



**Friday, December 4, 2020**  
**Hood River County Transportation District**  
**STF/STIF Committee Meeting**  
**224 Wasco Loop, Board Conference Room**  
**Hood River, OR 97031**  
**3:30pm – 5:30pm**  
**Agenda**

The Hood River County Transportation District is taking measures to limit exposure of COVID-19. In support of state and federal guidelines for social distancing, HRCTD will hold this meeting by using Zoom Conferencing technology. Members of the public can attend by calling (253)215-8782, Meeting ID: 891 3292 9383, Password: 091016.

- 1) Welcome & Introductions – 4:00pm**
- 2) Committee Responsibility (Existing Committee Bylaws Attached)**
- 3) Confirm STIF Discretionary & Statewide Network Funding Projects (Project Summaries Attached)**
  - Committee Members must vote on viability of all projects and may opt to rank projects
- 4) STIF Poverty Threshold for Hood River County (Attached Existing Threshold by Census Tracts)**
  - Committee Members must confirm the poverty threshold for Hood River County
- 5) STIF Project Formula Available & Projected Funds**
- 6) Additional STIF Projects for 2021 (Attached Projects)**
  - Committee members will rank projects in priority order
- 7) Meeting Adjourned – 5:30pm**

**Hood River County Transportation District**  
**P.O. Box 1147**  
**Hood River, Oregon 97031**

By-laws of the  
Hood River County Transportation District  
Local Special Transportation Fund Advisory Committee

ARTICLE I – NAME

The name of this organization is the Hood River County Special Transportation Fund Advisory Committee, hereafter referred to as the Advisory Committee.

ARTICLE II – PURPOSE

The Special Transportation Fund Advisory Committee is established in the interest of the residents in the Hood River County area. Its purpose is to assist the Hood River County Transportation District on matters that pertain to the needs of individuals and persons with disabilities in Hood River County, to encourage and promote services that meet those needs, and to advocate for a range of services that directly affect the welfare of those who desire or require those services.

ARTICLE III – MEMBERSHIP

Section 1: NUMBERS AND SELECTION

The Advisory Committee shall consist of three (3) to a maximum of fifteen (15) members as appointed by the Hood River County Transportation District Board of Directors.

Section 2: TERMS OF OFFICE

An Advisory Committee member shall be appointed for a period of two and three years. Members shall be equally divided by lot into two groups with terms of two and three years.

Section 3: ADVISORY COMMITTEE COMPOSITION

The Advisory Committee shall consists of; a) users of public transportation; b) members and/or representatives from the senior and disabled community; c) individuals from the affected community.

The membership shall represent a cross section of community persons who have knowledge and interests in the issues related to fulfilling the purpose of the Advisory Committee.

Section 4: RESPONSIBILITIES

Members are to regularly attend meetings of the Advisory Committee and meetings of any subcommittees to which they have been appointed. Other duties shall be fulfilled on a volunteer basis as needed.

#### Section 5: TERMINATION OF MEMBERSHIP

The Advisory Committee may recommend to the Hood River County Transportation District Board of Directors by a majority vote of the members constituting a quorum that an Advisory Committee member's position be declared vacant when the member has been absent from three consecutive Advisory Committee meetings. Notice of absence with a reasonable explanation shall be considered.

#### Section 6: VACANCIES

Interim vacancies on the Advisory Committee shall be filled by the Hood River County Transportation District Board of Directors without undue delay from recommendations submitted by the Advisory Committee chairperson. The replacement shall serve the remainder of the predecessor's term.

### ARTICLE IV – OFFICERS

#### Section 1: DEFINITION

At its first meeting of the year, the Advisory committee shall elect by majority vote a chairperson and vice-chairperson.

#### Section 2: CHAIRPERSON ROLE

The chairperson shall call, set the agenda, and preside at all meetings of the Advisory Committee. The chairperson shall act as liaison to the Hood River County Transportation District Board of Directors by communicating with them on a regular basis on activities.

#### Section 3: VICE-CHAIRPERSON ROLE

The vice-chairperson shall preside at Advisory committee meetings in the absence of the chairperson in the execution of tasks necessary to carry out the business of the Advisory Committee.

#### Section 4: TERMS OF OFFICE

All officers shall be elected for one year. No officer shall be eligible to serve more than two consecutive years in the same office.

### ARTICLE V - VOTING

#### Section 1: VOTING RIGHTS

Each Advisory Committee member shall have one vote. There shall be voting by proxy.

#### Section 2: QUORUM

A quorum shall be a simple majority of the membership. If quorum is established, action can be taken by a majority vote of those present.

#### Section 3: CONFLICTS OF INTEREST

Any Advisory committee member who is employed by or a member of an organization in any capacity shall have a conflict of interest if any vote to be taken has a direct effect upon that organization or if the individual will receive a financial benefit from a decision made by the Advisory Committee. That member shall declare the conflict prior to discussion of the issue and abstain from voting on it.

## ARTICLE VI - COMMITTEES

The Advisory Committee shall have the power to create committees in number and with responsibilities believed by the Advisory Committee to be necessary to the development and implementation of its mission and goals.

## ARTICLE VII – MEETINGS

### Section 1: REGULAR MEETINGS

The Advisory Committee shall establish a pattern of regular meetings that shall be announced in such a manner and with prior public notice as to allow members and the public to reasonable prepare for attendance and participation.

### Section 2: SPECIAL MEETINGS

The chairperson, vice-chairperson, or any three members of the Advisory Committee may call a special meeting by giving all members 24 hour written or verbal notice and by giving any required public meeting notice.

## ARTICLE VII – AMENDMENTS

Amendments to these by-laws may be approved by a two-thirds vote of the entire membership of the Advisory committee, provided that the amendments have been submitted in writing to the Hood River County Transportation District Board of Directors. Any amendments to these by-laws shall not be considered binding until approved by the Hood River County Transportation District Board of Directors.

These by-laws have been adopted by the Hood River County Transportation District Board of Directors on March 28, 2001

# HOOD RIVER COUNTY TRANSPORTATION DISTRICT STIF ADVISORY COMMITTEE

## ARTICLE 1 Name

The name of this organization shall be the Hood River County Transportation District State Transportation Improvement Fund Advisory Committee.

## ARTICLE 2 Citations

This Committee and these Bylaws are established for the purpose of carrying out the statutory requirements as established under ORS 184.758(1)(b) and ORS 184.761, and the rules establishing the procedures and requirements for administration of the Statewide Transportation Improvement Fund, as set forth under OAR Chapter 732, Division 040. Section 0030 and 0035, Dir 42, Section 0020 and Dir 44 Section 0025.

## ARTICLE 3 Definitions

The following definitions shall apply to the terms used in these Bylaws:

**“Areas of High Percentage of Low-Income Households”** shall mean geographic areas within Hood River County which are determined to have a high percentage of low income households. Pursuant to OAR 732-040-0035(2)(a), it shall be the responsibility of the Advisory Committee to gather data and to seek public input, and to make a determination as to the areas of Hood River County in which there exist high percentages of low-income households, and to publish said determination in its Committee minutes and printed public materials.

