STIF Plan Template

1. Qualified Entity

<table>
<thead>
<tr>
<th>Qualified Entity Name</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Sherman County</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Qualified Entity Address</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>500 Court St</td>
<td></td>
</tr>
<tr>
<td>Moro</td>
<td>Oregon</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Employer Identification Number (EIN)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>93-6002311</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STIF Plan Contact Name</th>
<th>STIF Plan Contact Title</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Marnene Benson-Wood</td>
<td>Transportation Coordinator</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STIF Plan Contact Phone Number</th>
<th>STIF Plan Contact Email</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>(541) 565-3553</td>
<td><a href="mailto:marnenebw@co.sherman.or.us">marnenebw@co.sherman.or.us</a></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Provider 1</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Provider Name</td>
<td>Employer Identification Number (EIN)</td>
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<tr>
<td>Sherman County</td>
<td>93-6002311</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Service Provider Website</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><a href="https://www.co.sherman.or.us/departments/sherman-transit/">https://www.co.sherman.or.us/departments/sherman-transit/</a></td>
<td></td>
</tr>
</tbody>
</table>
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.

Advisory Committee Web Address
https://www.co.sherman.or.us/departments/sherman-transit/

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

STF STIF ADVISORY BOARD MINUTES.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 Local Plan</th>
<th>Plan Adoption Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sherman County Transportation Coordinated</td>
<td>Sherman County</td>
<td>10/5/2016</td>
</tr>
</tbody>
</table>

Local Plan Web Address
https://www.co.sherman.or.us/departments/sherman-transit/

Upload copy of Local Plan if it is not available on a website.
SHERMAN CO COORDINATED TRANSPORTATION PLAN 2016-2019.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.

Sherman County is the qualified entity and the only public transportation provider in Sherman County is Sherman County Community Transportation. The STIF Advisory Committee noted this and determined there was no reason to sub-allocate. Sherman County approved this recommendation.

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.

For the purposes of the County Commission review of the STIF projects, the definition of 'high percentage of Low-Income Households' shall be: Sherman County is an area determined to have a high percentage of low-income households when the percent of resident/household population demographics with income at or below 200% of the poverty level, exceeds the percent of low-income population demographics in the State of Oregon by comparison. We utilized the American Fact finder site and gathered information regarding the total population for Sherman County which is 1,631, and of that 590 live below 200% poverty level. 590/1631=36.17% High % Low Income HHS Total households 779 x 36.17% = 281 low income households Average household size is 2.1. We divided the number of population below 200% by the average household size of 2.1 590 low income pop/2.1=281 households identified as low-income households.

Limit 1000 Characters

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: 7/1/2018

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
4/9/2019

STIF Plan Governing Body adoption date
5/1/2019

Website where Governing Body adoption document is located
https://www.co.sherman.or.us/county-meeting-minutes-archive/

Upload Governing Body adoption document if website is unavailable.
STIF CERTIFICATION AGREEMENT MAY 1 2019,CO COURT MINUTES,PROPOSAL TO CO COURT STIF PROJECTS.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
Sherman County

Project Name
Expand Service
Limit 50 characters

Project Description
Expand service to include one additional shopping trip into The Dalles each week. The additional bus would be exclusive for shopping and no medical or personal business appointments to be included. The shopping day will be shorter hours, but include a stop for lunch. This additional shorter day will allow the seniors and disabled passengers an easier and more enjoyable shopping experience, since the round trip itself is two hours to The Dalles from Moro, the center of Sherman County.
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:
- Sherman County Coordinated Transportation Plan

Local Plan page number
- Pg 22

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

6.1.1 Project Scope

Task 1

Task Description
- Expand service to include one additional shopping trip into The Dalles each week, 9:30am to 2:30pm. The schedule and route will target low income seniors and those unable to spend a full day in The Dalles.

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
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>
</tr>
</thead>
<tbody>
<tr>
<td>STIF</td>
<td>$2,800.00</td>
<td>$28,600.00</td>
<td>$28,600.00</td>
<td>$60,000.00</td>
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<tr>
<td>Federal</td>
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<tr>
<td>Other State</td>
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<td>$0.00</td>
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<tr>
<td>Local</td>
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<td>Other Funds</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

☑ 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>10,400</td>
<td>260.00</td>
<td>275</td>
</tr>
</tbody>
</table>

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

1,631

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

281

Is this project supporting student transportation?

No

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>$2,800.00</td>
<td>$28,600.00</td>
<td>$28,600.00</td>
</tr>
</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.*

<table>
<thead>
<tr>
<th>Criterion</th>
<th>FY 2019</th>
<th>FY 2020</th>
<th>FY 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Criterion 1</td>
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<td>Criterion 2</td>
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<td>Criterion 5</td>
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<tr>
<td>Criterion 7</td>
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</tr>
</tbody>
</table>

**100.0%**

**6.3 Oregon Public Transportation Plan Goals**

*Select at least one goal.*

**Select the OPTP goals that apply to your STIF Plan Projects.**

- [ ] 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 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 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
Expand Service

STIF Project Grand Total
$60,000.00

<table>
<thead>
<tr>
<th>FY 2019 STIF Project Total</th>
<th>FY 2020 STIF Project Total</th>
<th>FY 2021 STIF Project Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,800.00</td>
<td>$28,600.00</td>
<td>$28,600.00</td>
</tr>
</tbody>
</table>

### Project 2

**Public Transportation Service Provider or Qualified Entity Name**

Sherman County

**Project Name**

Transportation of 9th-12th grade students

*Limit 50 characters*

**Project Description**

Transport students in grades 9-12 for academic and/or athletic field trips.

