STIF Plan Template

1. Qualified Entity

Qualified Entity Name
Wheeler County

Qualified Entity Address
917 Willow St
Spray, Oregon 97874

Employer Identification Number (EIN)
93-6002317

STIF Plan Contact Name
Jonathan Asher

STIF Plan Contact Title
Transportation Coordinator

STIF Plan Contact Phone Number
(541) 468-2859

STIF Plan Contact Email
jasher@co.wheeler.or.us

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

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
3. Local Plan Compliance

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

<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>Wheeler County Coordinated Human Services Public Transportation Plan</td>
<td>Wheeler County Court</td>
<td>1/4/2017</td>
</tr>
</tbody>
</table>

Local Plan Web Address

http://www.wheelercountyoregon.com/transportation

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

18933_WheelerCounty_Final_rev Correct 1-12-16.pdf

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.

Wheeler County is the qualified entity. Wheeler County Community Transportation is the only public transportation provider in Wheeler County, therefore all FY19-21 STIF Formula funds will be allocated to Wheeler County Community Transportation.

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.

Wheeler County defines ‘High Percentage of Low Income” as a geographic area where the percentage of low-income households is higher than the State of Oregon percentage of low-income households in the same year.

Wheeler County’s poverty rate is slightly higher than the state average, with 18% of the County living in poverty. The median household income in Wheeler County is about 69% of the median income in Oregon, and significant differences in income exist between different regions of the county.

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: 7/1/2019

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
10/4/2018

STIF Plan Governing Body adoption date
4/17/2019

Website where Governing Body adoption document is located
http://www.wheelercountyoregon.com

Upload Governing Body adoption document if website is unavailable.
4-17-19 Wheeler County Minutes.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

<table>
<thead>
<tr>
<th>Public Transportation Service Provider or Qualified Entity Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheeler County Community Transportation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drivers Payroll</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paying all Wheeler County Community Transportation drivers for services rendered while transporting qualified riders on a trip-by-trip basis. All drivers for WCCT are volunteers. The greatest issue we have is fielding enough drivers for all of our trips. With the high number of low-income households in Wheeler County, the projected increase in the number of trips per week will have a dramatic impact on our ability to secure a driver for the total number of requested trips.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Limit 500 Characters</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Do you plan to expend funding in a future STIF Plan period?</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Yes</td>
</tr>
<tr>
<td>☑ No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Is this project part of your 100% list or 130% list?</th>
<th>100% List Project Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑ 100 % List</td>
<td>1</td>
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</table>

<table>
<thead>
<tr>
<th>Project budget share to improve, expand or maintain public transportation service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve or Expand Service</td>
</tr>
<tr>
<td>☑ 100%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Local Plan from which this project is derived:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheeler County Coordinated Human Services Public Transportation Plan</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Local Plan page number</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Multi-Phase Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is your project part of a larger multi-phase project?</td>
</tr>
</tbody>
</table>

6.1.1 Project Scope

Task 1

Task Description
Paying drivers for time spent driving for Wheeler County Community Transportation.

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>2021</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>STIF</td>
<td>$0.00</td>
<td>$85,000.00</td>
<td>$97,000.00</td>
<td>$97,000.00</td>
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<tr>
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<tr>
<td></td>
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<td>$97,000.00</td>
<td>$97,000.00</td>
<td>$182,000.00</td>
</tr>
</tbody>
</table>

6.1.3 Outcome Measures

Minimum required measures for operations tasks
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>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>0.0%</td>
</tr>
<tr>
<td>Criterion 2</td>
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</tr>
<tr>
<td>Criterion 3</td>
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</tr>
<tr>
<td>Criterion 4</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>
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 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 6 Policies - Select all that apply.

☐ Policy 6.1: Plan for, design, and locate transit stops and stations to support safe facilities, including providing safe street crossings.

☐ Policy 6.2: Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.

☑ Policy 6.3: Enhance the safety of public transportation through personnel training and education programs.

☑ Policy 6.4: Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.

☐ Policy 6.5: Incorporate innovations, such as new technologies and strategies, to increase public transportation safety and security.

☐ Policy 6.6: Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.

Goal 9 Policies - Select all that apply.

☑ Policy 9.1: Invest strategically in maintenance, planning, transit service, and capital improvements to preserve and enhance public transportation.

☐ Policy 9.2: Foster creative investments and partnerships among public agencies and private organizations to improve the efficiency and effectiveness of public transportation services.

☑ Policy 9.3: Pursue stable and consistent funding for public transportation operations and capital investments that maintain services and address identified needs.

6.4 Project Summary

Project Name
Drivers Payroll

STIF Project Grand Total
$182,000.00

<table>
<thead>
<tr>
<th>FY 2020 STIF Project Total</th>
<th>FY 2021 STIF Project Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$85,000.00</td>
<td>$97,000.00</td>
</tr>
</tbody>
</table>

Project 2

Public Transportation Service Provider or Qualified Entity Name
Wheeler County Community Transportation

Project Name
Update Wheeler County Coordinated Plan
Project Description
The Wheeler County Coordinated Human Services Public Transportation Plan was last updated and accepted by Wheeler County Court 1/4/2017. This document will need to be updated within the next fiscal year.