**“Bicycle and Pedestrian Advocates”** shall be individuals representing either organizations or standing committees associated with local governments within Hood River County which advocate for and promote bicycle and pedestrian-related issues, goals, projects, or interests, or which exist to advise local government elected officials on matters related to bicycle and/or pedestrian traffic safety and enforcement, pathways and travel lanes, project planning and development, and promote public events.

**“Board”** shall mean the Hood River County Transportation District Board of Directors.

**“Committee”** or **“The Committee”** shall mean the Hood River County Transportation District State Transportation Improvement Fund Advisory Committee. Outside of these Bylaws, this Committee may commonly be referred to as “the STIF Committee”.

**“Employer Representative”** shall mean any employee, supervisor, manager, or owner of a business enterprise legally operating within the boundaries of Hood River County.

**“Environmental Advocates”** shall be individuals representing either organizations or standing committees associated with local governments within Hood River County which advocate for

any of a wide range of environmental issues, goals, projects, or interests, or which exist to advise local government elected officials on matters related to the environment or to environmental features of public property.

**“Local Government Representative”** shall mean an employee of a County, municipal, or special district governmental organization formed and organized under the Oregon Revised Statutes and operating within the jurisdictional boundaries of Hood River County.

**“Low-Income”** The STIF Committee will define low-income households for the plan.  
**“Major Destination”** shall mean a well-known and commonly recognized destination within Hood River County, which may either be at one physical location (ex. Hood River County Historical Museum) or a group of destination locations within an industry (ex. local wineries or craft beer breweries.) A **“Representative of Major Destinations”** may be an employee, manager or owner of a destination or representing a destination industry group, or a member of an organization which promotes tourism within Hood River County generally.

**“Non-Profit Public Transportation Service Provider Representative”** shall mean a representative of a non-profit transportation service engaged in providing public transportation services within the County, regardless of whether or not this entity receives public transportation funding.

**“Person(s) with Disabilities”** shall mean individuals with disabilities which limit or constrain any aspect of their daily life, and may include, but is not necessarily limited to, physical, intellectual, cognitive, developmental, and/or emotional disabilities.

**“Persons With Limited English Proficiency”** shall be persons as defined in Hood River County’s Limited English Proficiency Plan adopted by the Board, who did not speak English as their original language and who may have limited proficiency in either speaking or understanding written or spoken English, or both.

**“Public Transportation Service Provider Representative”** shall mean a representative of a publically managed transportation service engaged in providing public transportation services within the County.

**“Representative of Educational Institutions”** shall mean a person who is employed by or on the Board of Directors of a K-12 public school; chartered or state-licensed private K-12 school, community college, university, private college, or trade school operating within the jurisdictional boundaries of Hood River County.

**“Representative of Low Income Individuals”** shall be a person representing the needs of low income transportation system users, and who is familiar through association with groups or individuals with special transportation needs of low income users.

**“Representative of Persons With Disabilities”** shall be someone representing the needs of disabled transportation system users, and who, through association with groups or individuals, or facilities serving persons with disabilities, is familiar with the special transportation needs of disabled users.

**“Representative of Persons With Limited English Proficiency”** shall be someone representing the needs of transportation system users with limited English proficiency, and who is familiar through association with neighborhood groups, local school groups, social service or

non-profit agencies, with the transportation needs of limited English proficiency users.

**“Senior”** or **“elderly”** shall mean persons sixty (60) years of age or older. A **“Senior Representative”** shall be someone, who may also be a senior, representing the needs of elderly transportation system users, and who is familiar through association with groups or individuals, or facilities serving seniors, with the special transportation needs of elderly users.

**“Social and Human Service Provider Representative”** shall mean a representative of a social services, human services, or health services agency operating within Hood River County. Said agency may be a public agency, a non-profit agency, or a not-for-profit institution such as a health center.

**“Social Equity Advocates”** shall be individuals representing either organizations or standing committees associated with local governments within Hood River County which advocate for equity for groups of persons who may be disadvantaged due to but not limited to ethnicity; income or other economic circumstances; limited English proficiency; homelessness; citizenship status; gender identity; sexual orientation; or which exist to advise local government elected officials on matters related to equity.

**“Transit Dependent User”** shall mean an individual who is dependent on public transportation for mobility due to economic reasons or due to other special transportation needs.

## **ARTICLE 4 Function**

Section 1. Purpose: The Committee shall assist the Board in tasks and duties supporting local and regional transportation services funded through the State Transportation Improvement Fund (STIF) and allocated to Hood River County Transportation District, for distribution to Public Transportation Service Providers within and adjacent to Hood River County.

Section 2. Major Tasks: The Committee shall have four major tasks. These are:

- (a) Reviewing and advising staff on the development of the local STIF Plan, consistent with the guidelines promulgated by State administering agencies;
- (b) Reviewing all projects proposed for inclusion within the STIF Plan, and prioritizing the approved projects, including the funding level for each project to be included within the STIF Plan;
- (c) Developing a process for monitoring and evaluating projects to ensure that Public Transportation Providers that have received funds are applying the funds in accordance with and for the purposes described within their project proposal;
- (d) As and if requested, and in the manner directed by directed by the Board, reviewing and advising staff on the methodology for distribution of STIF Formula Program monies allocated to Hood River County;

Section 3. STIF Plan Duties: The Committee shall perform the tasks consistent with the administrative requirements set forth under OAR Chapter 732, Division 040, as defined by Hood River County Transportation District:

- (a) Hold public meetings to assist and advise staff with the development of the District’s local STIF Plan, including components of the Plan developed by or for other Public Transportation

Service Providers within the County;

- (b) Gather data and seek public input regarding low-income households within the County, including those within the corporate limits of municipalities within the County, and make and publish a determination of how the plan defines “low-income” and where those communities exist for purposes of guiding the STIF Plan;
- (c) Review every project proposed for inclusion in the County’s STIF Plan and make a determination whether to recommend inclusion or rejection of the project for the STIF Plan;
- (d) Advise and assist staff by recommending projects to be included in the STIF Plan; the priority of each project in the Plan; and the level of project funding to be included for each project, consistent with the District’s allocation process for the distribution of Formula Fund moneys;
- (e) Consider the criteria established under OAR Chapter 732, Division 040 when identifying Projects for inclusion in the STIF Plan, including but not limited to: expanded service and frequency in areas with a high percentage of low income households; improved service connections between communities; reduced fragmentation of service and closure of service gaps; maintenance of existing services; and other factors such as geographic equity;
- (f) Advise staff regarding the opportunities to coordinate STIF funded projects in the Plan with other local or regional transportation programs and services;
- (g) Recommend to the HRCTD Board of Directors a STIF Plan which includes the prioritization of projects proposed for funding within the Plan;
- (h) Develop processes for review and monitoring of ongoing funded projects and local Plans, which may include reporting and site visits to local public transportation providers receiving STIF project funding;
- (i) If appropriate, propose changes to policies or practices to ensure that the Public Transportation Service Provider has applied the monies received in accordance with and for the purposes described in the STIF Plan or project proposal, and that the project does not unduly fragment the provision of public transportation services.

