STIF Plan Template

1. Qualified Entity

Qualified Entity Name
Confederated Tribes of the Grande Ronde Community of Oregon

Qualified Entity Address
9615 Grand Ronde Road

Address Line 1
City
State
Zip Code

Employer Identification Number (EIN)
93-0899337

STIF Plan Contact Name
Mr. Kim Rogers

STIF Plan Contact Title
Planning and Grants Manager

STIF Plan Contact Phone Number
(503) 879-2250

STIF Plan Contact Email
kim.rogers@grandronde.org

Will any of the projects in this STIF Plan use funds jointly managed with one or more other Qualified Entities?
No

1.2 Public Transportation Service Providers in this STIF Plan

Provider 1

Service Provider Name
Confederated Tribes of Grand Ronde

Employer Identification Number (EIN)
93-0899337

Service Provider Website
www.grandronde.org
2. Advisory Committees

2.1 Advisory Committee Website

☑ By checking this box I agree all Advisory Committee requirements of OARs 732-040-0030, 732-040-0035 and 732-042-0020 have been met, including but not limited to, required constituencies, bylaws that include method for determining high percentage of Low-Income Households, public meetings, review and prioritization of STIF Plan Projects.

If this information is not available on a website, you may upload other documentation that demonstrates how Advisory Committee information was published.

Transportation_Advisory_Committee_Bylaws_A.pdf
STIF_Adv_Comm_Notice.pdf

Limit 100 MB

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

Local Plan 1

<table>
<thead>
<tr>
<th>Local Plan Name</th>
<th>Governing Body that adopted</th>
<th>Plan Adoption Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Development Plan and Coordinated Transportation Plan</td>
<td>Grand Ronde Tribal Council</td>
<td>4/17/2019</td>
</tr>
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</table>

Upload copy of Local Plan if it is not available on a website.
Transit_Plan_GrandRonde_Final_April_2019_A.pdf

Limit 100 MB

3.2 Local Plan requirements

I agree all Local Plans are consistent with the STIF requirements specified in OAR 732-040-0005(18)

☑ Yes

☐ No, one or more Local Plans are not yet consistent with STIF rule requirements.

4. Accountability

You may insert a web address in place of a description or document upload, as long as the information is sufficient enough to warrant approval of the STIF Plan and comply with STIF Rule.
4.1 Accountability methods

☑ By checking this box I affirm that all of the necessary policies and procedures are in place to ensure compliance with OAR 732, Divisions 40 and 42, and to achieve the goals and outcomes specified in this STIF Plan, including, but not limited to program and financial management, operations management, procurement, use and maintenance of equipment, records retention, compliance with state and federal laws, civil rights and compliance with ADA.

☑ By checking this box I affirm that all of the necessary policies and procedures are in place to ensure compliance of all Sub-Recipients with OAR 732, Divisions 40 and 42, and to achieve the goals and outcomes specified in this STIF Plan, address deficiencies in Sub-Recipient performance, and to ensure the Qualified Entity can accomplish the applicable requirements of these rules, including but not limited to, audit and compliance requirements, accounting requirements, capital asset requirements and reporting requirements.

4.2 Sub-Allocation method

Describe the Qualified Entity’s method for sub-allocating STIF Formula Fund moneys and the collaborative process used to work with Public Transportation Service Providers and other potential Sub-Recipients, as relevant, to develop the sub-allocation method.

The Tribe publicizes the STIF process. The Tribe contracts with Yamhill County Transit Area (YCTA) with non-STIF funds for service between Grand Ronde and Willamina through an intergovernmental agreement. The Tribe did contract with SAMTD for service to Salem but they ended their service (with ample notice). The Tribe uses other funds to contract with Tillamook County Transportation District (TCTD) on the Coastal Connector providing part of the match (the Siletz Tribe provides the balance of the match). The Tribe uses other funds to contract with TCTD for service between Grand Ronde and Salem (all funds involved are from the Grand Ronde Tribe - other federal and state transit grants). YCTA was not interested in submitting a proposal to provide this service by intergovernmental agreement. The Tribe discussed adding new services under STIF with TCTD and they expressed interest in doing so.

Limit 1000 Characters

4.3 High Percentage of Low-Income Households

Explain how the STIF Plan defines and identifies communities with a high percentage of Low-Income Households.

"An area is determined to have a high percentage of low-income households when its proportion of population with income at or below 200% of the Federal Poverty Level that is greater than the State of Oregon as a whole". All census blocks that show a greater percentage of Households that fall below the "200% of Poverty Level" than the State's average.

