



**Program #90022 - State Transportation Improvement Fund/Transit** FY 2025 Adopted

**Department:** Community Services **Program Contact:** Jessica Berry  
**Program Offer Type:** Operating **Program Offer Stage:** Adopted  
**Related Programs:**  
**Program Characteristics:**

**Executive Summary**

The State Transportation Improvement Fund is the funding mechanism for Multnomah County’s transit program that provides free and/or low-cost transportation for people in need. The transit program provides public transit options to residents and visitors in rural Multnomah County and to industrial and shift-work commuters within three urban Multnomah County job centers: Swan Island, Airport Way Industrial Area, and Troutdale Reynolds Industrial Park.

**Program Description**

Multnomah County’s transit program has a strong equity focus, providing transportation to those in need, and connecting low-income people to family-wage jobs. Multnomah County began providing shuttle service for industrial workers on Swan Island in July 2019 and to Troutdale Reynolds Industrial Park in January 2020. The newest shuttle, called ACCESS (Alderwood-Cornfoot-Columbia Employment Shuttle Service), began in July 2022; it provides free transit service that connects two racially diverse and low-income neighborhoods to family-wage jobs that previously were 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 for older adults and people with disabilities.

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 is to provide for more public transit around the state. TriMet receives revenue from the Oregon Department of Transportation (ODOT) and provides it to the County to implement transit services via an intergovernmental agreement entered into in October 2023. Funding is ongoing and is expected to continue beyond the current biennium. Services provided by Multnomah County will be scaled to fit available dedicated funding.

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. 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, which was approved by ODOT.

**Performance Measures**

Measure Type	Performance Measure	FY23 Actual	FY24 Budgeted	FY24 Estimate	FY25 Target
Output	Number of rides per month provided in urban areas	2,409	1,800	2,630	2,000
Outcome	Number of number of rides per month in rural areas	1	6	2	6

**Performance Measures Descriptions**

Tracking the number of individuals using one of the following transit routes: Rose Quarter - Swan Island; Gresham Transit Center - Troutdale Reynolds Industrial Park (TRIP); ACCESS shuttle between the Parkrose Transit Center, the Alderwood-Cornfoot-Columbia corridor, and the Cully neighborhood. Tracking the number of rides provided outside the TriMet service area using demand-response (dial-a-ride) service to get to/from places that lack 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	Adopted General Fund	Adopted Other Funds
Program Expenses	2024	2024	2025	2025
Personnel	\$0	\$129,890	\$0	\$79,903
Contractual Services	\$0	\$1,598,094	\$0	\$1,934,685
Internal Services	\$0	\$39,016	\$0	\$124,446
Unappropriated & Contingency	\$0	\$247,213	\$0	\$237,387
<b>Total GF/non-GF</b>	<b>\$0</b>	<b>\$2,014,213</b>	<b>\$0</b>	<b>\$2,376,421</b>
<b>Program Total:</b>	<b>\$2,014,213</b>		<b>\$2,376,421</b>	
<b>Program FTE</b>	0.00	0.85	0.00	0.50

Program Revenues				
Intergovernmental	\$0	\$1,201,000	\$0	\$1,079,000
Interest	\$0	\$12,500	\$0	\$22,000
Beginning Working Capital	\$0	\$800,713	\$0	\$1,275,421
<b>Total Revenue</b>	<b>\$0</b>	<b>\$2,014,213</b>	<b>\$0</b>	<b>\$2,376,421</b>

## Explanation of Revenues

This program generates \$11,482 in indirect revenues.

Revenue is Direct State and comes from employee payroll taxes and is distributed to TriMet by ODOT. TriMet distributes funds to Multnomah County based on revenues collected via a formula and will be signed by both County and TriMet on an Intergovernmental Agreement. The interest earned is estimated based on the Beginning Working Capital balance, which is the carryforward from FY 2023.

## Significant Program Changes

**Last Year this program was:** FY 2024: 90022 State Transportation Improvement Fund/Transit

Urban Program increased rides in FY 2024 due to a new shuttle service being added. The projection for FY 2025 is lower because we will be eliminating one service that TriMet will deliver instead of the County. The rural rides remain low, but will increase in a future FY when the Rural Transit plan is complete.