## **ARTICLE 5 Membership**

**Section 1. Number, Qualifications, and Selection of Members:** The Committee shall consist of no less than five (5), and no more than seven (7) members, appointed directly by the Board, as follows:

- a) To be qualified to serve on the Committee, an individual must:
  - 1. Reside or work in Hood River County and;
  - 2. Be knowledgeable about the public transportation needs of residents or employees located within or traveling to and from the County.
- b) At least one member from each of the following, who shall be a person:
  - 1. With low-income, or a person from a low-income household, as defined in Article 3, who uses transportation services in the County, or a representative of low-income persons or households who use transportation services in the County; and
  - 2. Who is a senior or elderly individual or an individual with a disability, as defined in Article 3, and uses transportation services in the County, or a representative of seniors or people with disabilities who use transportation in the County; and



3. A public transportation service provider representative, as defined in Article 3.

c) Up to four (4) additional members may be representatives from any of the following groups, as defined in Article 3:

1. local governments, including land use planners
2. non-profit public transportation service providers,
3. neighboring public transportation service providers,
4. employers,
5. social and human service providers,
6. transit dependent users,
7. social equity advocates,
8. environmental advocates,
9. bicycle and pedestrian advocates,
10. people with limited-English proficiency,
11. educational institutions,
12. major destinations

d) The Board will seek to appoint Committee members who represent the diverse interests, perspectives, geography, and the demographics of the County. Consideration may also be given to individuals within these categories who are users of public transportation services provided within the County.

Section 2. Ex Officio Members: The Committee may additionally consist of any the following ex officio members, appointed by the Board as follows:

- One (1) County representative;
  - One (1) MCEDD representative;
  - One (1) LINK representative
- Any additional representatives which the Board deems appropriate.

Section 3. Terms of Office: Terms shall be three (3) years. Any member may serve two (2) successive terms if reappointed by the HRCTD Board of Directors. Terms begin on August 1 and end on June 30. Terms shall be staggered, with either two or three members' terms expiring each year.

Section 4. Member Responsibilities: All Committee members shall regularly attend meetings of the Committee and any meetings of the subcommittees to which they are appointed, and shall fulfill other duties as appointed by the Chairman.

Section 5. Termination of Membership:

The Board may remove Committee members as follows:

- a) Failure to attend three or more consecutive regular Committee meetings. The HRCTD Board may declare a member's position vacant when the member has had three (3) unexcused absences in one year or no longer meets the residency requirement;
- b) For cause following public hearing, for reasons including, but not limited to commission of a felony, corruption, intentional violation of open meetings law, failure to declare conflict of interest, or incompetence;

Section 6. Vacancies: The HRCTD Board shall make appointments to fill vacancies as they occur. Such appointments shall be for the duration of the unexpired term of that position.

## **ARTICLE 6 Officers**

The following officers shall be elected from the Committee membership during the first meeting of each calendar year:

Chair: The Chair shall have the responsibility of conducting all meetings and hearings in an orderly manner. The Chair may not initiate a motion, but may second, and shall vote on each issue after the question is called. However, in the event the Chair's vote shall create a tie, the Chair shall refrain from voting.

Vice Chair: The Vice Chair shall be responsible for conducting the meetings and hearings in the absence of the Chair.

## **ARTICLE 7 Subcommittees**

Section 1. Creation of Subcommittees: The Committee shall have the power to create subcommittees with such responsibilities as the Committee directs.

Section 2. Naming of Subcommittees: The Chair shall appoint and charge each subcommittee with its responsibilities, shall appoint the members of the subcommittee, and shall appoint the chair of the subcommittee in the event the subcommittee consists of more than one person. The subcommittee chair shall be responsible for scheduling meetings, assigning specific tasks within the mandate of the subcommittee, and reporting to the Committee concerning the work of the subcommittee.

## **ARTICLE 8 Advisors**

The Committee and the subcommittees may call on lay citizens and professionals as advisors without voting rights to provide technical assistance, expert guidance and advice, data support and analysis, provide information for and testify in deliberations, and attend meetings to the extent deemed appropriate and approved by the Committee and the Chair.

Calling of advisors by the Committee will be coordinated by the Chair or subcommittee chairs through County staff assigned to the Committee.

## **ARTICLE 9 Meetings**

Section 1. Regular Meetings: Meetings shall be held a minimum of two times per year, as required by statute, but may be held more frequently to carry out the purposes of the Committee. These meetings shall be held in publically accessible facilities, and shall take place during transit operating hours, to facilitate attendance of interested individuals.

Section 2. Special Meetings: Special meetings may be called by the Chair or by the Board of Commissioners by giving the members and the press written or verbal notice at least 24 hours before the meeting.

Section 3. Quorum: A simple majority of the appointed, and filled, voting membership shall constitute a quorum. All business conducted with a majority vote of the quorum shall stand as the official action of the Committee.

Section 4. Voting: Each Committee member, except ex officio members, shall have one vote. In the event the Chair's vote shall create a tie vote, the Chair shall refrain from voting. A Committee member shall not vote on any funding decision in which they are an applicant for funds.

Section 5. Staff: Administrative staff to the Committee shall be determined by the Commissioners in consultation with the County Administrator. Staff for recording the proceedings of the Committee shall also be provided by the County.

Section 6. Agenda: The Chair, with the assistance of the County-provided staff, shall prepare the agenda of items requiring Committee action, and shall add items of business as may be requested by individual Committee members and/or the Board of Commissioners. Agendas of all meetings shall be posted in advance as required under existing County policy and filed with the Commissioners.

Section 7. Notice: All members shall be given written notice of time, date, location, and purpose of the meetings at least three (3) days before a regular Committee meeting, and written or verbal notice one (1) day before a special meeting. In the event a member is provided with less than three (3) days written notice of a regular meeting, or less than one (1) day actual notice of a special meeting, and objects to the proceedings based on a lack of adequate notice, all business conducted at that meeting shall be reconsidered at the next regular meeting or at a special meeting called with adequate notice.

Section 8. Minutes: Minutes recording all motions and subsequent action including the number of yes or no votes on each issue shall be taken. In addition, all conflicts of interest shall be noted. Minutes of all meetings shall be posted following all meetings as required under existing County policy and filed with the Commissioners.

## **ARTICLE 10**

### **Public Records & Meeting Law and Public Engagement**

Section 1. Public Records and Meeting Law: The Committee is a public body for the purposes of ORS Chapter 192, and is subject to the statutory procedures related to Oregon public records and meetings. Pursuant to OAR 732-040-035(2)(b), written copies of Committee agendas, minutes, and By-laws shall be made available to the public for a period of no less than six (6) years.

Section 1. Public Engagement: Pursuant to OAR 735-040-0035, the Committee shall strive to seek public engagement in all its deliberative processes, with particular regard to the selection of projects for inclusion and funding in the County STIF Plan. The Committee will work with County staff resources such as the County Public Information Officer to publicize key meetings

and hold public forums as needed to ensure maximum public access to information and public participation in priority-setting exercises.

**ARTICLE 11  
Parliamentary Procedure**

The current edition of Robert's Rules of Order shall govern the Committee where not inconsistent with these By-laws or any special rules of order the Committee shall adopt.

**ARTICLE 12  
Conflict of Interest**

A potential or actual conflict of interest shall be declared by any member who has or may have a conflict of interest as defined by Oregon law (ORS 244.020), prior to taking any action on the matter causing the conflict. No member shall vote upon any motion which requires declaration of an actual conflict of interest.

