

# Northeast Oregon Public Transit

## HOUSE BILL 4078

### COMMUNITY SOLUTIONS FOR RURAL MOBILITY

#### Rural Counties By the Numbers:

##### BAKER COUNTY

Rides Projected Fiscal Year 2016:	19,323
Rides to the Elderly:	8,606 (45%)
Rides to People with Disabilities:	2,820 (15%)

Fiscal Year 2016 Budget:	\$554,734
Section 5311 Allocation:	\$146,197 (26%)
Section 5311 Match:	\$114,497 (21%)

##### UNION COUNTY

Rides Projected Fiscal Year 2016:	49,565
Rides to the Elderly:	13,229 (27%)
Rides to People with Disabilities:	7,148 (14%)

Fiscal Year 2016 Budget:	\$890,377
Section 5311 Allocation:	\$198,942 (26%)
Section 5311 Match:	\$155,805 (17%)

##### WALLOWA COUNTY

Rides Projected Fiscal Year 2016:	9,764
Rides to the Elderly:	5,105 (52%)
Rides to People with Disabilities:	1,179 (12%)

Fiscal Year 2016 Budget:	\$477,168
Section 5311 Allocation:	\$ 90,862 (19%)
Section 5311 Match:	\$ 71,160 (15%)

##### AGENCY SUMMARY

Rides Projected Fiscal Year 2016:	78,652
Rides to the Elderly:	26,940 (34%)
Rides to People with Disabilities:	11,147 (14%)

Fiscal Year 2016 Budget:	\$1,922,279
Section 5311 Allocation:	\$ 436,001 (23%)
Section 5311 Match:	\$ 341,462 (18%)

Northeast Oregon Public Transit is the rural mobility service of Community Connection of Northeast Oregon, Inc. - a private nonprofit organization serving Baker, Union and Wallowa Counties.

We run Fixed Routes and ADA Paratransit in Baker City and La Grande. We offer Demand Response dial-a-ride in Baker City, La Grande and Enterprise. We also run Intercity services from Baker City to La Grande and Joseph to La Grande where they connect at the region's only purpose constructed Multi Modal Transit Hub for ease of transfer to Greyhound and Kayak regional connectors (provided by the Confederated Tribes of the Umatilla Indian Reservation).

Local services are available:

Baker	M-F 8:00 am to 5:00 pm
Union	M-F 7:30 am to 5:30 pm
	Sat 10:00 am to 6:00 pm
Wallowa	M-F 7:15 am to 5:30 pm

In addition to these Baker County offers a Highly Rural Veteran's Access program to link passengers with regional medical facilities (Boise, La Grande, Walla Walla).

Wallowa County offers a job access commuter, Highly Rural Veterans Access program and their Intercity line is the only service preventing isolation of an otherwise landlocked county.

All three counties support Medicaid Brokered access services (like Highly Rural Veteran's service, available 24-7-365). Wallowa County has developed the region's first medical access partnership with a Federally Qualified Health Center. Union County has developed an acute response medical access program in collaboration with Eastern Oregon Coordinated Care Organization called Rides to Wellness that is generating triple digit year over year growth AND national attention. These programs conform to the needs of the ride rather than a traditional public transit schedule.

**NEO TRANSIT HAS ROBUST, TURN KEY PROJECTS IN ITS OPERATING PLANS TO MAKE IMMEDIATE USE OF RESOURCES AUTHORIZED BY HB-4078. PLEASE SEE REVERSE SIDE FOR DETAILS!**





WITH PASSAGE OF HOUSE BILL 4078 NORTHEAST OREGON PUBLIC TRANSIT MAY BE ABLE TO...

**FISCAL IMPACT AND PRIORITIES BY COUNTY**

**BAKER COUNTY**

FISCAL IMPACT	\$114,497
PRIORITIES:	
Increased Fixed Route frequency	\$ 30,857
Planning & Op's for bedroom communities	\$ 28,098
Add Saturday service in Baker City	\$ 24,685
Add morning and evening service in Baker City	\$ 30,857

**UNION COUNTY**

FISCAL IMPACT	\$155,805
PRIORITIES	
Increased morning and evening service in LG	\$ 53,040
Increased peak frequency on LG Fixed Route	\$ 70,720
Sunday Demand Response in La Grande	\$ 14,144
Reduced bus fares by 50%	\$ 17,901

**WALLOWA COUNTY**

FISCAL IMPACT:	\$ 71,160
PRIORITIES	
Add 2 days of Intercity service to La Grande	\$ 33,346
Add full day of shopping service in Enterprise	\$ 13,817
Add 2 months to Summer Shuttle Program	\$ 20,498
Reduce bus fares by 50%	\$ 3,499

**PLEASE NOTE...** The guidance offered above is based on existing plans, local priorities and the agency's Year to Date Cost Per Revenue Service Hour in each county. However, ALL proposed expansions are subject to the public outreach and planning processes required by ODOT Public Transit, Title VI of the Civil Rights Act of 1964 and agency best practices. It is possible (even likely) that engaged passengers, partners and stakeholders will reorder existing priorities or replace them with more contemporary alternatives.

In the rural public mobility systems offered by our agency, designated sources of local match are a perennial challenge. As a private non-profit we do not enjoy a tax base, nor do we receive dedicated transit support from any of the cities or counties we serve. Local funding comes from Student Fees at Eastern Oregon University, occasional Charter income and the efficiencies we leverage against incidental Medicaid contract trips. As a result, local service literally lives and dies, year to year, based on State and Federal resources coupled with the match we patch together from highly variable sources.

The operations projects to the left were derived from on-going plan-

ning efforts and are presented in order of priority from each jurisdiction. They're designed to be scaled or phased in over time to fit the unpredictable (and often asymmetric) nature of our resource base. Using Rides per Revenue Service Hour metrics from the current fiscal year, the graph below demonstrates the anticipated impact these projects may have if delivered in full force, all at once. If 2017 brings a rebound in gasoline prices these conservative projections may be dramatically understated.

If funding were approved, the agency would incorporate these strategies into existing planning and public outreach processes to bring services online quickly!

