



## STIF Plan 2025-27

For alternative formats / accessibility questions please reach out to: The Regional Transit Coordinator in your region or Brian Roth: [brian.roth@odot.oregon.gov](mailto:brian.roth@odot.oregon.gov)

### 1. Qualified Entity

**Qualified Entity Name**

Curry County

**Qualified Entity Address**

94235 Moore Street #125, Gold Beach, Oregon 97444

**STIF Plan Contact Name**

Kathryn Bernhardt

**STIF Plan Contact Title**

Manager, Curry Public Transit Inc

**STIF Plan Contact Email**

rkbernhardt@currypublictransit.org

**STIF Plan Contact Phone Number**

(541) 412-8806

**Employer Identification Number (EIN)**

93-6002291

**Will any of the projects in this STIF Plan use funds jointly managed with one or more other Qualified Entities?**

No

### 1.2 Sub-Recipients in STIF Plan

#### Provider 1

**Are any Sub-Recipients included in this STIF Plan?**

Yes

**Provider Name**

Curry Public Transit, Inc

**Sub-Recipient Contact Name**

Kathryn Bernhardt

**Sub-Recipient Contact Title**

Manager, Curry Public Transit Inc

**Sub-Recipient Phone Number**

(541) 412-8806

**Sub-Recipient Email**

rkbernhardt@currypublictransit.org

**Sub-Recipient Type**

Nonprofit Transit Provider

**Sub-Recipient Employer Identification Number (EIN)**

54-2172556

**Sub-Recipient Website**

www.currypublictransit.org

## 2. Advisory Committees

### 2.1 Advisory Committee Website

By checking this box, I agree that all the requirements for Advisory Committees set out in OARs 732-040-0030, 732-040-0035 and 732-042-0020 have been met, including, but not limited to the following:

Yes

- The Advisory Committee is guided by written bylaws that contain all the information required in OAR 732-040-0030(5)(a).
- The Advisory Committee's bylaws, meeting notices, and meeting minutes have been made available to the public in a reasonable and timely manner and are retained for the period required by Oregon public records laws.
- The Advisory Committee has the membership composition required by OAR 732-040-0035.
- For all Projects submitted as part of this application and/or any sub-recipient application, the Advisory Committee has engaged in the review process described by OAR 732-042-0020, to recommend approval or rejection of all proposed Projects and to recommend prioritization of approved Projects.

**Please include a link to an Advisory Committee Website.**

<https://www.currypublictransit.org>

If some or all of the information required by OARs 732-040-0030, 732-040-0035 and 732-042-0020 is not available on a website, please upload any additional documentation showing how you met the Advisory Committee requirements and how the Advisory Committee's bylaws, meeting notices, and meeting minutes are made available to the public.

Did the QE's Advisory Committee or Governing Body convene an optional work group as outlined in OAR 732-040-0030?

No

## 3. Local Plan Compliance

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

#### Local Plan 1

**Local Plan Name**

Curry County Transit Development Plan

**Governing Body that adopted**

**Local Plan**  
Curry County

**Plan Adoption Date**

1/18/2023

**Local Plan Web Address**

<https://www.currypublictransit.org>

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

Curry County Coordinated Plan 12.21.16.pdf

### 3.2 Local Plan requirements

I agree that the Local Plan(s), either separately or together, contain all of the information required by OAR 732-040-0005(19).

Yes

## 4. Accountability

### 4.1 Accountability methods

**Qualified Entity Accountability:** By checking this box, I affirm that all of the necessary policies and procedures are in place to provide reasonable assurance that compliance of the Qualified Entity with OAR 732, Divisions 40 and 42 is met, 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.

Yes

**Sub-Recipient Accountability:** By checking this box, I affirm that all of the necessary policies and procedures are in place to provide reasonable assurance that compliance of all Sub-Recipients with OAR 732, Divisions 40 and 42 is met to achieve the goals and outcomes specified in this STIF Plan, address deficiencies in Sub-Recipient performance, and to provide reasonable assurance that 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.