*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

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

**Improve or Expand Service**

100%

**Local Plan from which this project is derived:**

Sherman County Coordinated Transportation Plan

**Multi-Phase Project**

Is your project part of a larger multi-phase project?

- No

### 6.1.1 Project Scope

**Task 1**

**Task Description**
Transport students in grades 9-12 for academic and/or athletic field trips out of town and afterschool activities, including but not limited to tennis and track.

*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>
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<tbody>
<tr>
<td>STIF</td>
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<td>$1,250.00</td>
<td>$1,250.00</td>
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<td>$1,250.00</td>
<td>$1,250.00</td>
<td>$2,500.00</td>
</tr>
</tbody>
</table>

### 6.1.3 Outcome Measures

**Minimum required measures for operations tasks**

<table>
<thead>
<tr>
<th>Revenue Miles</th>
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<tbody>
<tr>
<td>700</td>
<td>12.00</td>
<td>50</td>
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</table>

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

1,631
Number of Low-Income Households with access to transit (within ¼ mile of transit stop for fixed route)
281

Is this project supporting student transportation?
Yes

Choose at least one

Operations
- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Operations - Demand Response
- Number of students in grades 9-12 served by demand response

Number of rides provided to students in grades 9-12
50

Number of students in grades 9-12 served by demand response
100

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.
FY 2020 STIF Total  |  FY 2021 STIF Total  
|----------------------|----------------------|
| $1,250.00            | $1,250.00            

**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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<tr>
<td>Criterion 7</td>
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</tr>
</tbody>
</table>

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100.0%  

100.0%  

### 6.3 Oregon Public Transportation Plan Goals

*Select at least one goal.*

Select the OPTP goals that apply to your STIF Plan Projects.

- ☐ 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 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.

### 6.4 Project Summary

**Project Name**
Transportation of 9th-12th grade students

**STIF Project Grand Total**
$2,500.00

<table>
<thead>
<tr>
<th></th>
<th>FY 2020 STIF Project Total</th>
<th>FY 2021 STIF Project Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$1,250.00</td>
<td>$1,250.00</td>
</tr>
</tbody>
</table>

**FY 2020 percent of STIF Funds supporting student transportation**: 100.00%

**FY 2021 percent of STIF Funds supporting student transportation**: 100.00%

**Project 3**

**Public Transportation Service Provider or Qualified Entity Name**
Sherman County

**Project Name**
Capital Carry Forward-Construction of Bus Barn

**Limit 50 characters**

**Project Description**

Page 13 of 15
The project will carry forward funds for construction of an enclosed bus barn to house Sherman County Public Transportation vehicles. Costs will be accrued over several biennia to support a $700,000 project cost. The bus barn may be developed in partnership with the County as a shared facility. The project will be more fully defined in the STIF Plan outlining expenditure of funds.

**Limit 500 Characters**

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

**If yes, what is the expenditure amount?**

$187,500.00

*This will be added to the total amount of STIF funds requested.*

**What is the project type that you are carrying forward funds for?**
- Holding funds for financial stability
- Capital 111-00 Bus Rolling Stock
- Capital 112-00 Bus Transitways / Lines
- Capital 113-00 Bus Stations / Stops / Terminals
- Capital 114-00 Bus Support Equip / Facilities
- Capital 115-00 Bus Electrification / Power Distribution
- Capital 116-00 Signal and Communication Equipment
- Capital 117-00 Other Capital Items (Bus)
- Operations 300-00
- Planning 442-00
- Administration 620-00

### 6.4 Project Summary

**Project Name**
Capital Carry Forward-Construction of Bus Barn

**STIF Project Grand Total**
$187,500.00

### 7. STIF Plan Summary

<table>
<thead>
<tr>
<th>STIF Plan Total</th>
<th>Amount Carried Forward</th>
</tr>
</thead>
<tbody>
<tr>
<td>$250,000.00</td>
<td>$187,500.00</td>
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</table>

<table>
<thead>
<tr>
<th>FY 2019 Total STIF Funds</th>
<th>FY 2020 Total STIF Funds</th>
<th>FY 2021 Total STIF Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,800.00</td>
<td>$29,850.00</td>
<td>$29,850.00</td>
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</table>

<table>
<thead>
<tr>
<th>FY 2020 Student STIF Funds</th>
<th>FY 2021 Student STIF Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,250.00</td>
<td>$1,250.00</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>FY 2020 Percent of STIF Funds supporting student transportation</th>
<th>FY 2021 Percent of STIF Funds supporting student transportation</th>
</tr>
</thead>
</table>
Please explain why your allocation of STIF Funds to support student transportation is less than 1%.

Funds will not be received until after FY19. Since the school year will be out the first week of June 2019 and activities both academic and athletic and college visits will be already done in 2 weeks time. The school was contacted and there did not seem to be a need for that short of time period. Funds have been evenly allocated to FY 20 and FY 21.

Limit 500 Characters

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:

SHERMAN 2019-21 STIF SIGNED AGREEMENT .pdf

Limit 100 MB