



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

1. Qualified Entity

Qualified Entity Name

Grant County Transportation District

Qualified Entity Address

229 NE Dayton Street, John Day, Oregon 97845

STIF Plan Contact Name

Alesa Komning

STIF Plan Contact Title

District Manager

STIF Plan Contact Email

peoplesmover@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 Sub-Recipients in STIF Plan

Provider 1

Are any Sub-Recipients included in this STIF Plan?

No

Provider Name

Grant County Transportation District

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.grantcountypeoplemover.com/stif>

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.

GCTD STIF Committee 8.13.24.pdf

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	Governing Body that adopted	Plan Adoption Date
Grant County Human Services Public Transportation Plan	Local Plan Board of Directors	6/13/2023

Local Plan Web Address

<https://www.grantcountypeoplemover.com/stif>

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

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.

NA

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.

The GCTD STIF Advisory Committee Bylaws defines "High Percentage of Low-Income Households" as 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 poverty level in that area exceeds the percent of low-income population demographics in the State of Oregon by comparison.

According to the 2023 American Community Survey 5-Year Estimates, Grant County has a 15.2% below the poverty level population. The poverty level in the State of Oregon is 12.2%.

Upload Response

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

STIF Plan Governing Body adoption date
11/12/2024

8/13/2024

Website where Governing Body adoption document is located

<https://www.grantcountypeoplemover.com/stif>

Upload Governing Body adoption document if website is unavailable.

GCTD Minutes 11.12.24.pdf

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

Grant County Transportation District

Project Name

Deviated Fixed Routes

Project Description

GCTD deployed two deviated fixed routes with the original STIF Formulary grant in January 2019. This grant will continue to serve the communities of John Day/Canyon City, and Mount Vernon/Prairie City by continuing the current deviated routes. These routes are fare free and run from 7:00am to 5:00pm Monday through Friday.

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

Percent of project budget in district
100%

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

This funding will be used to preserve and maintain the services that we deployed with the original STIF Formulary funds. These routes will continue to serve low-income households, assist people with getting to/from work and has a very strong student percentage. Community support is very strong. We do not have funds available to expand to other Grant County communities at this time.

Local Plan from which this project is derived:
GCTD Coordinated Human Services Public transportation Plan

Local Plan page number
41

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 for the continuation of two fare free deviated fixed routes established under the original STIF Formula Grant that began in January of 2019.

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.
Deviated Fixed Route

Operations Task Category

Task Category Amount

\$508,684.00

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	\$87,309.00	\$87,309.00			\$174,618.00
STIF Payroll Funds	\$129,265.00	\$129,265.00			\$258,530.00
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
	\$216,574.00	\$216,574.00	\$0.00	\$0.00	\$433,148.00

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

Yes

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

77,000

Revenue Hours

3,950.00

Rides

10,000

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

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

0

Is this project supporting student transportation?

Yes

Choose at least one

Operations

Number of rides provided to students in grades 9-12

Number of rides provided to students in grades 9-12

300

Outcome Measures

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles

15,400

Revenue Hours

790.00

Rides

2,000

Other Measure

Low-Income Fares Provided

Number of Units:

2000

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
\$216,574.00

FY 2027 STIF Total
\$216,574.00

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

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	25.0%	25.0%		
Criterion 2	10.0%	10.0%		
Criterion 3	24.0%	24.0%		
Criterion 4	0.0%	0.0%		
Criterion 5	0.0%	0.0%		
Criterion 6	0.0%	0.0%		
Criterion 7	1.0%	1.0%		
Criterion 8	40.0%	40.0%		
	100.00%	100.00%	0.00%	0.00%

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

Goal 4: Equity

Goal 5: Health

Goal 6: Safety and Security

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

\$433,148.00

Amount in District

\$433,148.00

Amount out of District

\$0.00

**FY 2026 STIF Project
Total**

\$216,574.00

**FY 2027 STIF Project
Total**

\$216,574.00

Funds Supporting Student Transportation

**FY 2026 STIF Funds
supporting student
transportation**

\$2,165.74

**FY 2027 STIF Funds
supporting student
transportation**

\$2,165.74

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

1%

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

1%

Funds Supporting Older and Disabled Persons Transportation

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

\$86,629.60

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

\$86,629.60

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

40%

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

40%

Funds from Previous Biennia "Old Money"

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

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

Project 2

Qualified Entity or Sub-Recipient Name
Grant County Transportation District

Project Name
Matching Funds Supplement

Project Description
Grant County Transportation District receives 5311 grant funds which operates the demand response and fixed route services for seniors and individuals with disabilities. In the past, STF funds were used as a local match. The STF matching funds only covered part of the match needed, but without it, the District would have had to cut back on services. Allocating part of the STIF Formulary funds to 5311 will help keep that program at its current level. Project will also be used for match for 5310 and STIF Intercommunity grants.