Yes

### 4.2 Sub-Allocation method

By checking this box, I affirm that all data used to develop the sub-allocation method was shared with each Public Transportation Service Provider and other potential sub-recipients, as relevant.

Yes

**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.**

No sub-allocation was done as there was only one transit agency that receives pass-through funds from Curry County.

**Upload Response**

### 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.**

Curry County Transit Advisory Committee Bylaws state: "Low-Income Household" means a household the total income of which does not exceed 200% of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C. 9902(2) for the 48 Contiguous States and the District of Columbia. "Areas of High Percentage of Low-Income Households" shall mean geographic areas within Curry County which are determined to have a high percentage of low-income households. Pursuant to OAR 732-040-0035(5)(b)(D).

**Upload Response**

Low Income\_2024.docx

## 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 is July 1, 2025.

**Start Date:**

7/1/2025

**End Date**

6/30/2027

### 5.2 STIF Plan Adoption

**STIF Plan Advisory Committee recommendation date**

12/20/2024

**STIF Plan Governing Body adoption date**

1/15/2025

**Website where Governing Body adoption document is located**

[https://www.co.curry.or.us/government/board\\_of\\_commissioners/committees\\_councils\\_and\\_advisory\\_boards.php](https://www.co.curry.or.us/government/board_of_commissioners/committees_councils_and_advisory_boards.php)

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

Minutes\_01-05-2023.docx

Minutes\_11\_07\_2024.docx

Copy of emailconfirming approval by Commissioners.docx

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

No

## 6. Projects

You may upload Sub-Recipient Project Applications instead of manually entering the information for each sub-recipient. All uploaded Sub-Recipient Project Applications must have been submitted to the Qualified Entity's STIF Advisory Committee, approved by the Qualified Entity's Governing Body, and will be part of the Qualified Entity's STIF Plan.

In addition to this, any Qualified Entities with their own Projects may enter that information directly into the STIF Plan, or may choose to upload their own Sub-Recipient Project Application. In all cases, you cannot split information for a single entity between the STIF Plan and an uploaded Sub-Recipient Project Application. All project information for a given entity must be contained either solely within the Sub-Recipient Project Application or STIF Plan itself.

**Important note:** If you'd like to use this optional upload feature, please enter the total amount from each Sub-Recipient Project Application in the conditional boxes that will appear below (this information can be found in the last section of the Sub-Recipient Project Application). This will ensure that the sum of all Qualified Entity and sub-recipient projects are included in STIF Plan section 7. STIF Plan Summary.

**Would you like to upload any approved Sub-Recipient Project Applications for this STIF Plan?**

No

### 6.1 Project Detail Entry

## Project 1

### Qualified Entity or Sub-Recipient Name

Curry County/Curry Public Transit, Inc.

### Project Name

Operations

### Project Description

Operations and administration expenses for contracted public transit services with Curry Public Transit, Inc., including expense of operating fleet of buses in fixed route and demand service operation. Maintenance of services including vehicle upkeep and preservation, vehicle parts and repairs, tires, fuel; personnel training; driver, dispatch and administrative wages; mobility management; facility maintenance and repairs; office expenses and utilities; match for other funding sources and other costs related to maintaining and operating public transportation services in the operational area. STIF Funds supplement 5310, 5311 and other grants and local funding. Contingency funding will be utilized if project costs or match exceed the funding listed due to price increases.

### Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

No

## How much of the Project budget will be used to improve or expand services, and how much will be used to maintain existing services?

### Improve or Expand Service

0%

### Maintain Service

100%

### Please explain why all or part of this project is maintaining an existing service

Transit needs these funds to maintain existing service levels. Curry County population growth has averaged 0.4% over the last few years with no prospect for large future growth. Due to financial and hiring considerations there are no plans to expand transit services at this time. Public transportation is an essential service for this very rural area. It allows the most fragile populations the ability to travel within and between towns along Highway 101 connecting with other transit services.