**ARTICLE 12  
By-Laws and Amendments**

Section 1. By-laws: The Committee shall maintain written By-laws pursuant to OARS 732-040-035 that include, but are not limited to, name and purpose, committee membership criteria, appointment process, terms of office for the committee members, general procedures of the committee, member duties, meeting schedule, public noticing requirements and engagement processes, and the STIF Plan development process and general decision-making criteria.

Section 2. Review of By-laws: The Committee shall periodically review its By-laws and update them as required, but no less frequently than every three (3) years. Committee By-laws will be reviewed by the County Counsel and presented to the Commissioners for adoption. The Commissioners may also elect to review Committee By-laws at any time.

Section 3. Amendments: Committee By-laws may be amended by the Board of Commissioners upon its own motion. Prior to an amendment, the Board of Commissioners may request a recommendation from the Committee which may recommend changes at any regular meeting of the Committee by a two-thirds vote of the appointed and filled membership, provided that the recommended amendment has been submitted in writing to the Committee members no later than three days before the regular meeting.

Adopted this \_\_\_\_ day of \_\_\_\_\_, 2018.

Signed this \_\_\_\_ day of \_\_\_\_\_, 2018.

HOOD RIVER COUNTY TRANSPORTATION DISTRICT BOARD OF DIRECTORS

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Leanne Hogie, Chair

Approved as to form:

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Leti Valle, Secretary

Patricia Fink, Executive Director



# STIF DISCRETIONARY AND STATEWIDE NETWORK PROJECT SUMMARIES

## Columbia Gorge Express (Staff Priority Recommendation 1)

Columbia Area Transit applied for Fiscal Year 2021-23 STIF Discretionary and Statewide Transit Network funds to preserve existing service levels on the Columbia Gorge Express (CGE). CGE has proven its role as an important part of the Statewide Transit Network and as a backbone for the transit service in the Columbia River Gorge (Gorge). The CGE travels along the I-84 corridor between The Dalles, Mosier (by request), Hood River, Cascade Locks, Multnomah Falls, Troutdale (by request), and Portland seven days a week.

Almost more important than achieving local mobility goals, the State's investment in the CGE's frequent, reliable service in the I-84 corridor has changed the way that land managers and local decision makers are thinking about access management, land use, parking and traffic congestion efforts throughout the Gorge. Some examples include trailhead permit program (Dog Mountain), parking permits (Multnomah Falls), TOD planning (Cascade Locks); TDM strategies (downtown Hood River); transit hub/development (Hood River Port); Car-Free Tourism promotion (Columbia Gorge Tourism Alliance) transit investment (CAT, LINK, MATS & Skamania Transit) and the development of a long-range vision and strategy for the regional transit system (MCEDD & Gorge Partners).

Continued investment will further reinforce how transit can help shape viable and effective transportation/land use options for local communities; how local investments in alternative & active modes of transportation will be supported; and, how good regional transit and long-term efforts to preserve natural areas, ensure job growth and secure new affordable housing options are connected.

## Gorge TransLink Alliance Mobility Management Project (Staff Priority Recommendation 2)

Mid-Columbia Economic Development District's applied to continue the Gorge TransLink Alliance Mobility Management project and Phase II of the Gorge Regional Transit Strategy. This project is critical to the Mid-Columbia region and its capacity to plan for and implement services which increase the effectiveness and efficiency of transportation providers.

The Mobility Manager works with five counties – Klickitat, Skamania, Hood River, Wasco and Sherman – to improve coordination, alternative modes of transportation and increase service delivery to underserved populations. Specific areas of support that have been provided include increased coordination with regional partners and providers, support and partnership building for a regional fare system called the Gorge pass, and outreach to the public and targeted organizations regarding Gorge TransLink provider services.

CAT annually contributes local matching resources in the form of both cash and in-kind contributions. The continuation and expansion of this program assists transportation providers as they continue to work to improve the availability of public transportation in the region and improve the overall mobility of residents in the Mid-Columbia region through other forms of transportation.

## Regional Marketing (Staff Priority Recommendation 3)

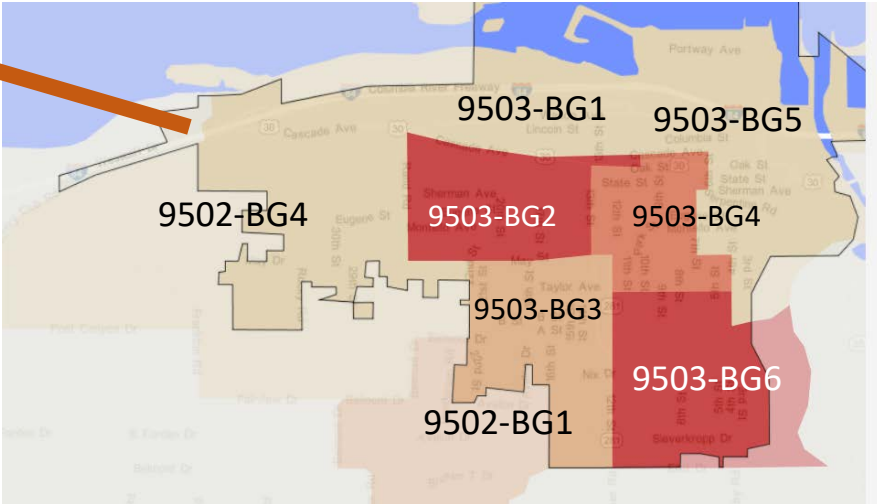
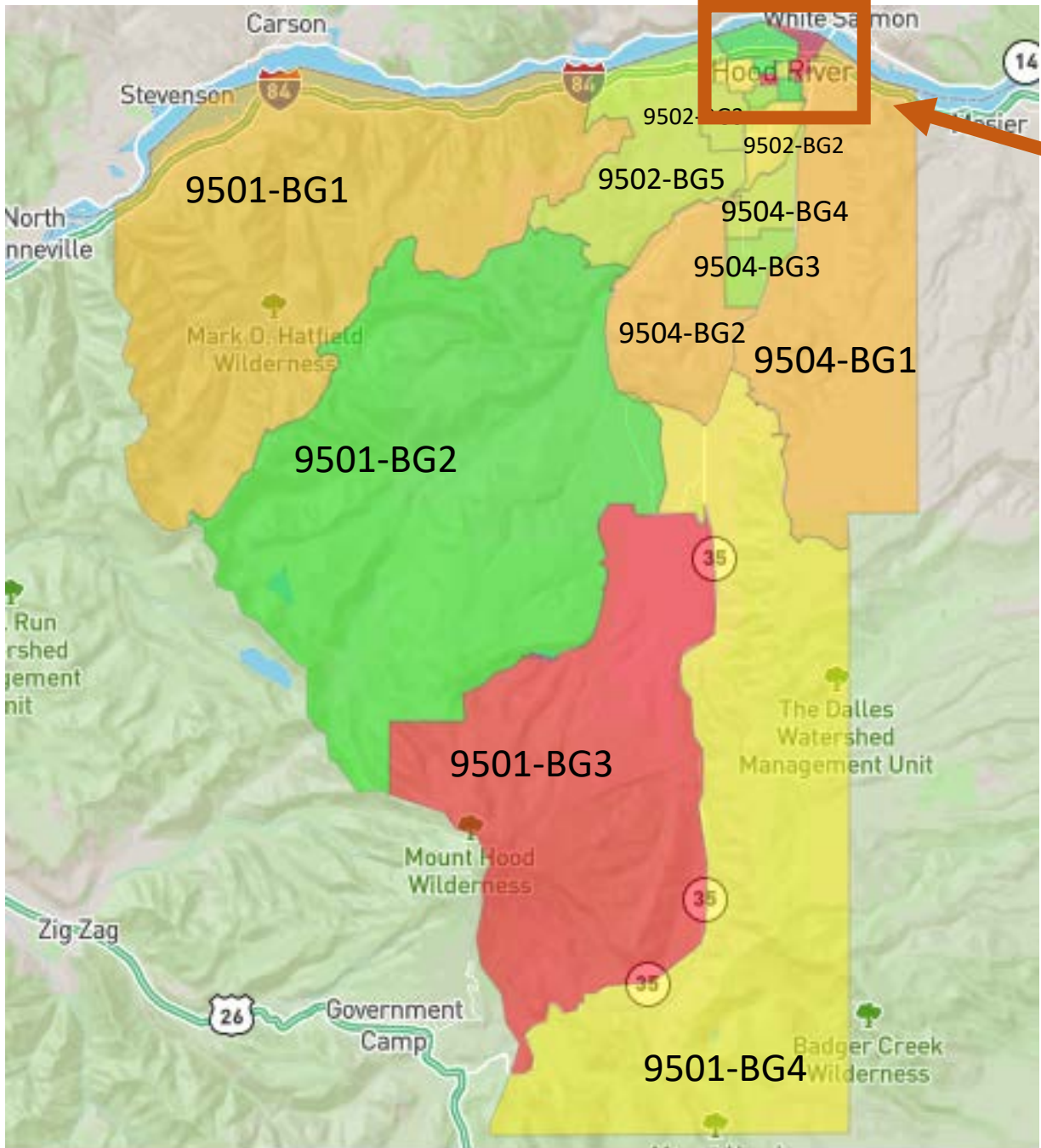
This GOrge Transit Marketing project is part of the GorgeTranslink Alliance—a consortium of four transit agencies that serve the Columbia River Gorge. The Mid-Columbia Economic Development District (MCEDD) will use funds to contract with Columbia Gorge Tourism Alliance (CGTA) to oversee the strategic planning and execution of the marketing plan.

