			July 2020 Forecast				
	FY 2019	FY 2020	FY 2021	FY 2019	FY 2020	FY 2021	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Baker County	\$ 84,000	\$ 162,000	\$ 192,000	\$ 4,257	\$ 3,860	\$ (28,732)	\$ 88,257	\$ 165,860	\$ 163,268	\$ 165,142	\$ 177,774
Basin Transit Service District Total	\$ 377,000	\$ 725,000	\$ 859,000	\$ 22,349	\$ 23,143	\$ (128,742)	\$ 399,349	\$ 748,143	\$ 730,258	\$ 738,643	\$ 795,143
In district	\$ 312,000	\$ 600,000	\$ 711,000	\$ 18,520	\$ 19,199	\$ (106,603)	\$ 330,520	\$ 619,199	\$ 604,397	\$ 611,337	\$ 658,099
Out of district	\$ 65,000	\$ 125,000	\$ 148,000	\$ 3,829	\$ 3,944	\$ (22,139)	\$ 68,829	\$ 128,944	\$ 125,861	\$ 127,307	\$ 137,044
Benton County	\$ 842,000	\$ 1,625,000	\$ 1,920,000	\$ 27,281	\$ 15,339	\$ (287,621)	\$ 869,281	\$ 1,640,339	\$ 1,632,379	\$ 1,651,122	\$ 1,777,419
Burns Paiute Tribe	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Columbia County	\$ 193,000	\$ 373,000	\$ 440,000	\$ 2,894	\$ (1,608)	\$ (65,852)	\$ 195,894	\$ 371,392	\$ 374,148	\$ 378,444	\$ 407,392
Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Confederated Tribes of Grand Ronde Community of Oregon	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Confederated Tribes of Siletz Indians	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Confederated Tribes of the Umatilla Indian Reservation	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Confederated Tribes of Warm Springs	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Coos County Area Transportation District	\$ 381,000	\$ 735,000	\$ 868,000	\$ 8,800	\$ 2,251	\$ (129,879)	\$ 389,800	\$ 737,251	\$ 738,121	\$ 746,597	\$ 803,705
Coquille Indian Tribe	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Cow Creek Band of Umpqua Tribe of Indians	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Crook County	\$ 114,000	\$ 223,000	\$ 261,000	\$ (6,311)	\$ (14,367)	\$ (39,144)	\$ 107,689	\$ 208,633	\$ 221,856	\$ 224,403	\$ 241,568
Curry County	\$ 99,000	\$ 190,000	\$ 225,000	\$ 1,266	\$ (62)	\$ (34,056)	\$ 100,266	\$ 189,938	\$ 190,944	\$ 193,137	\$ 207,910
Deschutes County	\$ 1,581,000	\$ 3,049,000	\$ 3,604,000	\$ 54,655	\$ 35,320	\$ (540,355)	\$ 1,635,655	\$ 3,084,320	\$ 3,063,645	\$ 3,098,822	\$ 3,335,855
Gilliam County	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Grant County Transportation District	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Harney County	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Hood River County Transportation District	\$ 238,000	\$ 461,000	\$ 544,000	\$ 1,175	\$ (6,108)	\$ (81,954)	\$ 239,175	\$ 454,892	\$ 462,046	\$ 467,351	\$ 503,099
