



Sandy Transit Enhancement Plan

2019-2021

Sandy Transit Enhancement Plan

House Bill 2017, Keep Oregon Moving, made a significant investment in transportation including transit service. As part of HB2017 the Statewide Transportation Improvement Fund (STIF) provides a new dedicated source of funding to expand public transportation service throughout Oregon. Sandy Transit, a municipal public transit provider, is a service eligible for funding through STIF.

Purpose and Use of Funds (www.Oregon.gov/ODOT/RPTD/Pages?STIF.aspx):

STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation and administration of STIF-funded public transportation programs. These uses include, but are not limited to, creating new transit systems and services, maintaining or continuing systems and services, creating plans to improve service and to meet match requirements for state or federal funds used to provide public transportation services.



Sandy Transit Enhancement Plan Advisory Committees

Qualified Entities (QE) are defined as a mass transportation district, a county where no mass transportation district exist or an Indian Tribe. An Advisory Committee may be appointed by the QE and must:

- Be knowledgeable of public transportation needs of residents or employees
- Represent:
 - Low income population
 - Individuals age 65 or older or people with disabilities
 - Public transportation providers or non-profit entities which provide public transportation services.

Sandy Transit Enhancement Plans were presented to and approved by the following:

- ✓ City of Sandy Transit Advisory Board
- ✓ City of Sandy City Council
- ✓ Clackamas County HB2017 Transit Advisory Committee
- ✓ Public Transportation Improvement Plan Advisory Committee (Qualifying Entity)



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To receive this funding, projects must be recognized in a currently existing plan, such as the Sandy Transit Master Plan, and jurisdictions must strive to meet seven criteria. The seven criteria outline the intent of service by the legislature to:

- (A) increase frequency of bus service schedules in communities with a high percentage of Low-Income Households;
- (B) expand bus routes and services to reach communities with a high percentage of Low-Income Households;
- (C) implement programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households;
- (D) procure buses that are powered by natural gas, electricity or other low or no emission propulsion for use in areas with populations of 200,000 or more;
- (E) improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's (TriMet) service area;
- (F) Coordinate between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services; and
- (G) implement programs to provide student transit services for students in grades 9 through 12.



Enhancement Project Prioritization Process

- ❖ Sandy City Council (July 16, 2018)
- ❖ Public Outreach Event (June 2018)
- ❖ C4 Presentations (January, June 2018)
- ❖ Transit Advisory Board Meetings (Dec 2017-July 2018)
- ❖ Annual Onboard Surveys
- ❖ City Council Workshop (January 9, 2018)
- ❖ HB 2017 Criteria
- ❖ Sandy Transit Master Plan



Sandy Transit Project List



PROJECT LIST



FY19	Projection	115% Projection	130% Projection	FY20	115% Projection	130 % projection	FY21	115% Projection	130% Projection
	\$44,392	\$51,051	\$57,709	\$100,822	\$115,945	\$131,068	\$115,459	\$132,778	\$150,097
Infrastructure Improvements									
Cost of Signage, bus and bus stop improvements									
	\$20,000	\$20,000	\$20,000						
Cost of Transit Tax Software									
	\$14,392	\$14,392	\$14,392						
Cost of Dispatch and Staff Computer Equipment including dispatch software									
	\$10,000	\$10,000	\$10,000						
Service Expansion									
Shopper Shuttle Extension (2 hours)				\$38,576	\$38,576	\$38,576	\$40,505	\$40,505	\$40,505
SAM Later Service (1 hour)				\$19,288	\$19,288	\$19,288	\$20,252	\$20,252	\$20,252
Estacada M-S (1 hour)				\$23,131	\$23,131	\$23,131	\$24,287	\$46,261	\$46,261
Capacity Planning/Construction		\$6,659	\$13,317	\$19,828	\$34,951	\$50,073	\$30,415	\$25,760	\$43,079
Funds Remaining	\$0	\$0	\$0	\$0	\$0	\$1	\$0	\$0	\$0
Construction Total by 2022 (roll over) (\$6,659	\$13,317	\$19,828	\$41,610	\$63,390	\$50,243	\$72,025	\$106,469
								STIF Total 3 yrs, 130%	\$338,874