Area zip code data showed those with the highest number of low income (LI) households. Willamina was highest at 44% and was the 1st served by the Tribe's transit funds to connect to Grand Ronde. Salem & Rickreall were next. Dallas is at 34% and Grand Ronde's is 39%. Grand Ronde funded public transit does not go to Dallas even though it is the County seat for most Grand Ronde residents. There are more LI households in Dallas (2,586) than households (794) in Grand Ronde. Also the census blocks within Dallas and closer to the bus stops have lower incomes than those on the outskirts of town. Travel is needed for services and employment.
5. STIF Plan Period and Adoption

5.1 Period Covered By STIF Plan

Provide start and end dates for projects proposed for funding in this STIF Plan. The earliest possible start date for the initial solicitation cycle is July 1, 2018. For this first funding cycle, providers are required to end the Plan period no later than June 30, 2021.

Start Date: 7/1/2019
End Date: 6/30/2021

End date is set to 6/30/2021. Do not adjust this date.

5.2 STIF Plan Adoption

STIF Plan Advisory Committee recommendation date 4/10/2019
STIF Plan Governing Body adoption date 4/17/2019

Upload Governing Body adoption document if website is unavailable.
STIF_Adv_Comm_4-10-19_Minutes_A.pdf
STIF_19_App_Reso_signed_A.pdf

Limit 100 MB

Did the Governing Body modify the Advisory Committee's recommended STIF Plan?
No

6. Projects

6.1 Project Detail Entry

Project 1

Public Transportation Service Provider or Qualified Entity Name
Confederated Tribes of Grand Ronde

Project Name
Grand Ronde - Dallas Transit and Local Collector

Project Description
Use STIF formula funds to provide three round trips a day Monday through Friday between Grand Ronde and the City of Dallas and local circulator round trips within Grand Ronde in between trips to and from Dallas. [The Tribe may also provide two round trips between Falls City and Dallas one day a week if no other funding is being provided to connect Falls City to Dallas each week.]

Limit 500 Characters

Do you plan to expend funding in a future STIF
Plan period?
- Yes
- No

Is this project part of your 100% list or 130% list?
- 100% List

100% List Project Rank
- 1

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service
- 100%

Local Plan from which this project is derived:
- Transit Development Plan and Coordinated Transportation Plan
  Local Plan page number
  - 83

Multi-Phase Project

Is your project part of a larger multi-phase project?
- No

6.1.1 Project Scope

Task 1

Task Description
Contract for and provide three round trips a day Monday through Friday between Grand Ronde and Dallas with Tillamook County Transportation District and in between those round trips provide local circulator trips within the Grand Ronde area.

Limit 250 Characters

Category
- Operations 300-00 Operations

Specify the mode that this task will support.
- Fixed Route
- Demand Response

300.00 Operations Activity Type
- Operating Assistance 30.09

Operating Assistance Activity Detail
- 30.09.01 Operating Assistance
- 44.26.14 Communications
- 11.7L.00 Mobility Management
6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

<table>
<thead>
<tr>
<th>Fund Type</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>Total</th>
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</tr>
</tbody>
</table>

$50,000.00 $100,000.00 $100,000.00 $250,000.00

☑ By checking this box, I confirm that this project task is only funded by STIF.

6.1.3 Outcome Measures

Minimum required measures for operations tasks

<table>
<thead>
<tr>
<th>Revenue Miles</th>
<th>Revenue Hours</th>
<th>Rides</th>
</tr>
</thead>
<tbody>
<tr>
<td>42,000</td>
<td>1,250.00</td>
<td>4,000</td>
</tr>
</tbody>
</table>

Number of people with access to transit (within ½ mile of transit stop for fixed route)

14,325

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

5,340

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

4

Is this project supporting student transportation?

Yes

Choose at least one

Operations
Number of students in grades 9-12 attending a school served by transit

Number of students in grades 9-12 attending a school served by transit

1,027

Optional Outcome Measures

Outcome Measure 1

All Project Types

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.

2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.

3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.

4. Procurement of low or no emission buses for use in areas with 200,000 or more.

5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity’s service area.

6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.

7. Implementation of programs to provide student transit service for students in grades 9-12.

<table>
<thead>
<tr>
<th>FY 2019 STIF Total</th>
<th>FY 2020 STIF Total</th>
<th>FY 2021 STIF Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$50,000.00</td>
<td>$100,000.00</td>
<td>$100,000.00</td>
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</tbody>
</table>

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don’t apply, fill in with zeros. Do not add or remove additional criterion.

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<th>FY 2020</th>
<th>FY 2021</th>
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<tr>
<td>Criterion 5</td>
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<tr>
<td>Criterion 6</td>
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<tr>
<td>Criterion 7</td>
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### 6.3 Oregon Public Transportation Plan Goals

*Select at least one goal.*

- **Goal 1 Mobility:** Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.

