

**Program #90022 - State Transportation Improvement Fund/Transit** 3/7/2022

**Department:** Community Services **Program Contact:** Jessica Berry  
**Program Offer Type:** Existing Operating Program **Program Offer Stage:** As Requested  
**Related Programs:**  
**Program Characteristics:** In Target

**Executive Summary**

The State Transportation Improvement Fund/Transit Program plans and provides public transit options to residents and visitors in rural Multnomah County and to industrial or shift-work commuters within three urban Multnomah County job centers: Swan Island, Airport Way Industrial Area, and Troutdale Reynolds Industrial Park. The program implements Oregon Planning Goal 12: Transportation and Oregon Administrative Rules 660-012 - Transportation Planning and is required by HB 2017 “Keep Oregon Moving” that created new public transportation revenue.

**Program Summary**

The Oregon Legislature passed HB 2017, the “Keep Oregon Moving” Transportation Package in 2017. This created new revenue and new transportation programs including the State Transportation Improvement Fund (STIF). The intent of STIF funds is to provide for more public transit around the state. The State designated TriMet as a “Qualified Entity” to receive STIF revenues both within the TriMet district and in areas of Multnomah, Clackamas, and Washington Counties outside the TriMet district.

TriMet, as the Qualified Entity, receives revenue from the Oregon Department of Transportation (ODOT) and provides it to the County to implement transit services via an intergovernmental agreement that Multnomah County and Trimet entered into in June 2019. Multnomah County began providing shuttle service on Swan Island in July 2019 and to Troutdale Reynolds Industrial Park in January 2020. The procurement process for the Airport Industrial Area shuttle (near Portland International Airport) is underway and service is anticipated to begin in late FY 22. This newest shuttle will provide brand-new transit service connecting two racially diverse and low-income neighborhoods to family-wage jobs that currently are inaccessible via existing transit services.

Rural Transit Planning began in early 2020 and is continuing. Multnomah County began providing rural demand-response (dial-a-ride) service in November 2020, with an emphasis on providing rides to elderly and disabled community members . A plan for how Multnomah County will spend the revenue for FY2021 and FY2023 was approved by ODOT in November 2021. Funding for the activities is ongoing and is expected to continue beyond the current biennium. The services provided by Multnomah County will be scaled to fit available dedicated funding.

The implementation of the service is consistent with goals in Multnomah County’s Transportation System Plan for Rural Areas, Troutdale’s Transportation System Plan, Portland’s Growing Transit Communities Plan, and TriMet’s Service Enhancement Plans. Projects in this program offer were approved in the TriMet STIF Plan, approved by ODOT.

**Performance Measures**

Measure Type	Primary Measure	FY21 Actual	FY22 Budgeted	FY22 Estimate	FY23 Offer
Output	Number of rides per month provided in urban areas	1583	3000	1450	2100
Outcome	Number of number of rides per month in rural areas	2	20	5	10

**Performance Measures Descriptions**

The first describes the number of individuals that take a trip on one of the transit routes that are operating between Rose Quarter and Swan Island or between Gresham Transit Center and Troutdale Reynolds Industrial Park (TRIP) and a new route that will operate between the Parkrose Transit Center and the Airport Industrial Area. The second measure describes the number of rides provided outside the TriMet service boundary on the demand response (dial-a-ride) service to get to/from places that don't have regular fixed route service.

## Legal / Contractual Obligation

HB 2017 created the State Transportation Improvement Fund (STIF). The County has an intergovernmental agreement (IGA) with TriMet for the County to provide these services.

## Revenue/Expense Detail

	Adopted General Fund	Adopted Other Funds	Requested General Fund	Requested Other Funds
Program Expenses	2022	2022	2023	2023
Contractual Services	\$0	\$575,507	\$0	\$750,095
Internal Services	\$0	\$260,896	\$0	\$238,049
Unappropriated & Contingency	\$0	\$633,317	\$0	\$624,977
<b>Total GF/non-GF</b>	<b>\$0</b>	<b>\$1,469,720</b>	<b>\$0</b>	<b>\$1,613,121</b>
<b>Program Total:</b>	<b>\$1,469,720</b>		<b>\$1,613,121</b>	
<b>Program FTE</b>	0.00	0.00	0.00	0.00

Program Revenues				
Intergovernmental	\$0	\$598,480	\$0	\$602,798
Interest	\$0	\$6,600	\$0	\$5,500
Beginning Working Capital	\$0	\$864,640	\$0	\$1,004,823
<b>Total Revenue</b>	<b>\$0</b>	<b>\$1,469,720</b>	<b>\$0</b>	<b>\$1,613,121</b>

## Explanation of Revenues

This program generates \$23,380 in indirect revenues.

Revenue comes from employee payroll taxes and is distributed to TriMet by ODOT. TriMet distributes funds to Multnomah County based on revenues collected. The Intergovernmental Revenue reflects the County's share of the revenue.

The interest earned is estimated based on the Beginning Working Capital balance, which is the carryforward from FY 2022.

## Significant Program Changes

**Last Year this program was:** FY 2022: 90022 State Transportation Improvement Fund/Transit

In FY 2023, the new transit service in the Columbia corridor west of I-205 will likely begin. This will increase spending. Revenue for this has been budgeted and has been unspent to date.