Primary goals for the project are to use marketing, public relations, and outreach to businesses, transit partners, and tourism partners to increase awareness, access, ridership, and sales of the GOrge Pass specifically—and for the Gorge transit network more generally. Secondary goals are to enhance the sustainability of transit services in the Gorge and along the I84 corridor through the GOrge Pass, and to establish transit as an important player in the post-pandemic recovery and the future of the Gorge. In July 2021, all four transit providers of the Gorge and ODOT's Multnomah Falls Shuttle will become part of the Annual GOrge Pass program. The low-cost GOrge Pass (under \$50 for adults) is valid for any fixed-route services in the Gorge. This coordinated GOrge Pass will dovetail with new services on the Washington side of the Gorge that connect Stevenson to the CGE service in Cascade Locks and Stevenson to Klickitat MATS transit, Amtrak, and CAT in Bingen.

The GOrge Pass will also tie into local recovery efforts by offering and promoting discounts at local Gorge businesses, coordinating with Ready Set Gorge on transit-to-trail adventures, and identifying new business opportunities (ebikes, sack lunches, hiking or biking tours, etc.) to support car-free access around the Gorge. The GOrge Pass will work in partnership with local land managers and governments to use a portion of the proceeds to support programs hit by the pandemic. The GOrge Transit Marketing program's coordination will also improve intercity and regional connections for riders in all areas of the state.

Census Tract	Numbers of People by Level of Poverty								Total % of Population at Level of Poverty				
	Total	< .50	50% - 99%	100% - 124%	125% - 149%	1.50%- 1.85%	185%- 200%	> 200%	200%	150%	125%	100%	Median Income
Block Group 1, Census Tract 9501, Hood River County, Oregon	1165	153	76	55	159	115	36	571	51%	38%	24%	20%	\$ 34,375.00
Block Group 2, Census Tract 9501, Hood River County, Oregon	1002	7	97	265	34	16	0	583	42%	40%	37%	10%	\$ 52,411.00
Block Group 3, Census Tract 9501, Hood River County, Oregon	869	46	35	0	37	46	0	705	19%	14%	9%	9%	\$ 66,250.00
Block Group 4, Census Tract 9501, Hood River County, Oregon	799	52	0	172	0	52	0	523	35%	28%	28%	7%	\$ 88,875.00
Block Group 1, Census Tract 9502, Hood River County, Oregon	1200	0	0	34	128	18	42	978	19%	14%	3%	0%	\$ 58,125.00
Block Group 2, Census Tract 9502, Hood River County, Oregon	553	30	0	0	14	78	18	413	25%	8%	5%	5%	\$ 55,815.00
Block Group 3, Census Tract 9502, Hood River County, Oregon	1337	120	0	142	0	60	0	1015	24%	20%	20%	9%	\$ 71,733.00
Block Group 4, Census Tract 9502, Hood River County, Oregon	1868	127	129	91	36	147	64	1274	32%	21%	19%	14%	\$ 57,419.00
Block Group 5, Census Tract 9502, Hood River County, Oregon	1548	181	0	24	0	16	0	1327	14%	13%	13%	12%	\$ 81,569.00
Block Group 1, Census Tract 9503, Hood River County, Oregon	949	155	10	25	0	0	56	703	26%	20%	20%	17%	\$ 33,829.00
Block Group 2, Census Tract 9503, Hood River County, Oregon	1410	73	375	58	19	99	0	786	44%	37%	36%	32%	\$ 45,977.00
Block Group 3, Census Tract 9503, Hood River County, Oregon	411	0	70	0	18	29	18	276	33%	21%	17%	17%	-
Block Group 4, Census Tract 9503, Hood River County, Oregon	662	0	92	0	0	24	11	535	19%	14%	14%	14%	\$ 50,592.00
Block Group 5, Census Tract 9503, Hood River County, Oregon	537	0	0	0	0	32	24	481	10%	0%	0%	0%	\$ 67,600.00
Block Group 6, Census Tract 9503, Hood River County, Oregon	1807	120	510	67	119	0	16	975	46%	45%	39%	35%	\$ 33,980.00
Block Group 1, Census Tract 9504, Hood River County, Oregon	2159	111	146	52	251	201	31	1367	37%	26%	14%	12%	\$ 57,798.00
Block Group 2, Census Tract 9504, Hood River County, Oregon	1551	92	5	133	311	89	65	856	45%	35%	15%	6%	\$ 59,607.00
Block Group 3, Census Tract 9504, Hood River County, Oregon	2362	163	31	59	217	241	84	1567	34%	20%	11%	8%	\$ 60,898.00
Block Group 4, Census Tract 9504, Hood River County, Oregon	401	0	0	0	48	0	52	301	25%	12%	0%	0%	\$ 50,662.00
State of Oregon									35%	25%	21%	16%	\$ 57,532.00





# Statewide Transportation Improvement Fund (STIF) End of Year Report 2020

Columbia Area Transit (CAT) has six projects as part of the 2019-2021 STIF – these projects and their associated performance measures so far are detailed within this report. This report details their status and provides a general overview of what has occurred.