- **Goal 2: Accessibility and Connectivity** -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.

- **Goal 3: Community Livability and Economic Vitality** -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.

- **Goal 4: Equity** -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.

- **Goal 5: Health** -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.

- **Goal 6: Safety and Security** -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.

- **Goal 7: Environmental Sustainability** -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.

- **Goal 8: Land Use** -- Public transportation is a tool that supports Oregon’s state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.

- **Goal 9: Funding and Strategic Investment** -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians’ quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.

- **Goal 10: Communication, Collaboration, and Coordination** -- Public and private transportation
providers and all levels of government within the state and across state boundaries work collaboratively
and foster partnerships that make public transportation seamless regardless of jurisdiction.

**Goal 1 Policies - Select all that apply.**
☑ Policy 1.1: Provide consistent and reliable public transportation services that people can count on to
meet their travel needs.
☑ Policy 1.2: Provide customers access to clear, accurate information about public transportation
services through multiple sources and media.
☐ Policy 1.3: Enact fare policies that reflect the needs of the community served; ensure that public
transportation fares are understandable and easy to pay.
☑ Policy 1.4: Coordinate and enhance mobility management services and strategies to better coordinate
services to enable riders and potential riders to use public transportation.
☑ Policy 1.5: Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable,
efficient service on corridors identified as public transportation priority corridors.
☑ Policy 1.6: Work proactively with state and local planning bodies to support local and regional public
transportation plans and goals throughout the state.

**Goal 2 Policies - Select all that apply.**
☑ Policy 2.1: Enhance existing and identify new public transportation connections and services.
☐ Policy 2.2: Improve access to and ease of use for public transportation by connecting routes and
services, including linking stops and stations to bicycle and pedestrian facilities.
☑ Policy 2.3: Provide coordinated, seamless regional and intercity bus and rail public transportation
services to enable trips for commuting and recreation, and assist rural residents to access services in
larger communities.
☑ Policy 2.4: Encourage employers, educational institutions, and others to provide opportunities for
employees’ and clients’ use of public transportation, carpool, vanpool, shuttles, and other shared rides.

**Goal 3 Policies - Select all that apply.**
☑ Policy 3.1: Enhance access to education and employment via public transportation.
☑ Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.
☑ Policy 3.3: Promote the use of public transportation to foster greater community livability.

**Goal 4 Policies - Select all that apply.**
☐ Policy 4.1: Engage populations recognized as transportation disadvantaged in public transportation
service decision making.
☐ Policy 4.2: Understand and communicate how disparities, barriers, and needs affect the ability of
people to access and use public transportation, especially those who are transportation disadvantaged.
☑ Policy 4.3: Identify disparities, barriers, and needs that impact people’s ability to access and use public
transportation.
☑ Policy 4.4: Address the disparities, barriers, and needs that impact people’s ability to access and use public
transportation.
☐ Policy 4.5: Integrate equity criteria into funding decisions.

**Goal 5 Policies - Select all that apply.**
☑ Policy 5.1: Provide access to healthy lifestyle options by supporting the ability of people to reach
goods and services such as groceries, recreation, health care, and social opportunities via public
transportation.

Policy 5.2: Integrate health considerations into public transportation planning and decision making at the local, regional, and state level.

Policy 5.3: Connect public transportation riders to health and social services.

6.4 Project Summary

Project Name
Grand Ronde - Dallas Transit and Local Collector

STIF Project Grand Total
$250,000.00

<table>
<thead>
<tr>
<th>FY 2019 STIF Project Total</th>
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<table>
<thead>
<tr>
<th>FY 2019 percent of STIF Funds supporting student transportation</th>
<th>FY 2020 percent of STIF Funds supporting student transportation</th>
<th>FY 2021 percent of STIF Funds supporting student transportation</th>
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<tbody>
<tr>
<td>10.00%</td>
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7. STIF Plan Summary

STIF Plan Total
$250,000.00

<table>
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<tr>
<th>FY 2019 Total STIF Funds</th>
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<thead>
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<th>FY 2019 Student STIF Funds</th>
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<tr>
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Effective Date

This STIF Plan shall become effective as of the date it is approved by the Oregon Transportation Commission and it shall terminate as of the end date specified in Section 5 of the approved STIF Plan.

Signature

This STIF Plan serves as a legally binding agreement between the Qualified Entity and the State of Oregon, acting by and through its Department of Transportation.

Download the signature page here [STIF Plan signature page].

Upload signature page here. [STIF_Signature_Page_ViceChairman.pdf]

Limit 100 MB