

Planning for Rural Transit Opportunities

Multnomah County
Transportation System Plan Update

December 14, 2022
Bicycle and Pedestrian Community Advisory
Committee

New Ongoing Funding

Passage of Keep Oregon Moving (HB 2017) established a dedicated funding source to expand public transportation service.

The County receives state payroll tax revenue based on geographic area.



Statewide Transportation Improvement Fund



Improving public transportation for Oregonians

With the passage of House Bill 2017, Keep Oregon Moving, the Oregon Legislature made a significant investment in transportation to help advance the things that Oregonians value—a vibrant economy, strong communities, high quality of life, a clean environment, and safe, healthy people. This historic investment in Oregon's transportation system will produce benefits for decades to come.

Multiple benefits

A centerpiece of Keep Oregon Moving is the Statewide Transportation Improvement Fund (STIF). This fund provides a new dedicated source of funding to expand public transportation to access jobs, improve mobility, relieve congestion and reduce greenhouse gas emissions around Oregon.

Public transportation investments

A new state payroll tax of one-tenth of 1 percent funds STIF transportation improvements in Oregon. The average employee will contribute less than \$1 per week to generate \$115 million per year for better public transportation.

Section 122 of House Bill 2017 allocates the new revenue across four programs.

Formula program

90 percent of STIF funds will be distributed to qualified entities based on taxes paid within their geographic area, with a minimum amount of \$100,000 per year to each qualified entity.

Discretionary program

5 percent of STIF funds will be awarded to eligible public transportation providers based on a competitive grant process.

Intercommunity Discretionary program

4 percent of STIF funds will be used to improve public transportation between two or more communities based on a competitive grant program.

Technical resource center

ODOT will use 1 percent of STIF funds to create a statewide resource center to assist public transportation providers in rural areas with training, planning and information technology and fund ODOT administration of STIF.

New rules for stable funds

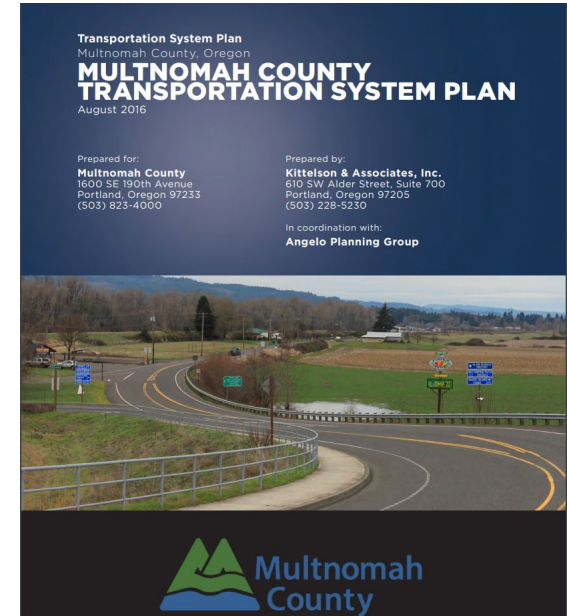
A Rules Advisory Committee and public input informed the development of new rules to guide the use and distribution of STIF funds. The Oregon Transportation Commission (OTC) approved the rules, which became effective July 1, 2018.



Developing a Transit Element

County's Transportation System Plan update in 2016 didn't include a Transit Element.

Using STIF funds to update the plan and develop discrete projects. Projects in the plan will be eligible for future dedicated funds and possibly other state and federal grants.



Potential Transit Benefits

- Support residents who want to age in place
- Improve access for people with disabilities
- Expand opportunities for people with low incomes
- Assist with meeting safety and climate goals