## Project 1 – Hood River City Route

The Hood River City Route began June 15, 2018 to coincide with the expansion of the Columbia Gorge Express service to Hood River. The service began with a 15-minute peak hour and 30-minute service all day. CAT provided required ADA complementary services using federal and local funds. In September 2018, service changes were made to reflect operational issues (45-minute frequency all day). The routing remained the same as proposed – providing 2,103 people access to transit within a ½ mile of which 590 low-income households were included. The route provides transfer opportunities at the Port Transfer Site and at the CAT station to the Columbia Gorge Express, the Gorge-To-Mountain Express as well as to White Salmon via Mount Adams Transportation. The route also offers transfer opportunities from the City of Hood River to the Upper Valley Route which serves Hood River High School where 946 9-12<sup>th</sup> graders attend school.

Due to the COVID-19 health pandemic the City Route service was suspended on March 23<sup>rd</sup>, 2020. Reduced services resumed on June 1<sup>st</sup> along with several safety precaution measures put in place to reduce the spread of COVID-19. Operating hours were increased on November 2<sup>nd</sup> so that the City Route operates from 7:00 AM – 7:45 PM.

Without the impact of COVID ridership was expected to double in the 2<sup>nd</sup> and 3<sup>rd</sup> years of the program.

Quarter	Revenue Miles	Revenue Hours	Ridership
1 <sup>st</sup> Year (7/1/18 – 6/30/19)	25,123	2,395.1	5,516
2 <sup>nd</sup> Year (7/1/19-6/30/20)	24,999	3,381	8,198
3 <sup>rd</sup> Year (7/1/20-6/30/21)	7,350	780	1,207

## Project 2 – Rider Recruitment Program

The rider recruitment program began with of a consultant and marketing firm in April 2019. The Firm, Blue Collar, spent the first two months working with the Board and researching rider attitudes in Hood River about CAT and the CAT brand, and preparing brand options. In early June 2019, the Firm presented some “Brand Refresh” Options. The CAT Board opted at their July 2019 meeting to run with the new CAT logo. An initial brochure design for the Summer Trolley was created in June and these brochures as well as limited social media were provided to promote this service.



The Planning and Development Manager (hired in October 2019) has worked to ensure consistent engagement with the community through social media and local channels. For the announcement introducing the 2020 Annual GORge Transit Pass Program staff created a series of videos to introduce the annual pass and its benefits.

Before COVID-19 staff conducted outreach at HRCSD schools to increase student awareness. Since the onset of COVID-19 in March 2020, CAT has continued its online presence and has used available platforms to communicate available public transportation services, health guidance as recommended by the CDC and OHA, and promoted local businesses who are operating within State mandated COVID-19 requirements.

Quarter	Impressions	New Users	Ridership
1 <sup>st</sup> Year (7/1/18 – 6/30/19)	Full implementation was not accomplished this cycle. In progress.	Full implementation was not accomplished this cycle. In progress.	Full implementation was not accomplished this cycle. In progress.
2 <sup>nd</sup> Year (7/1/19- 6/30/20)	59,345	26,024	Ridership was trending strong until service was suspended due to COVID-19. Since service resumed ridership has been increasing. Vehicles have a reduced capacity.
3 <sup>rd</sup> Year (7/1/20- 6/30/21)	11,000	6,335	Ridership has increased greatly from the previous QTR but not quite yet at Pre-COVID levels.

### Project 3 – Targeted Rural Service for Special Needs Population

Staff met with the community of Cascade Locks on September 12<sup>th</sup>, 2019 and with the Hood River Valley School District on September 23<sup>rd</sup>, 2019.

After meeting with the Hood River County School District, the officials were very excited to have CAT serve the Wy’east school to connect kids with after school programs in Hood River. Starting January 2020 Middle and High School students at the Hood River County School District were eligible for the free fare program by providing school ID. With the rollout of the GORge Pass program students were given student passes which were distributed by each individual school after providing a parent signed waiver. In January 2020, a bus stop was added at the Wy’east Middle School to transport students to Hood River for after school activities.

CAT had planned to implement a local community shuttle in Cascade Locks throughout the week that would connect with regional services during the summer of 2020 but has delayed implementation due to the COVID-19 pandemic. CAT has not resumed service to the Wy’East Middle School bus stop as HRCSD has not yet resumed in-person learning. CAT is continuing to have conversations with local employers, city officials and the school district. Middle school and High School students continue to have access to student passes but must retrieve them from the CAT office with a signed waiver.

Quarter	Revenue Miles	Revenue Hours	Ridership
1 <sup>st</sup> Year (7/1/18 – 6/30/19)	Pending - Implementation has not begun	Pending -Implementation has not begun	Pending -Implementation has not begun
2 <sup>nd</sup> Year (7/1/19- 6/30/20)	1,348	89	467
3 <sup>rd</sup> Year (7/1/20- 6/30/21)	Did not operate due to COVID-19.	Did not operate due to COVID-19.	Did not operate due to COVID-19.

## Project 4 – Expanded Evening and Weekend Service

Evening service on the Hood River City Route began Nov 4, 2019. The City Route operates Monday – Friday until 8:00 PM. The goal was for CAT to take on the City funded Trolley Route for the 2020 summer season but was unable to due to COVID-19.

CAT had temporarily reduced service hours due to COVID-19, but since November 2<sup>nd</sup> operated the City Route until 7:45PM Monday-Friday.

Quarter	Revenue Miles	Revenue Hours	Ridership
1 <sup>st</sup> Year (7/1/18 – 6/30/19)	Pending -Implementation has not begun	Pending - Implementation has not begun	Pending - Implementation has not begun
2 <sup>nd</sup> Year (7/1/19- 6/30/20)	1,520	216	501
3 <sup>rd</sup> Year (7/1/20- 6/30/21)	735	78	121

## Project 5 – Low Income Fare Program

Staff met with key County Players in November & December 2019 with the goal to begin a low-income fare program on January 2020. A low-cost annual pass to be implemented in early 2020 was approved by the Board in December 2019.

The GOrge annual pass was available for purchase on February 4<sup>th</sup>, 2020 at an introductory rate of \$30 Adult, \$15 Children 17& Under, and \$15 Hood River Community ID Holders. The intent of the discount for Hood River Community ID holders was to make it more affordable for low-income community members. The donated pass program allowed businesses and community members to donate a pass to a low-income community member. In 2020 donated passes were distributed by local partner organizations in the summer of 2020 when the fixed-routes resumed after being suspended due to COVID.

In September 2020, the Board approved the 2021 GOrge pass at the same introductory rate as the 2020 Pass.

