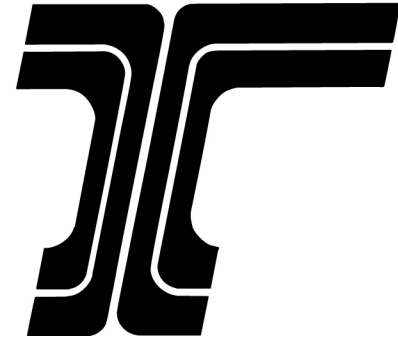


# Oregon Department of Transportation



## STIF Plan

FY 2021-23

### 1. Qualified Entity

#### Qualified Entity Name

Grant County Transportation District

#### Qualified Entity Address

PO Box 126

Address Line 1

John Day Oregon 97845

City

State

Zip Code

#### STIF Plan Contact Name

Angie Jones

#### STIF Plan Contact Title

District Manager

#### STIF Plan Contact Email

peoplemover@outlook.com

#### STIF Plan Contact Phone Number

(541) 575-2370

#### Employer Identification Number (EIN)

931062268

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

The Qualified Entity is the only Public Transportation Service Provider in this STIF Plan.

Yes

**Service Provider Name**

Grant County Transportation District

## 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://grantcountypeoplemover.com/stif/>

## 3. Local Plan Compliance

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

#### Local Plan 1

**Local Plan Name**

Deviated Fixed Routes

**Governing Body that adopted**

**Local Plan**

GCTD Board of Directors

**Plan Adoption Date**

1/13/2021

**Local Plan Web Address**

<https://grantcountypeoplemover.com/wp-content/uploads/2021/01/GCTD-STIF-PLAN-OVERVIEW-2021-2023-1.pdf>

### 3.2 Local Plan requirements

I agree that 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.

100% of these funds will be used directly by GCTD to provide Fare Free Deviated Fixed Routes within the John Day Valley. No subrecipient will be used.

Use of formulary funds for this project were initially determined by multiple sources, including public comment, our Coordinated Plan and Advisory Committee feedback. This project allows the continuation of the original project. Public comment was once again sought, Advisory Committee feedback also considered.

*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.

High Percentage of Low-Income Households shall mean an area is determined to have a high percentage of low-income households when the percent of resident population demographics with income at or below 200% of the poverty level in that area exceeds the percent of low-income population demographics in the State of Oregon by comparison.

Data from the American Community Survey will also be relied upon.

*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, 2021.

**Start Date:**

7/1/2021

**End Date**

6/30/2023

### 5.2 STIF Plan Adoption

**STIF Plan Advisory Committee recommendation date**

1/12/2021

**STIF Plan Governing Body adoption date**

1/13/2021

**Upload Governing Body adoption document if website is unavailable.**

CCF\_000066.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

Grant County Transportation District

Project Name

Deviated Fixed Routes

Limit 50 characters

Project Description

GCTD deployed two Deviated Fixed-Routes with the original STIF Formulary grants in January 2019. This grant will continue to serve the communities of John Day, Canyon City, Mt Vernon and Prairie City by continuing the current Deviated Routes which are fare free. These routes run from 7:00 am to 6:00 pm Monday through Friday.

Limit 1000 Characters

Do you plan to expend funding in a future STIF Plan period?

Yes

No

Percent of project budget in district

100%

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

Improve or Expand Service

0%

Maintain Service

100%

If project is maintaining an existing service, describe rationale.

This funding will be used to preserve and maintain the services that we deployed with the original STIF Formulary funds. As Grant County only receives the \$100,000 base, STIF Formulary monies must be used to continue the deviated fixed routes that it was originally approved to run. These routes will continue to serve low-income households, assist people with getting to/from work and has a very strong student percentage usage. Community support is very strong. No funds are available to expand.

Limit 500 Characters

Local Plan from which this project is derived:

Local Plan page number

## Multi-Phase Project

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

No

### 6.1.1 Project Scope

#### Task 1

##### Task Description

This task allows the continuation of the free deviated fixed routes established under the original STIF Formulary grant and began operation in January 2019.

##### Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.

##### Limit 250 Characters

##### Category

- Vehicle Purchase 111-00
- Equipment Purchase
- Facility Purchase
- Signs/Shelters Purchase
- Operations 30.09.01 (Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Project Administration 11.79.00
- Mobility Management 11.7L.00
- Communications 44.26.14
- Program Reserve 11.73.00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

- Fixed Route  Demand Response

### Operations Task Category

##### Task Category Amount

\$200,000.00

## 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. Do not select more than eight fund sources.

Fund Type	FY 2022	FY 2023	FY 2024	FY 2025	Total
STIF	\$100,000.00	\$100,000.00			\$200,000.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
FY19-21 Unspent STIF Funds	\$0.00	\$0.00			\$0.00
FY19-21 STIF Interest Accrued	\$0.00	\$0.00			\$0.00
FY19-21 Program Reserve	\$0.00	\$0.00			\$0.00
	<b>\$100,000.00</b>	<b>\$100,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$200,000.00</b>

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

Revenue Miles	Revenue Hours	Rides
89,736	5,000.00	20,000

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

3,876

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

783

**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

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

5,000

## Optional Outcome Measures

*Please select at least one optional outcome measure that best reflects the benefit of this task.*

### Outcome Measure 1

#### All Project Types

#### Other Measure

Low-Income Fares Provided

**Number of Units:**

20,000

## 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 2022 STIF Total**  
\$100,000.00

**FY 2023 STIF Total**  
\$100,000.00

## 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.*

Criterion	FY 2022	FY 2023	FY 2024	FY 2025
Criterion 1	99.0%	99.0%		
Criterion 2	0.0%	0.0%		
Criterion 3	0.0%	0.0%		
Criterion 4	0.0%	0.0%		
Criterion 5	0.0%	0.0%		
Criterion 6	0.0%	0.0%		
Criterion 7	1.0%	1.0%		
	<b>100.00%</b>	<b>100.00%</b>	<b>0.00%</b>	<b>0.00%</b>

## 6.3 Oregon Public Transportation Plan Goals

*Select at least one goal.*

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

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

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use



- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

## 6.4 Project Summary

### Project Name

Deviated Fixed Routes

<b>STIF Project Grand Total</b>	<b>Amount in District</b>
\$200,000.00	\$200,000.00

*Includes FY 19-21 Unspent Funds, Interest Accrued, Program Reserve*

<b>FY 2022 STIF Project Total</b>	<b>FY 2023 STIF Project Total</b>
\$100,000.00	\$100,000.00
<i>Includes FY 19-21 Unspent Funds, Interest Accrued, Program Reserve</i>	<i>Includes FY 19-21 Unspent Funds, Interest Accrued, Program Reserve</i>

<b>FY 2022 percent of STIF Funds supporting student transportation</b>	<b>FY 2023 percent of STIF Funds supporting student transportation</b>
1%	1%

## 7. STIF Plan Summary

<b>STIF Plan Total</b>	<b>Amount in District</b>
\$200,000.00	\$200,000.00

<b>FY 2022 Total STIF Funds</b>	<b>FY 2023 Total STIF Funds</b>
\$100,000.00	\$100,000.00

<b>FY 2022 Student STIF Funds</b>	<b>FY 2023 Student STIF Funds</b>
\$1,000.00	\$1,000.00

<b>FY 2022 Percent of STIF Funds supporting student transportation</b>	<b>FY 2023 Percent of STIF Funds supporting student transportation</b>
1.00%	1.00%

### 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.**

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*Limit 100 MB*