

GCTD STIF PLAN OVERVIEW 2021-2023 - DRAFT

Plan for Formulary Funds:

In January 2019 GCTD deployed a Deviated Fixed Route to the John Day, Canyon City, Mt. Vernon and Prairie City communities. These routes were funded through the STIF Formulary grant program. Grant County receives a base of \$100,000 per year from this program.

This DFR has fixed bus stops, set times – however, the bus is able to deviate from the route to pick up a passenger at their home if needed. Requests for deviation must be made 24 hours in advance, and a limited number of deviations are accepted per day to keep the bus on schedule. These routes are fare free.

Routes are currently scheduled to begin at 7:00 am and run through 6:00 pm Monday through Friday, this may change if STIF Discretionary funds cannot be secured to cover the additional costs of these routes. Currently STIF Discretionary monies are covering this additional cost. Saturday remains Demand Response only and continue to operate 9:00 am to 4:00 pm.

The District hopes to expand operating hours for the DFR to assist more individuals traveling to work and school if additional funding becomes available. (A listed priority)

Our Demand Response Service continues to operate in the same areas, and same times to accommodate people who do not wish to use the DFR. However, passengers who opt for the Demand Response will continue to pay a fare.

This plan continues to address the 1% requirement for grades 9-12 by continuing to offer students free rides to and from school related activities, including job shadow opportunities. There will be a bus stop placed at the high school in John Day and Prairie City to accommodate students. Student Ridership is averaging well above the 1% requirement.

Plan discussed and approved at the STIF Advisory Committee Meeting on

Plan approved by the GCTD Board of Directors during their regular board meeting on



STIF Plan

FY 2021-23

1. Qualified Entity

Qualified Entity Name *

Grant County Transportation District

Qualified Entity Address *

PO Box 126

John Day

Oregon

97845

STIF Plan Contact Name *

Angie Jones

STIF Plan Contact Title *

District Manager

STIF Plan Contact Email *

peplemover@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

+ Add Provider

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 *

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

or drag files here.

Limit 100 MB

3. Local Plan Compliance

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

Local Plan 1

Local Plan Name *

Governing Body that adopted Local Plan *

Plan Adoption Date *



Local Plan Web Address *

Local Plan Web Address must be formatted as http://domain.com.

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

or drag files here.

Limit 100 MB

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

Upload Response

or drag files here.

Limit 100 MB

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

Upload Response

or drag files here.

Limit 100 MB

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 *



STIF Plan Governing Body adoption date *



Website where Governing Body adoption document is located *

Upload Governing Body adoption document if website is unavailable. *

or drag files here.

Limit 100 MB

Did the Governing Body modify the Advisory Committee's recommended STIF Plan? *



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 *

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

Improve or Expand Service *

Maintain Service

0%

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? *

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	Total
<input checked="" type="checkbox"/> STIF	\$100,000.00	\$100,000.00	\$200,000.00
<input checked="" type="checkbox"/> Federal			\$0.00
<input checked="" type="checkbox"/> Other State			\$0.00
<input checked="" type="checkbox"/> Local			\$0.00
<input checked="" type="checkbox"/> Other Funds			\$0.00
	\$100,000.00	\$100,000.00	\$200,000.00

Please specify between 8 and 8 Expenditures by Fund Source and Fiscal Year.

+ Add Fund Source

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 *

Number of people with access to transit (within 1/2 mile of transit stop for fixed route) *

Number of Low-Income Households with access to transit (within 1/2 mile of transit stop for fixed route) *

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

Is this project supporting student transportation? *

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 *

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

Number of Units:

20,000

+ Add Outcome Measure

+ Add Task

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 *
<input checked="" type="checkbox"/> Criterion 1	0.0%	0.0%
<input checked="" type="checkbox"/> Criterion 2	0.0%	0.0%
<input checked="" type="checkbox"/> Criterion 3	0.0%	0.0%
<input checked="" type="checkbox"/> Criterion 4	0.0%	0.0%
<input checked="" type="checkbox"/> Criterion 5	0.0%	0.0%
<input checked="" type="checkbox"/> Criterion 6	0.0%	0.0%
<input checked="" type="checkbox"/> Criterion 7	0.0%	0.0%
	0.00%	0.00%

+ Add #

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

STIF Project Grand Total	Amount in District	Amount out of District
\$200,000.00	\$0.00	\$200,000.00

FY 2022 STIF Project Total	FY 2023 STIF Project Total
\$100,000.00	\$100,000.00

FY 2022 percent of STIF Funds supporting student transportation	FY 2023 percent of STIF Funds supporting student transportation
0%	0%

+ Add Project

7. STIF Plan Summary

STIF Plan Total	Amount Carried Forward	Amount in District	Amount out of District
\$200,000.00	\$0.00	\$0.00	\$200,000.00

FY 2022 Total STIF Funds	FY 2023 Total STIF Funds
---------------------------------	---------------------------------

\$100,000.00

\$100,000.00

FY 2022 Student STIF Funds

FY 2023 Student STIF Funds

\$0.00

\$0.00

FY 2022 Percent of STIF Funds supporting student transportation

FY 2023 Percent of STIF Funds supporting student transportation

0.00%

0.00%

Please explain why your allocation of STIF Funds to support student transportation is less than 1%. *

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. *

or drag files here.

Limit 100 MB