Jefferson County	\$ 115,000	\$ 222,000	\$ 262,000	\$ 14	\$ (3,088)	\$ (39,215)	\$ 115,014	\$ 218,912	\$ 222,785	\$ 225,343	\$ 242,580
Josephine County	\$ 428,000	\$ 827,000	\$ 977,000	\$ 13,075	\$ 5,794	\$ (146,980)	\$ 441,075	\$ 832,794	\$ 830,020	\$ 839,550	\$ 903,769
Klamath Tribes	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Lake County	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Lane Transit District Total	\$ 2,862,000	\$ 5,517,000	\$ 6,527,000	\$ 128,113	\$ 106,906	\$ (978,839)	\$ 2,990,113	\$ 5,623,906	\$ 5,548,161	\$ 5,611,867	\$ 6,041,126
In district	\$ 2,712,000	\$ 5,228,000	\$ 6,186,000	\$ 121,536	\$ 101,410	\$ (928,368)	\$ 2,833,536	\$ 5,329,410	\$ 5,257,632	\$ 5,318,002	\$ 5,724,783
Out of district	\$ 150,000	\$ 289,000	\$ 342,000	\$ 6,577	\$ 5,496	\$ (51,471)	\$ 156,577	\$ 294,496	\$ 290,529	\$ 293,865	\$ 316,343
Lincoln County	\$ 297,000	\$ 574,000	\$ 677,000	\$ 6,487	\$ 277	\$ (101,326)	\$ 303,487	\$ 574,277	\$ 575,674	\$ 582,284	\$ 626,824
Linn County	\$ 860,000	\$ 1,664,000	\$ 1,960,000	\$ (2,756)	\$ (30,744)	\$ (293,657)	\$ 857,244	\$ 1,633,256	\$ 1,666,343	\$ 1,685,477	\$ 1,814,401
Malheur County	\$ 192,000	\$ 369,000	\$ 438,000	\$ 14,854	\$ 16,794	\$ (65,989)	\$ 206,854	\$ 385,794	\$ 372,011	\$ 376,283	\$ 405,065
Morrow County	\$ 131,000	\$ 253,000	\$ 298,000	\$ 2,158	\$ (824)	\$ (44,673)	\$ 133,158	\$ 252,176	\$ 253,327	\$ 256,236	\$ 275,835
Rogue Valley Transportation District Total	\$ 1,581,000	\$ 3,047,000	\$ 3,604,000	\$ 66,613	\$ 53,688	\$ (540,326)	\$ 1,647,613	\$ 3,100,688	\$ 3,063,674	\$ 3,098,852	\$ 3,335,887
In district	\$ 1,442,000	\$ 2,780,000	\$ 3,288,000	\$ 61,029	\$ 48,591	\$ (493,175)	\$ 1,503,029	\$ 2,828,591	\$ 2,794,825	\$ 2,826,916	\$ 3,043,150
Out of district	\$ 139,000	\$ 267,000	\$ 316,000	\$ 5,584	\$ 5,097	\$ (47,151)	\$ 144,584	\$ 272,097	\$ 268,849	\$ 271,936	\$ 292,736
Salem Area Mass Transit District Total	\$ 3,351,000	\$ 6,447,000	\$ 7,643,000	\$ 221,003	\$ 234,920	\$ (1,146,969)	\$ 3,572,003	\$ 6,681,920	\$ 6,496,031	\$ 6,570,620	\$ 7,073,215
In district	\$ 2,338,000	\$ 4,498,000	\$ 5,333,000	\$ 209,021	\$ 266,550	\$ (800,401)	\$ 2,547,021	\$ 4,764,550	\$ 4,532,599	\$ 4,584,643	\$ 4,935,329
Out of district Marion County	\$ 763,000	\$ 1,467,000	\$ 1,739,000	\$ 7,925	\$ (24,879)	\$ (260,856)	\$ 770,925	\$ 1,442,121	\$ 1,478,144	\$ 1,495,117	\$ 1,609,480