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

Curry County Transit Development Plan

### Local Plan page

number

109-113

## Multi-Phase Project

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

No

## 6.1.1 Project Scope

### Task 1

**Task Description**

Fixed Route (Coastal Express operates along approximately 130 miles of Highway 101, three times a day, Monday through Saturday, with stops at every town)

**Is this task supporting services for older adults and people with disabilities?**

Yes

**Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?**

No

**Category**

Operations 30.09.00 (State Operating Assistance)

**Specify the mode that this task will support.**

Fixed Route

## Operations Task Category

**Task Category Amount**

\$311,261.00

### 6.1.2 Expenditure Estimates

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

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

### Expenditures by Fund Source and Fiscal Year

<b>Fund Type</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>Total</b>
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$160,000.00	\$151,261.00		\$311,261.00	
Federal	\$361,816.00	\$370,952.00		\$732,768.00	
Other State	\$0.00	\$0.00			\$0.00

Local	\$98,000.00	\$99,000.00		\$197,000.00
Other Funds	\$0.00	\$0.00		\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00		\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00		\$0.00
	<b>\$619,816.00</b>	<b>\$621,213.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
				<b>\$1,241,029.00</b>

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

No

**Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 6.1.1.**

No

## 6.1.3 Outcome Measures

### Minimum required measures for operations tasks

**Revenue Miles**

450,750

**Revenue Hours**

15,500.00

**Rides**

23,000

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

16,500

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

6,800

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

2

**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**

822

## Outcome Measures

### Outcome Measure 1

## Outcome Measures for Older Adults and People with Disabilities

### Revenue Miles

450,750

### Revenue Hours

15,500.00

### Rides

12,200

### Other Measure

### Number of Units:

## Task 2

### Task Description

Demand Services (Dial-a-Ride curb-to-curb service in Brookings 6 days a week and Gold Beach 4 days a week)

### Is this task supporting services for older adults and people with disabilities?

Yes

### Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

No

### Category

Operations 30.09.00 (State Operating Assistance)

### Specify the mode that this task will support.

Demand Response

## Operations Task Category

### Task Category Amount

\$215,900.00

## 6.1.2 Expenditure Estimates

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

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

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## Expenditures by Fund Source and Fiscal Year



<b>Fund Type</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>Total</b>
STIF Population Funds	\$70,900.00	\$127,548.00			\$198,448.00
STIF Payroll Funds	\$0.00	\$17,452.00			\$17,452.00
Federal	\$155,400.00	\$115,401.00			\$270,801.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$50,000.00	\$49,000.00			\$99,000.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	<b>\$276,300.00</b>	<b>\$309,401.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$585,701.00</b>

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

No

**Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 6.1.1.**

No

## 6.1.3 Outcome Measures

### Minimum required measures for operations tasks

**Revenue Miles**  
97,500

**Revenue Hours**  
8,050.00

**Rides**  
29,000

**Number of people with access to transit (within ½ mile of transit stop for fixed route)**  
8,300

**Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)**  
1,700

**Number of new shared stops with other transit providers (reducing fragmentation in transit services)**  
1

**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

### Operations - Demand Response

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

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

200

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

50

## Outcome Measures

### Outcome Measure 1

## Outcome Measures for Older Adults and People with Disabilities

#### Revenue Miles

97,500

#### Revenue Hours

8,050.00

#### Rides

26,100

#### Other Measure

**Number of Units:**

## Task 3

### Task Description

Matching Funds for 5310, 5311 and other Federal Grants and match for STIF Discretionary for vehicle replacement, and other matching funds as needed

**Is this task supporting services for older adults and people with disabilities?**

No

**Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?**

No

### Category

Operations 30.09.00 (State Operating Assistance)

**Specify the mode that this task will support.**

Fixed Route

## Operations Task Category

**Task Category Amount**

\$281,000.00

## 6.1.2 Expenditure Estimates

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

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

### Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$98,000.00	\$183,000.00			\$281,000.00
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
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	<b>\$98,000.00</b>	<b>\$183,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$281,000.00</b>

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

No

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 6.1.1.

