



# **FUNDING MECHANISMS: SOURCES, INITIATIVES AND PARTNERSHIPS**

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Mid Columbia Transportation Summit  
April 22, 2010



# PUBLIC TRANSIT DIVISION GOALS


- Emphasize collaborative planning processes
- Create community-based services that meet community-defined needs
  - Context sensitive
  - Special purpose services as necessary and coordinated with other services
- Coordinate resources and services to maximize investment

# COORDINATED PLANNING

- “Public Transit-Human Service Coordinated Plan” aka ‘the Coordinated Plan’:
  - An evaluation of the community’s resources;
  - An assessment of the transportation needs for people with low income, older adults and people with disabilities;
  - Identification of needs and gaps;
  - ID strategies to address the identified needs/gaps,
  - ID strategies that address efficiencies in service delivery through coordination; and
  - Defines the relative priorities of the strategies.
- Fund the plan:
  - Adopted Plans are required as a condition of ODOT funding

# STATEWIDE: COMMON NEEDS

- 37 Adopted Coordinated Plans
- Nearly every plan identified these needs (in order of number of times mentioned):
  - Out-of county trips for medical, shopping, recreation or other purposes
  - Additional hours of service, either early morning, later at night, and/or weekends
  - Better inter-city services within a county
  - Affordability
  - Better awareness of existing services
  - Service in rural or outlying areas
  - Replacement of capital equipment
  - Higher level of service for persons with disabilities
  - Better coordination of services and programs
  - Medical trips for non-Medicaid eligible persons
  - Services for Veterans
  - More frequent service



# TRANSIT INITIATIVES AND PARTNERSHIPS IN OREGON

- Key features of these projects: regional, collaborative funding, multi-agency effort
- Central phone # for information and referral – Crook, Jefferson and Deschutes Counties
- Regional transit – Linn and Benton Counties; Benton and Lincoln Counties
- Cross state-lines transit – Snake River Transit in Malheur and Payette Counties

# FUNDING MECHANISMS: ODOT SOURCES

- Rural General Public programs
- Special Transportation Programs
- Discretionary Grant Programs
  - FTA 5310, 5316 and 5317
  - State Funds
- Intercity Bus Program
- *Connect Oregon*
- Various federal grants, e.g., TIGGER

# Rural General Public Operating Program

- Source of funds: FTA 5311 and ARRA
- Purpose: support general public transit operated in a rural area
- Match: 56.08% federal share for operating; ARRA is 100%
- Amount of funds allocated annually to each recipient is based on a formula (population, rides miles)
- Limited entry program:
  - Currently 36 eligible recipients
  - Entry may be limited to not more than two new agencies per year Entry into program requires a service and financing plan
- FY 10-11 planned distribution: Hood River (~\$135,000) and Wasco (~\$124,000)

# State-Funded Special Transportation Programs

- Special Transportation Formula Programs
  - Support transit services benefiting older adults and people with disabilities
  - 42 designated-by-law recipients (HRCTD, Wasco & Sherman Counties)
  - Planning, application and reporting required
- Special Transportation Formula Fund (STF)
  - Annual allocation is ~\$40,000
- New Program: Special Transportation Operating funds (STO)
  - Adds ~\$15,000 per year

# Discretionary Grant Programs

- FTA 5310: for capital equipment, operations, purchased services and mobility management
- State discretionary funds: for capital equipment, operations, purchased services, planning and mobility management
- For both programs:
  - Projects must benefit older adults and people with disabilities
  - Biennial application process
  - May be for general public in rural areas
  - Must coordinate with other transit services and providers
  - Projects must be derived from the adopted Coordinated Plan
- Funds allocated for planning purposes to STF Agencies by formula for 09-11 biennium (combined total all sources)
  - Wasco: ~\$300,000
  - Hood River: ~\$266,000

# Other Biennial Grant Opportunities

- Intercity Bus Program
  - Focused on low frequency, long distance trips
  - Fares should recover a significant percentage of costs
- Job Access and Reverse Commute (5316)
  - Job and job-related transportation
  - Capital, operations, mobility management
- New Freedom (5317)
  - Transit services “beyond the ADA”
  - Capital, operations, mobility management

# Other ODOT Opportunities

- *Connect Oregon*

- Application period over; may repeat in two years.
- Funds are used for modal facility development etc that measurably provide economic benefit.

- TIGGER, etc.

- One of several federal programs that require ODOT to “host” the smaller or rural applications.
- Primary purpose is energy conservation

# FUNDING MECHANISMS: LOCAL SOURCES

- Taxing district - HRCTD
- Revolving levy – Milton Freewater
- Other GF contributions – Snake River Transit
- Local option taxes, e.g., food sales tax – Ashland
- Other local funds, e.g., donations, United Way, agency contributions
- Fares and other program income
- Coordination to pool available funds: more bang for buck



# For More Information

Contact Public Transit Division  
503-986-3300

More information also available:

<http://www.oregon.gov/ODOT/PT/index.shtm>



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