Out of district Polk County	\$ 250,000	\$ 482,000	\$ 571,000	\$ 4,057	\$ (6,751)	\$ (85,712)	\$ 254,057	\$ 475,249	\$ 485,288	\$ 490,860	\$ 528,407
Sherman County	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Sunset Empire Transportation District	\$ 297,000	\$ 573,000	\$ 677,000	\$ 10,272	\$ 6,429	\$ (101,422)	\$ 307,272	\$ 579,429	\$ 575,578	\$ 582,187	\$ 626,719
Tillamook County Transportation District	\$ 157,000	\$ 303,000	\$ 359,000	\$ 7,842	\$ 6,837	\$ (53,871)	\$ 164,842	\$ 309,837	\$ 305,129	\$ 308,633	\$ 332,240
Tri County Metropolitan Transportation District Total	\$ 25,067,000	\$ 48,392,000	\$ 57,164,000	\$ 701,419	\$ 288,148	\$ (8,576,008)	\$ 25,768,419	\$ 48,680,148	\$ 48,587,992	\$ 49,145,894	\$ 52,905,127
In district	\$ 23,969,000	\$ 46,272,000	\$ 54,660,000	\$ 665,492	\$ 266,002	\$ (8,199,975)	\$ 24,634,492	\$ 46,538,002	\$ 46,460,025	\$ 46,993,493	\$ 50,588,086
Out of district Clackamas County	\$ 842,000	\$ 1,625,000	\$ 1,919,000	\$ 33,980	\$ 29,849	\$ (287,647)	\$ 875,980	\$ 1,654,849	\$ 1,631,353	\$ 1,650,085	\$ 1,776,302
Out of district Multnomah County	\$ 25,000	\$ 48,000	\$ 57,000	\$ (1,018)	\$ (2,695)	\$ (8,669)	\$ 23,982	\$ 45,305	\$ 48,331	\$ 48,886	\$ 52,626
Out of district Washington County	\$ 231,000	\$ 446,000	\$ 527,000	\$ 2,965	\$ (4,008)	\$ (78,717)	\$ 233,965	\$ 441,992	\$ 448,283	\$ 453,430	\$ 488,114
Umatilla County	\$ 515,000	\$ 993,000	\$ 1,174,000	\$ 20,094	\$ 14,761	\$ (176,287)	\$ 535,094	\$ 1,007,761	\$ 997,713	\$ 1,009,169	\$ 1,086,361
Umpqua Public Transportation District	\$ 670,000	\$ 1,295,000	\$ 1,529,000	\$ 17,837	\$ 5,156	\$ (229,374)	\$ 687,837	\$ 1,300,156	\$ 1,299,626	\$ 1,314,549	\$ 1,415,101
Union County	\$ 168,000	\$ 325,000	\$ 383,000	\$ 4,131	\$ 542	\$ (57,124)	\$ 172,131	\$ 325,542	\$ 325,876	\$ 329,618	\$ 354,831
Wallowa County	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Wasco County	\$ 192,000	\$ 369,000	\$ 439,000	\$ 17,267	\$ 20,301	\$ (66,253)	\$ 209,267	\$ 389,301	\$ 372,747	\$ 377,027	\$ 405,867
Wheeler County	\$ 50,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Yamhill County	\$ 642,000	\$ 1,240,000	\$ 1,463,000	\$ 10,535	\$ (3,570)	\$ (219,208)	\$ 652,535	\$ 1,236,430	\$ 1,243,792	\$ 1,258,074	\$ 1,354,306
Totals Statewide	\$ 42,234,000	\$ 81,553,000	\$ 96,087,000	\$ 1,355,324	\$ 780,095	\$ (14,173,856)	\$ 43,589,324	\$ 82,333,095	\$ 81,913,144	\$ 82,835,323	\$ 89,049,118