Quarter	Revenue Miles	Revenue Hours	Ridership
1 <sup>st</sup> Year (7/1/18 – 6/30/19)	Pending - Implementation has not begun	Pending - Implementation has not begun	Pending -Implementation has not begun
2 <sup>nd</sup> Year (7/1/19- 6/30/20)	1,121	170	208 youth or HR Community ID discounted passes sold; 52 donated passes were sold
3 <sup>rd</sup> Year (7/1/20- 6/30/21)	1,029	109	All donated passes were given to the Veterans Service Office and The Next Door to be distributed to low-income individuals.

## Project 6 – Capital Expansion and Replacement Program

CAT is received two new vehicles November 1, 2019. CAT used STIF funds to offset lease amounts on commuter bus service until STIF discretionary funds were available to purchase vehicles. These vehicles have been used on a consistent basis and very reliable.

The number of hours driven was greatly reduced due to COVID-19 between March 2020 and September 2020.

Quarter	Increase fuel efficiency	Reduction of on road breakdowns	Reduction of per vehicle maintenance cost
1 <sup>st</sup> Year (7/1/18 – 6/30/19)	Pending - Implementation has not begun	Pending - Implementation has not begun	Pending -Implementation has not begun
2 <sup>nd</sup> Year (7/1/19- 6/30/20)	Due to COVID-19 – hard to assess impact at this point	0% on road vehicle breakdowns	Due to COVID-19 – hard to assess impact at this point
3 <sup>rd</sup> Year (7/1/20- 6/30/21)	Due to COVID-19 – hard to assess impact at this point	1 on vehicle breakdown but was not one of the recently purchased vehicles	Due to COVID-19 – hard to assess impact at this point

PRIORITY: INFORMATION - IMPROVED AWARENESS OF PUBLIC TRANSPORTATION SERVICES

Objectives	Strategies	Resource Capacity	Performance Measure
<p><b>Provide ongoing information regarding service, schedules, and routing</b></p>	<ul style="list-style-type: none"> <li>• Distribute updated service collateral and print media locally and regionally at key sites.</li> <li>• Collaborate with partners on digital platform media.</li> <li>• Maintain and expand presence through different platforms (i.e. social media, digital, radio, etc).</li> <li>• Display easy to read, multilingual information regarding service, schedules, and routing at key sites.</li> <li>• Improved CAT staff presence at multi-cultural and bilingual community group gatherings.</li> <li>• Explore effective opportunities to better promote services offered.</li> </ul>	<p>Administration capacity exists. Financial resources likely available to fund operations.</p>	<ul style="list-style-type: none"> <li>• Track increase in ridership</li> <li>• Measure use of services by target populations and the effectiveness of the transportation program changes.</li> <li>• Number of connection points and partners established.</li> </ul>
<p><b>Ensure riders feel welcome and safe using public transit</b></p>	<ul style="list-style-type: none"> <li>• Address health, safety and security concerns voiced by vulnerable populations.</li> <li>• Effectively communicate safety mitigation measures taken to keep the public safe from COVID-19, racism, violence, etc.</li> <li>• Address stigma and negative perceptions of the transportation system through additional outreach and education, continuing “Everybody Rides” campaign.</li> <li>• Provide sensitivity training for staff.</li> <li>• Develop programs to teach individuals from targeted populations how to use public transit by using leadership and community members to lead the training (travel training and travel ambassadors).</li> <li>• Develop volunteer champion programs.</li> </ul>	<p>Apply for grants that will fund operations. Work with community partners who can lead the program.</p>	<ul style="list-style-type: none"> <li>• Tracks sensitivity trainings attended by staff.</li> <li>• Measure use of services by target populations and the effectiveness of the transportation program.</li> <li>• Communication provided to riders about safety measures taken.</li> </ul>
<p><b>Pursue outreach and partnerships with vulnerable populations</b></p>	<ul style="list-style-type: none"> <li>• Engage community-based organizations to conduct in-depth needs assessment to better connect underserved communities to essential needs and resources.</li> <li>• Increase awareness of Student and Low- Income fare programs within Hood River County.</li> <li>• Address existing language and cultural barriers by working with community-based partners on marketing of services and outreach.</li> <li>• Increase connections to Community Health Workers (CHW) and other frontline staff who work directly with clients. Provide marketing materials and information; provide education at training events.</li> </ul>	<p>Apply for grants that will fund operations. Work with community partners who can lead the program.</p>	<ul style="list-style-type: none"> <li>• Track amount of student and Low-Income passes distributed.</li> <li>• Assess community outreach events effectiveness.</li> <li>• Track ridership increase of target populations.</li> </ul>

PRIORITY: SERVICES – MAINTAIN AND EXPAND SERVICES TO ENSURE EQUITY AND MEETING COMMUNITY NEEDS

Objectives	Strategies	Resources Capacity	Performance Measure
<b>Sustain existing transportation services</b>	<ul style="list-style-type: none"> <li>Maintain Dial-A-Ride transportation options.</li> <li>Maintain Columbia Gorge Express intercity service.</li> <li>Maintain the Upper Valley Deviated Fixed-Route Service.</li> <li>Maintain the City Route Fixed-Route service.</li> <li>Maintain Seasonal services Gorge to Mountain Express and The Pink Trolley.</li> <li>Conduct regularly scheduled reviews of service to ensure needs of target populations are being met.</li> <li>Maintain Student and Low-Income fare programs.</li> <li>Maintain affordable fares and pass option.</li> <li>Continue offering mobile payment options.</li> </ul>	Administration Capacity exists. Financial resources likely available to fund operations. Apply for grants to continue funding the CGE, G2M, and Pink Trolley.	<ul style="list-style-type: none"> <li>Track ridership for dial-a-ride services.</li> <li>Track ridership of local and regional fixed-route services.</li> <li>Track passes donated to students and low-income individuals.</li> <li>Track GORge pass sales.</li> </ul>
<b>Expand operating hours on evenings and weekends</b>	<ul style="list-style-type: none"> <li>Restore and Expand local routes during evenings and weekends.</li> </ul>	Apply for grants to fund operations.	<ul style="list-style-type: none"> <li>Assess operational ability to operate during evenings and on weekends.</li> <li>Track ridership of services which operate on weekends.</li> </ul>
<b>Expand transit to meet the needs of seniors</b>	<ul style="list-style-type: none"> <li>Explore additional services to meet senior needs.</li> <li>Explore adding fixed-route bus stops near long term care facilities.</li> </ul>	Administration capacity exists. Financial resources likely available to fund operations.	<ul style="list-style-type: none"> <li>Track riders using DAR services to get to the senior center or other essential services.</li> </ul>
<b>Increase access to HWY 35 communities</b>	<ul style="list-style-type: none"> <li>Explore options to enhance fixed-route and deviated fixed-route to meet community needs.</li> <li>Seek state, federal, and local funding that would allow for year-round funding of the Gorge to Mountain Express.</li> </ul>	Administration capacity exists. Financial resources likely available to fund operations.	<ul style="list-style-type: none"> <li>Track ridership and demand for Upper Valley service.</li> <li>Assess funding opportunities available.</li> <li>Measure feasible options ability to meet needs of locals and tourists.</li> </ul>
<b>Increase access to medical services outside of Hood River County</b>	<ul style="list-style-type: none"> <li>Provide access to medical services in Portland for targeted populations.</li> <li>Improve ease of access to medical services in The Dalles for targeted populations.</li> </ul>	Apply for grants to fund operations.	<ul style="list-style-type: none"> <li>New services established</li> </ul>
<b>Increase access to transportation services within Cascade Locks</b>	<ul style="list-style-type: none"> <li>Explore expansion of services to address need for a Community Shuttle within Cascade Locks.</li> </ul>	Administration capacity exists. Financial resources likely available to fund operations.	<ul style="list-style-type: none"> <li>New services established</li> </ul>
<b>Improve access to Downtown The Dalles</b>	<ul style="list-style-type: none"> <li>Provide additional stops on or improve connections to the Columbia Gorge Express in Downtown The Dalles.</li> </ul>	Administration capacity exists. Financial resources likely available to fund operations.	<ul style="list-style-type: none"> <li>New stops established.</li> </ul>
<b>Diverse CAT operations staff to better reflect the community.</b>	<ul style="list-style-type: none"> <li>Partner with schools and organizations to create training and/ or internship programs.</li> <li>Post job opportunities within target communities.</li> </ul>	Administration capacity exists. Financial resources likely available to fund operations.	<ul style="list-style-type: none"> <li>New training programs established.</li> <li>Hiring of employees from target population communities.</li> </ul>