Yes

## 6.1.3 Outcome Measures

### Minimum required measures for operations tasks

**Revenue Miles**

549,000

**Revenue Hours**

23,300.00

**Rides**

50,500

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

16,500

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

6,800

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

2

**Is this project supporting student transportation?**

No

## Outcome Measures

**Outcome Measure 1****All Project Types****Other Measure****Number of Units:**

## 6.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

### **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.

8. Services for older adults and people with disabilities.

**FY 2026 STIF Total**  
\$328,900.00

**FY 2027 STIF Total**  
\$479,261.00

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

<b>Criterion</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>
Criterion 1	38.0%	38.0%		
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	2.0%	2.0%		
Criterion 8	60.0%	60.0%		
	<b>100.00%</b>	<b>100.00%</b>	<b>0.00%</b>	<b>0.00%</b>

## **6.3 Oregon Public Transportation Plan Goals**

**Select 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

## **6.4 Project Summary**

**Project Name**  
Operations

**STIF Project Grand Total**  
\$808,161.00

**FY 2026 STIF Project  
Total**  
\$328,900.00

**FY 2027 STIF Project  
Total**  
\$479,261.00

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### **Funds Supporting Student Transportation**

**FY 2026 STIF Funds  
supporting student  
transportation**  
\$6,578.00

**FY 2027 STIF Funds  
supporting student  
transportation**  
\$9,585.22

**FY 2026 percent of STIF  
Funds supporting  
student transportation**  
2%

**FY 2027 percent of  
STIF Funds supporting  
student transportation**  
2%

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### **Funds Supporting Older and Disabled Persons Transportation**

**FY 2026 STIF Funds  
supporting older and  
disabled persons  
transportation**  
\$197,340.00

**FY 2027 STIF Funds  
supporting older and  
disabled persons  
transportation**  
\$287,556.60

**FY 2026 percent of STIF  
Funds supporting older  
and disabled persons  
transportation**  
60%

**FY 2027 percent of  
STIF Funds supporting  
older and disabled  
persons transportation**  
60%

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### **Funds from Previous Biennia "Old Money"**

**FY 2026 STIF Funds  
from Previous Cycle**  
\$0.00

**FY 2027 STIF Funds  
from Previous Cycle**  
\$0.00

## **7. STIF Plan Summary**

**STIF Plan Grand Total**  
\$808,161.00

**Planned Carry Forward  
Total**  
\$0.00

**STIF Plan Total (Plan Maximum)**

\$808,161.00

**FY 2026 Total Prior  
Biennia Funds**

\$0.00

**FY 2027 Total Prior  
Biennia Funds**

\$0.00

**FY 2026 Total STIF  
Funds**

\$328,900.00

**FY 2027 Total STIF  
Funds**

\$479,261.00

**FY 2026 Total STIF  
Funds from Sub-  
Recipient Applications**

\$0.00

**FY 2027 Total STIF  
Funds from Sub-  
Recipient Applications**

\$0.00

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**FY 2026 Student STIF  
Funds**

\$6,578.00

**FY 2027 Student STIF  
Funds**

\$9,585.22

**FY 2026 Percent of STIF  
Funds supporting  
student transportation**

2.00%

**FY 2027 Percent of  
STIF Funds supporting  
student transportation**

2.00%

Unless it is not practicable, each year, the percentage of STIF Funds supporting student transportation must equal or exceed 1% of the FY Total STIF Funds.

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**FY 2026 Older and  
Disabled Persons STIF  
Funds**

\$197,340.00

**FY 2027 Older and  
Disabled Persons STIF  
Funds**

\$287,556.60

**FY 2026 Percent of STIF  
Funds supporting older  
and disabled persons  
transportation**

60.00%

**FY 2027 Percent of  
STIF Funds  
supporting older and  
disabled persons  
transportation**

60.00%

The amount of STIF Funds that support transit services for Older and Disabled Persons. This amount must equal or exceed the Qualified Entity's allocation of population-based formula funds.

**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.**

STIFPlanSignaturePage-signed.pdf