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 Rank
2

Project budget share to improve, expand or maintain public transportation service
Improve or Expand Service
100%

Local Plan from which this project is derived:
Wheeler County Coordinated Human Services Public 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
Update Wheeler County Coordinated Human Services Public Transportation Plan.

Category
Planning 442-00 Planning

442.00 Planning Activity Type
© Planning 44.22

Planning Activity Detail
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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</tr>
</tbody>
</table>

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**

$12,000.00

Fund Allocation (Must not exceed 100% per criterion per fiscal)
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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</tr>
<tr>
<td>Criterion 4</td>
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</tr>
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<tr>
<td>Criterion 6</td>
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<tr>
<td>Criterion 7</td>
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</tr>
</tbody>
</table>

0.0% 100.0% 0.0%

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.
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✓ 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.
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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 Oreganians’ 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 6 Policies - Select all that apply.
☐ Policy 6.1: Plan for, design, and locate transit stops and stations to support safe facilities, including providing safe street crossings.

☐ Policy 6.2: Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.

☑️ Policy 6.3: Enhance the safety of public transportation through personnel training and education programs.

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☐ Policy 6.6: Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.

Goal 9 Policies - Select all that apply.
☑️ Policy 9.1: Invest strategically in maintenance, planning, transit service, and capital improvements to preserve and enhance public transportation.

☐ Policy 9.2: Foster creative investments and partnerships among public agencies and private organizations to improve the efficiency and effectiveness of public transportation services.

☑️ Policy 9.3: Pursue stable and consistent funding for public transportation operations and capital investments that maintain services and address identified needs.
Goal 10 Policies - Select all that apply.

☒ Policy 10.1: Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.

☐ Policy 10.2: Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.

☒ Policy 10.3: Identify and advance opportunities to share data resources and collection methods.

☐ Policy 10.4: Collaborate with various agencies, jurisdictions, and transportation providers in support of effective public transportation that is reliable and easy to use and helps meet state, regional, and community goals.

☒ Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.

6.4 Project Summary

**Project Name**
Update Wheeler County Coordinated Plan

**STIF Project Grand Total**
$12,000.00

**FY 2020 STIF Project Total**
$12,000.00

<table>
<thead>
<tr>
<th>Project 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Transportation Service Provider or Qualified Entity Name</strong></td>
</tr>
<tr>
<td>Wheeler County Community Transportation</td>
</tr>
</tbody>
</table>

| **Project Name** |
| Transportation of Students |

**Limit 50 characters**

**Project Description**
Transporting students upon request to and from job fairs, work shadow, Universities, colleges, vocational schools, technical schools, etc. in order to help provide them with a broader knowledge of opportunities awaiting them after finishing high school. Helping to prepare them for College or Career.

**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 Rank

3
Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service
100%

Local Plan from which this project is derived:
Wheeler County Coordinated Human Services Public 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
Transportation of Students

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

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<th>2020</th>
<th>2021</th>
<th>Total</th>
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Page 14 of 19
### 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>
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<tbody>
<tr>
<td>3,000</td>
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**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**

12

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

12

### 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></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 6</td>
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<tr>
<td>Criterion 7</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.*

**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 6 Policies - Select all that apply.**

☐ Policy 6.1: Plan for, design, and locate transit stops and stations to support safe facilities, including providing safe street crossings.

☐ Policy 6.2: Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.

☑ Policy 6.3: Enhance the safety of public transportation through personnel training and education programs.

☑ Policy 6.4: Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.

☐ Policy 6.5: Incorporate innovations, such as new technologies and strategies, to increase public transportation safety and security.

☐ Policy 6.6: Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.
Goal 9 Policies - Select all that apply.
☑ Policy 9.1: Invest strategically in maintenance, planning, transit service, and capital improvements to preserve and enhance public transportation.
☐ Policy 9.2: Foster creative investments and partnerships among public agencies and private organizations to improve the efficiency and effectiveness of public transportation services.
☑ Policy 9.3: Pursue stable and consistent funding for public transportation operations and capital investments that maintain services and address identified needs.

6.4 Project Summary

Project Name
Transportation of Students

STIF Project Grand Total
$6,000.00

<table>
<thead>
<tr>
<th></th>
<th>FY 2020 STIF Project Total</th>
<th>FY 2021 STIF Project Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>STIF Funds</td>
<td>$3,000.00</td>
<td>$3,000.00</td>
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<tr>
<td>Supporting student transportation</td>
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7. STIF Plan Summary

STIF Plan Total
$200,000.00

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<tr>
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<tbody>
<tr>
<td></td>
<td>$100,000.00</td>
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<table>
<thead>
<tr>
<th></th>
<th>FY 2020 Student STIF Funds</th>
<th>FY 2021 Student STIF Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$3,000.00</td>
<td>$3,000.00</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>FY 2020 Percent of STIF Funds supporting student transportation</th>
<th>FY 2021 Percent of STIF Funds supporting student transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.00%</td>
<td>3.00%</td>
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</tbody>
</table>

Please explain why your allocation of STIF Funds to support student transportation is less than 1%.
Allocation of funds to student transportation is not less than 1%. It is 3%. Funds will be received after FY19 so there is no 1% allocated for FY19. Service will begin in FY20.

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. STIF Cert of Agreement.pdf

Limit 100 MB