Assumptions: FY 2019 (July 1, 2018 – June 30, 2019) includes two quarters of revenue. All other fiscal years are four quarters of revenue. December 2019 forecast for FY 2020 is reduced by \$7.1 million due to transfer to STF. District totals may not add up due to rounding.

Date: September 2, 2020

To: Transportation Advisory Committee (TAC)

From: Jeff Hazen

Re: Agenda Item 7.a CARES Act funding programs

The CARES Act that was signed into law by the President on March 27th provided \$25,000,000,000 for public transportation. \$42,686,023 was provided to ODOT for distribution to rural transit providers in Oregon. ODOT set up two funding programs with this money. The first was a formula allocation to ensure that money was quickly made available to transit agencies to help them with their immediate needs and. The allocation was based on one year's \$5311 funding which amounted to \$9,300,000 and our share of that was a little over \$500,000. I have attached the grant application for the formula program to show you what we did with the money that was made available to us.

The second program is a Needs-based program which has \$33,300,000 available. Rural transit agencies can submit 3 grant applications by December of this year for this program.

In June, we submitted a needs-based grant in the amount of \$1,191,108. There were two projects in this grant. The first was for the purchase of two remanufactured buses (\$660,000) and operational costs for them for a year (\$520,000) to be back to back buses. These buses can be used to follow the regular bus in order to pick up riders who may not be able to get on the regularly scheduled bus due to capacity constraints due to COVID-19. If a bus is at capacity, they would have to wait 45 minutes to an hour for the next scheduled bus. We may run them directly behind the scheduled bus or have them follow in 15-20 minutes. The other project is for the restrooms in the District. The fixtures will be touchless, including toilets, faucets, soap dispensers and paper towel dispensers.

Our grant was reviewed in July and the committee awarded us \$861,100, only one bus was awarded. We are going to begin the procurement on the bus that we were awarded so we can take delivery of it as soon as possible. Current estimated delivery timeline is approximately 6-7 months after the order is placed. We will be sole sourcing this from Complete Coach Works, a vendor that is now on the State of Oregon's price list.

We have the opportunity to submit two more applications for this program by December 31st. We are evaluating what other projects could be funded with this program.

You will also see that Tillamook was awarded \$187,800. This is a NWOTA project to purchase disinfecting equipment that all five partners will be utilizing. This is a project that Paul put

together and championed. It is the first major collaborative procurement that the partners have embarked on.

No TAC action is required at this time.

CARES Immediate Formula Funds Request

Section 5311 Formula Grants for Rural Areas

Note: The CARES bill prohibits FTA from waiving the prevailing wage and transit labor standards (49 U.S.C. § 5333) for these formula grants.

A. Transit Agency

Legal Name of Agency

Sunset Empire Transportation District

B. Projects

Fund Allocation

Allocation Amount

\$501,222.00

Project Details

Project 1

Eligible project types include operations, lost revenue, capital purchases related to coronavirus prevention/protection, and administrative leave salaries. Other COVID-19-related expenses not specifically called out in the CARES Act may also be eligible.

Project Type

- Operations
- Lost Revenue
- Capital Purchases related to COVID-19
- Administrative Leave Salaries

The "Other" option may be used to give more details about a project which does not fit well into any other project type, especially, if due to changing circumstances, the exact need is not clear at this time.

Project Description

This project accounts for lost fare revenue from March 23-May 31 due to decline in ridership and temporarily suspending fare collection. This was calculated based on our increase in ridership because of expanded service beginning on February 3rd. Fare revenues for February through March 24th was showing an increase of 43%. The calculation for the lost fare revenue took last years fare collection and added 43%. We also added an additional \$24,485 due to the suspension of cruise ships visiting Astoria. There was going to be a 810% increase in passengers (39,030 compared to 4,820) on those ships compared to last year.

Limit 1000 characters

Total Project Cost

\$89,795.00

Project 2

Eligible project types include operations, lost revenue, capital purchases related to coronavirus prevention/protection, and administrative leave salaries. Other COVID-19-related expenses not specifically called out in the CARES Act may also be eligible.

Project Type

- Operations
- Lost Revenue
- Capital Purchases related to COVID-19
- Administrative Leave Salaries

The "Other" option may be used to give more details about a project which does not fit well into any other project type, especially, if due to changing circumstances, the exact need is not clear at this time.

Project Description

This project will fund the paid leave we have granted our customer service representatives through May 30th.

Limit 1000 characters

Total Project Cost

\$15,000.00

Project 3

Eligible project types include operations, lost revenue, capital purchases related to coronavirus prevention/protection, and administrative leave salaries. Other COVID-19-related expenses not specifically called out in the CARES Act may also be eligible.

