

MINUTES

CURRY COUNTY JOINT TRANSPORTATION ADVISORY COMMITTEE

November 1, 2020

Meeting was planned for November 15, 2020. Due to Covid concerns, Kathryn Bernhardt sent out an email notice with a recap of current agenda items (appended) and asked if the Committee preferred to not meet in person. The majority of members said they prefer to vote on the STIF changes to the 19/21 plan by email and wait until January to meet in person.

EMAIL SENT TO ALL MEMBERS BY KATHRYN BERNHARDT, SECRETARY:

I need all of you to VOTE either YES or NO on the proposed changes as outlined below. Be sure to sign (type in) your name. Please respond to ALL. Please reply by November 1, 2020.

PROPOSED – Moved by Kathy Bernhardt, seconded by Joanne Wasbauer:

In accordance with the Revised STIF Plan amendment to ORS 184.751(1). Curry Public Transit and Curry County Public Transit Service District proposes to use funds currently allocated to projects supporting expanded services to Dial a Ride and Coastal Express to be utilized to supplement funds now allocated to Marketing and Employee Retention and to implement the current “130%” project to expand Dial-a-Ride service hours to 4 pm on Fridays in Gold Beach. All of these projects are part of the current STIF Plan. All of these changes are to ensure service preservation during the Covid19 pandemic.

The Committee is in agreement that this email vote will hold the same effect as if voted on in person.

VOTES RECEIVED BY EMAIL:

Beth Barker Hidalgo – yes

Bud Reindal – yes

Sue Gold – yes

VOTES RECEIVED IN PERSON:

Stacey Hogan - Yes

Joanne Wasbauer – Yes

Tom Olsen – Yes

Kathryn Bernhardt – Yes

Proposal has passed.

Respectfully submitted:

Kathryn Bernhardt, Secretary

ADDENDUM – EMAIL SENT:

On Wed, Oct 28, 2020 at 11:00 AM Kathryn Bernhardt <rkbernhardt@currypublictransit.org> wrote:

STIF Committee:

I have been looking forward to meeting with all of you to start discussions on potential STIF projects for the next biennium. However, I have not yet heard from ODOT on the anticipated amounts available for that time period. Covid-19 has impacted jobs, and, as you know, an employee payroll tax funds this program, so I anticipate a much lower estimate than originally proposed. The target date for those estimates is now mid-December.

In the meantime, because of the Covid19 crisis, Public Transportation Division has modified the way we can expend existing plan funds (see below). Now we can apply for “Service Preservation” projects that reallocate existing plan funds:

Revised STIF Plan Report (SPR) Guidance Posted

The Public Transportation Division (PTD) has issued [supplemental guidance](#) for STIF Formula reporting in the Oregon Public Transit Information System (OPTIS). This new reporting guidance provides instructions for all remaining 2019-21 SPRs.

During the 2020 Special Legislative Session, the Oregon Legislature passed [Senate Bill 1601](#) which made various amendments to the statutes controlling the STIF programs. One such amendment to ORS 184.751(1) [allows STIF Formula funds to be used for preserving existing transportation services as of July 7, 2020.](#)

To comply with this new legislation, PTD’s supplemental guidance includes:

- ☐ Simplified reporting instructions for projects put on hold due to COVID-19.
- ☐ An overview of the service preservation projects added to each STIF Plan. One service preservation project has been issued to each Qualified Entity and Public Transportation Service Provider on a STIF Plan.
- ☐ Guidance on how to [submit Advisory Committee approval](#) for any fund redistribution occurring on or after July 7, 2020.
 - a. Proof of advisory committee concurrence. This may be in the form of meeting minutes or a [statement from the advisory Committee stating that they approve of the manner in which STIF Formula funds will be redistributed.](#)
 - b. An attachment to support the projects or services supported with service preservation funding. For example, if funds were used for audit services, please attach a copy of the audit. Invoices can also be attached for any purchased goods or services.

Service preservation aims [to support services at risk of being terminated](#) from loss of other fund sources due to COVID. The projects supported by service preservation should have been in place prior to July 7, 2020. The types of expenditures applied to Service preservation are not limited to operations, and can

include other expenses such as mobility management and administration. Service preservation is not for funding new expansion projects that have not been approved in a STIF plan.

We discontinued one project in mid-April – #4-Saturday Coastal Express - because we cannot meet either Redwood Coast or CCAT– both have also discontinued Saturday service.

We are discontinuing #2- Wednesday early morning Coastal Express service between Gold Beach and Brookings - as the ridership has been a total of 25 individuals since it started. Last day of service will be in November.

However, we would like to continue #3-Gold Beach Dial-a-Ride hours to 4 pm on Wednesday – it averages 130 rides per quarter now. That project was originally meant to coincide with the early morning run. We would also like to implement the “130%” project #8 to expand that service to one more day a week – Friday.

Two of our existing projects, however, will need to make use of this new “service preservation” – #10-Marketing and #6-Employee Retention, since both will run out of existing funds before the end of the Plan.

This is where you all come in since you need to approve moving funds from one project to another to “preserve service” and implementing a 130% project.

So – the question is – do you want to meet in November to discuss this and to go over potential proposals for 2021-2023 even though we may not have the actual amounts that we can expend by then?

Or do you want to vote by email to approve the “service preservation” projects and then meet in January when we will have a better idea of what the next few years look like?

Please respond ASAP.

Thank you

Kathryn Bernhardt, General Manager

Curry Public Transit Inc.