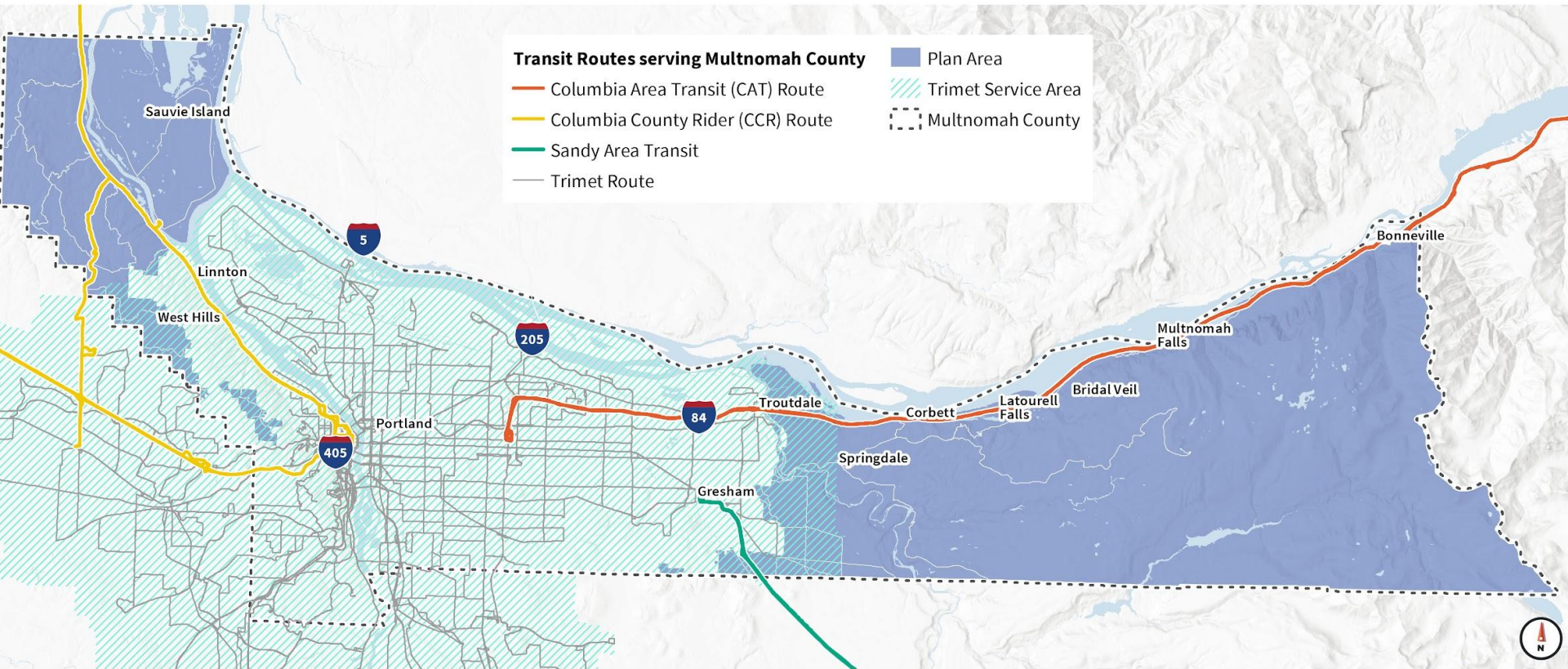
Image source: Ride Connection

What could rural transit look like?

- On-demand service with cars and vans (dial-a-ride)
- Connector shuttles
- Targeted service for seniors and people with disabilities
- Vanpool



Filling Service Gaps



Multnomah County Transit Element Process



Identify Needs and Existing Service

Public Engagement

Develop Transit Service Menu

Develop and Adopt Transit Element

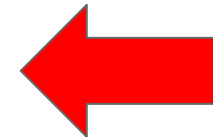
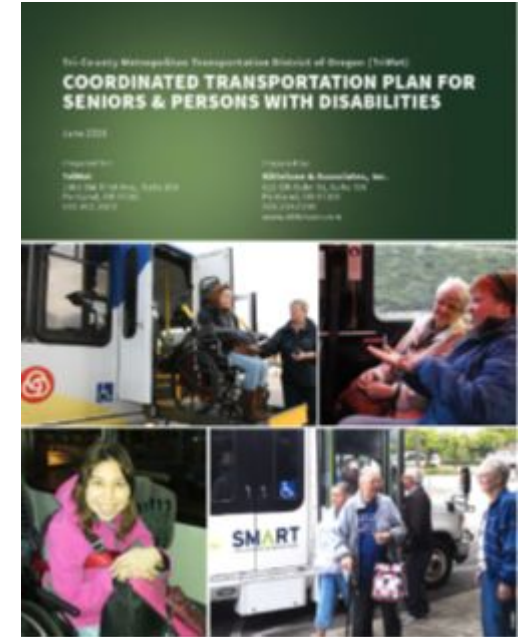


We are here.



Identify Needs and Existing Conditions

- Project Kickoff - January 2020
- Data Collection and Analysis - population, plans, and regional transit service
- Existing Conditions Report drafted March 2020



**Start of COVID
Pandemic**

Public Engagement

- Targeted stakeholder interviews
- Dial-a-Ride Service launched
- In-person outreach resumed
 - Sauvie Island - September 2022
 - Corbett - October 2022
- Online Survey on rural transit needs:
 - <https://www.multco.us/transit>



Develop Transit Service Menu

- Evaluate service types, areas, vehicle types, fare structures
- Identify how to meet greatest needs
- Match with available funding sources
- Prioritize for future implementation



Develop and Adopt Transit Element

- Draft Transit Element
- Review by members of the public, stakeholders, County Planning Commission
- Revise based on public review
- County Planning Commission recommends final draft
- County Commission considers formally adopting Transit Element



Questions?

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