Project Type

- Operations

- Lost Revenue
- Capital Purchases related to COVID-19
- Administrative Leave Salaries

The "Other" option may be used to give more details about a project which does not fit well into any other project type, especially, if due to changing circumstances, the exact need is not clear at this time.

Project Description

This project funds operations costs from March 23rd through approximately May 31st. It includes personnel costs along with materials and services including those related to the increased disinfecting protocols we put into place on March 19th.

Limit 1000 characters

Total Project Cost

\$382,277.00

Project 4

Eligible project types include operations, lost revenue, capital purchases related to coronavirus prevention/protection, and administrative leave salaries. Other COVID-19-related expenses not specifically called out in the CARES Act may also be eligible.

Project Type

- Operations
- Lost Revenue
- Capital Purchases related to COVID-19
- Administrative Leave Salaries

The "Other" option may be used to give more details about a project which does not fit well into any other project type, especially, if due to changing circumstances, the exact need is not clear at this time.

Project Description

This project is a result of Governor Browns Executive Order 20-16 which requires all public bodies to hold their meetings electronically. We will purchase a video conferencing system for the conference room at the Astoria Transit Center. This is also funding the five laptop computers that we had to purchase in order for staff members to work remotely.

Limit 1000 characters

Total Project Cost

\$14,150.00

Total Project Costs

\$501,222.00

Notes (Optional)

Prior to the pandemic, we were running 24-30% increases in ridership with our fixed route service. When the Governor put restrictions in place, we initially saw a decrease in ridership of 45%. Last week and this week seems to show that we have leveled off to a 35% decrease in ridership. We are limiting the amount of riders on each bus to maintain the 6' social distancing requirement. We have had a few instances of having to leave riders behind at bus stops due to limited capacity. We will continue to monitor this and may have to address it in a needs based grant request.

Provide information on affected routes or services or other information that may help ODOT better understand your local situation during this time. **Distribution of these initial CARES funds is NOT dependent on this information.**

Supporting Documents (Optional)

Due to the short timeframe for acceptance of this funding, the person signing here and submitting this form may not have final approval authority to accept the funds. However, it is understood that grant acceptance and execution is dependent upon obtaining that authority from the governing body of applicant agency.

The agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Name of Person Submitting Request

Jeff Hazen

Email of Person Submitting Request

jeff@ridethebus.org

Phone Number of Person Submitting Request

(503) 861-5399

Signature



Today's Date

4/17/2020

Date: September 2, 2020

To: Transportation Advisory Committee (TAC)

From: Jeff Hazen

Re: Agenda Item 7.b Statewide Transportation Improvement Discretionary Fund.

The deadline for submitting the STIF Discretionary grant applications for the next biennium beginning July 1, 2021 is November 2nd. This is the program that we are currently funded with for the Lower Columbia Connector Route along with implementing an Electronic fare system on our fixed route service. The current program is an \$820,000 project with includes:

- \$530,000 for operation of the LCC Route
- \$170,000 for the purchase of two used motor coaches
 - \$20,000 for preventative maintenance
 - \$10,000 for administrative costs
 - \$90,000 for the E-fare system

We received \$738,000 and our match amount is \$82,000.

When we applied for this, the intention of the funding was to get the route off of the ground and then shift the funding to other sources. The problem with this is Covid-19. Prior to the pandemic outbreak, I was working on a direct mailer marketing piece that would've gone to every household from Astoria to Scappoose. When the Governor put restrictions on travel in place, it didn't make sense to move forward with the marketing. We still have not restarted that marketing effort.

My plan is to do another grant application to fund the LCC during the next biennium. If this isn't approved, we will not have the funding to operate the route and will have to discontinue it at the end of June of 2021. I would hope that the review committee will agree that the pandemic has prevented us from building this route up to where it would not need such a large subsidy from the discretionary program.

I'm hoping that the committee will reach the consensus that this is a worthy project that should be continued.

This committee will have the opportunity to provide comment on this grant application during the review period that will be in place sometime after November 2nd.

No action by the TAC is required at this time.