PRIORITY: CAPITAL – MAINTAIN AND EXPAND CAPITAL ASSETS TO IMPROVE EFFICIENCY OF TRANSPORTATION SYSTEM AND ENHANCE RIDER EXPERIENCE

Objectives	Strategies	Resource Capacity	Performance Measure
<b>Ensure vehicle fleet safety and maintenance</b>	<ul style="list-style-type: none"> <li>Provide for replacement of vehicles that have exceeded their useful life.</li> <li>Provide funding for ongoing and timely preventative vehicle maintenance to ensure the safety and reliability of the transportation services.</li> <li>Seek funding for additional vehicles required for any service expansion.</li> </ul>	Administration capacity exists. Financial resources likely available through federal and state sources.	<ul style="list-style-type: none"> <li>Track vehicle mileage and vehicle replacement.</li> <li>Track vehicle maintenance.</li> </ul>
<b>Permanent shelters, seats, and signs at each bus stop</b>	<ul style="list-style-type: none"> <li>Work with the different governing bodies to install permanent shelters, seats, and/ or signs at each bus stop.</li> </ul>	Administration capacity exists. Financial resources likely available to fund operations.	<ul style="list-style-type: none"> <li>Track bus stops with permanent structures.</li> <li>Track amount of complaints and incidents at bus stops.</li> </ul>
<b>Increase stop accessibility for individuals with different levels of mobility</b>	<ul style="list-style-type: none"> <li>Advocate for accessible sidewalks and bike paths to allow for a multi-modal transportation system.</li> <li>Recognizing that the city, state, and/or county are responsible for the development of sidewalks, CAT will be an active partner and provide resources where appropriate to meet joint goals of improved accessibility.</li> </ul>	Administration capacity exists. Financial resources likely available to fund operations.	<ul style="list-style-type: none"> <li>Work with city staff for more accessible sidewalks.</li> </ul>
<b>Improve dispatching technology</b>	<ul style="list-style-type: none"> <li>Adopt improved dispatching and real time bus tracking technologies that improve rider experience and operations.</li> </ul>	Apply for grant to fund operations.	<ul style="list-style-type: none"> <li>Assess increased efficiency of operations.</li> <li>Assess ease of use for riders and reduction of rider frustration as to when buses will arrive.</li> </ul>
<b>Improve the sustainability of the CAT fleet</b>	<ul style="list-style-type: none"> <li>Replace aging vehicles with fuel efficient vehicles.</li> <li>Explore the use of electric and other alternative fuel vehicles.</li> <li>Install electric charging station at facility.</li> </ul>	Administration capacity exists. Apply for grants to expand electric vehicles.	<ul style="list-style-type: none"> <li>Electric charging stations installed.</li> <li>Track vehicle mileage and replacement.</li> </ul>
<b>Expand facility capacity</b>	<ul style="list-style-type: none"> <li>Address need for additional administrative and operational space with a particular focus on secure vehicle storage.</li> <li>Look for ways to partner with other community partners.</li> </ul>	Administration capacity exists. Apply for grants for operations.	<ul style="list-style-type: none"> <li>New facility.</li> <li>Ease of use for target populations to access transportation.</li> </ul>



PRIORITY: COORDINATION – PARTNER WITH LOCAL AND REGIONAL ORGANIZATIONS TO CREATE CONNECTIONS AND DEVELOP A TRANSPORTATION NETWORK WITHIN THE GORGE AND BEYOND

Objectives	Strategies	Resource Capacity	Performance Measure
<b>Continue fostering and developing transportation partnerships</b>	<ul style="list-style-type: none"> <li>Continue being a part of the Gorge Translink partnership to create a more streamlined, efficient, and coordinated regional public transit system.</li> <li>Participate in the Mt. Hood Transportation Alliance.</li> <li>Develop a system of communication and accountability between transportation agencies and health agencies.</li> <li>Create universal fare system for all transportation providers.</li> </ul>	Administration capacity exists. Financial resources likely available.	<ul style="list-style-type: none"> <li>Attend at least 4 of the 6 bimonthly Gorge Translink Alliance meetings annually.</li> <li>Attend human service agency meetings regularly.</li> </ul>
<b>Partner with employers, tourism organizations, and businesses</b>	<ul style="list-style-type: none"> <li>Expand employer pass program locally and regionally.</li> <li>Partner with tourism organizations and businesses to encourage car free travel and support the public transportation system.</li> </ul>	Administration capacity exists. Financial resources likely available.	<ul style="list-style-type: none"> <li>Track number of employers enrolled in the employer GOrge pass program.</li> <li>Track ridership on the Columbia Gorge Express.</li> </ul>
<b>Access to other transportation services for vulnerable populations</b>	<ul style="list-style-type: none"> <li>Facilitate discussion on door through door with community members regarding providers funding and specific need.</li> <li>Attend regular public Human Service organization meetings to maintain strong relationships and ability to respond to emerging needs or changing conditions.</li> </ul>	Administration capacity exists. Financial resources likely available.	<ul style="list-style-type: none"> <li>Attend human service agency meetings regularly.</li> <li>Action plan created for door through door.</li> </ul>
<b>Improved multi-modal options within Hood River County</b>	<ul style="list-style-type: none"> <li>Advocate for multi-modal transportation options within Hood River County.</li> <li>Collaborate with the City, County (for Parkdale and Odell), and development community to provide more multi-modal transportation options.</li> </ul>	Administration capacity exists. Financial resources likely available.	<ul style="list-style-type: none"> <li>More transportation mode options within Hood River County.</li> </ul>
<b>Coordination of local and regional planning processes</b>	<ul style="list-style-type: none"> <li>Update the 2017 Transit Master Plan.</li> <li>Coordinate with local and regional partners for transportation outreach, surveys, and questionnaires.</li> </ul>	Administration capacity exists. Financial resources likely available.	<ul style="list-style-type: none"> <li>Development of Transit Master Plan.</li> <li>Creation of outreach events, surveys, and questionnaires.</li> </ul>