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

Percent of project budget in district
80%

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
Matching funds will be used against 5310, 5311, and STIF Intercommunity for continuation of existing services without this match services could be cut back.

Local Plan from which this project is derived:
GCTD Coordinated Human Services Public Transportation Plan.

**Local Plan page
number**
41

Multi-Phase Project

Is your project part of a larger, multi-phase

project?
No

6.1.1 Project Scope

Task 1

Task Description
Matching funds for 5310, 5311, and STIF Intercommunity grants.

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.
Demand Response

Operations Task Category

Task Category Amount
\$84,780.00

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	\$16,537.00	\$16,537.00			\$33,074.00
STIF Payroll Funds	\$25,853.00	\$25,853.00			\$51,706.00

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
	\$42,390.00	\$42,390.00	\$0.00	\$0.00
				\$84,780.00

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

273,000

Revenue Hours

9,500.00

Rides

30,000

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

0

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

0

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

0

Is this project supporting student transportation?

No

Outcome Measures

Outcome Measure 1

All Project Types

Other Measure

Ridership Percentage Increased

Number of Units:

5%

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
\$42,390.00

FY 2027 STIF Total
\$42,390.00

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

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	15.0%	15.0%		
Criterion 2	15.0%	15.0%		
Criterion 3	0.0%	0.0%		
Criterion 4	0.0%	0.0%		

Criterion 5	15.0%	15.0%		
Criterion 6	15.0%	15.0%		
Criterion 7	1.0%	1.0%		
Criterion 8	39.0%	39.0%		
	100.00%	100.00%	0.00%	0.00%

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

Goal 4: Equity

Goal 5: Health

6.4 Project Summary

Project Name

Matching Funds Supplement

STIF Project Grand Total	Amount in District	Amount out of District
\$84,780.00	\$67,824.00	\$16,956.00
FY 2026 STIF Project Total	FY 2027 STIF Project Total	
\$42,390.00	\$42,390.00	

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation	FY 2027 STIF Funds supporting student transportation
\$423.90	\$423.90
FY 2026 percent of STIF Funds supporting student transportation	FY 2027 percent of STIF Funds supporting student transportation
1%	1%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons	FY 2027 STIF Funds supporting older and disabled persons

transportation
\$16,532.10

transportation
\$16,532.10

**FY 2026 percent of STIF
Funds supporting older
and disabled persons
transportation**
39%

**FY 2027 percent of
STIF Funds supporting
older and disabled
persons transportation**
39%

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
\$517,928.00

**Planned Carry Forward
Total**
\$0.00

Amount in District
\$500,972.00

Amount out of District
\$16,956.00

STIF Plan Total (Plan Maximum)
\$517,928.00

**FY 2026 Total Prior
Biennia Funds**
\$0.00

**FY 2027 Total Prior
Biennia Funds**
\$0.00

**FY 2026 Total STIF
Funds**
\$258,964.00

**FY 2027 Total STIF
Funds**
\$258,964.00

**FY 2026 Total STIF
Funds from Sub-
Recipient Applications**
\$0.00

**FY 2027 Total STIF
Funds from Sub-
Recipient Applications**
\$0.00

**FY 2026 Student STIF
Funds**
\$2,589.64

**FY 2027 Student STIF
Funds**
\$2,589.64

**FY 2026 Percent of STIF
Funds supporting
student transportation**
1.00%

**FY 2027 Percent of
STIF Funds supporting
student transportation**
1.00%

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.

FY 2026 Older and Disabled Persons STIF Funds	FY 2027 Older and Disabled Persons STIF Funds
\$103,161.70	\$103,161.70

FY 2026 Percent of STIF Funds supporting older and disabled persons transportation	FY 2027 Percent of STIF Funds supporting older and disabled persons transportation
39.84%	39.84%

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:

Upload signature page here.
CCF_000230.pdf

[**STIF Plan Signature Page**](#)