

FY19 -FY21 HOOD RIVER COUNTY  
STATE TRANSPORTATION IMPROVEMENT PLAN

Adopted 1/2021

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# Hood River County STIF Plan

Adopted as the STIF Plan

## Amendment to the 2017 Hood River County Transit Master Plan

### Overview

The Oregon Legislature enacted House Bill 2017 (HB 2017), the Keep Oregon Moving act, in mid-2017. Keep Oregon Moving includes a new employee payroll tax that is dedicated to funding the expansion of public transportation services. The payroll tax became effective on July 1, 2018 and is administered through the Statewide Transportation Improvement Fund, or STIF. Ninety percent (90%) of the STIF funds will be disbursed by formula to Qualified Entities (QE) based on the amount of payroll tax generated in their area.

The Oregon Legislature designated Hood River County Transportation District (HRCTD) as the Qualified Entity (QE) for Hood River County. As the QE HRCTD has the responsibility for administering the STIF planning process and receiving and distributing STIF funds for transit service throughout Hood River County. As the QE, HRCTD is responsible for submitting the STIF Plan for approval by the Oregon Transportation Commission.

### Allocation

Oregon Department of Transportation (ODOT) staff have indicated that HRCTD should expect to receive \$1,041,000 over the FY19-21 biennium 2 ½ funding period. The Oregon Transportation Commission had asked HRCTD to provide a funding plan for priority projects at this (100%) level; but also, to prepare a priority funding plan for funding at the 130% level or \$1,353,100 over the 2 ½ year period.

The Hood River County's STIF Spending Plan for FY 19-21 was adopted by the HRCTD Board on October 17, 2018 for a 2 ½ year period. CAT spent 70% of the total funds allocated during the FY19-21 biennium. The full plan was not implemented due to the COVID pandemic which impacted service levels and spending in FY20-21. These funds were carried forward into the STIF Spending Plan for the FY 21-23 which was adopted by the HRCTD Board on January 20, 2021.

### Committee

The HRCTD STIF Plan and Project List reflects the input and deliberation of the HRCTD's STF/STIF Advisory Committee. In 2020, to realign the Committee with funding consolidation efforts at the State level the STF & STIF Committees were merged. The new Committee was appointed by the HRCTD to ensure membership continuity from the Transit Master Plan, the STF Committee as well as meet the specific requirements outlined in OARs 732-040-0030, 732-040-0035 and 732-040-0040. Members currently include:

- Britta Wilson - Volunteers In Action, Aging in the Gorge (Seniors & Persons with Disabilities Representative)
- Kevin Liburdy - City of Hood River (Jurisdictional Representative)
- Jeff Hecksel - Hood River County (Jurisdictional Representative)
- Leticia Valle Moretti - CAT Board Member (Latino, Low-Income, Environmental & Public Transit Provider Representative)
- Bridget Bailey - CAT Board Member (Public Transit Provider Representative)
- Donald Benefield - Hood River Valley School District (Youth Representative)

- Rita Rathkey – Opportunity Connections (Low-Income & Individuals with Disabilities Representative)
- Lexi Stickel – Columbia Gorge CCO (Low-Income& Medicare Transportation Provider Representative)

The Board also invited two individuals with a specific expertise in local or regional mobility to serve as Ex-officio members of the Committee. Ex-officio members could participate in the Committee discussion and weigh in on the project list - but did not vote on the outcome.

- Kathy Fitzpatrick - Transportation Options Manager, MCEDD
- Jessica Metta - Executive Director, MCEDD

The Committee’s new purpose is to:

- Assist the Hood River County Transportation District on matters that pertain to the needs of individuals and persons with disabilities and seniors 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.
- 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.

Several changes were made to the STIF formula project eligibility including the District’s ability to use some of the resources to Maintain Existing Services. The Committee used the STIF Formula Fund project evaluation criteria to evaluate the projects called out for funding in the TMP & the Coordinated Human Services plan. The Project List is attached on page 7 of this document.

## STIF Definition of Poverty

STIF Plans must contain an explanation of how the Plan defines and identifies “communities with a high percentage of Low-Income Households” (a.k.a High Poverty areas). Furthermore, these definitions are incorporated in the HRCTD’s STF/STIF Committee bylaws, so the members can consider these criteria in decision making. In communities with high percentages of low-income populations, the STIF Plan must demonstrate, and specify, the anticipated benefits and discrete measurable outcomes associated with each Project, including:

- Increases the frequency of bus service schedules in communities with a high percentage of Low-Income Households.
- Expands bus routes and bus services to reach communities with a high percentage of Low-Income Households.
- Implements programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
- Procures 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.
- Improves the frequency and reliability of service connections between communities inside and outside of the Qualified Entity’s service area.
- Fosters coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
- Provides student transit services for students in grades 9 through 12.

The HRCTD’s Board established the bylaws with the intent that the Committee would assist the District in defining high poverty areas. In 2018 after an assessment of the census data on poverty – as well as a general overview of potential mobility overlay factors, the committee voted to recommended to the Board and the 2017 Board STIF Plan included “communities with a high percentage of low-income households” (a.k.a High Poverty areas) as:

***Census block groups within the County that have 30% or more of households with an income level that is 200% or less of the federal poverty standards.***

The definition developed in 2018 was reviewed by the Committee in 2020 and recommended that the Board approve this definition as it is still relevant. The Board Approved the 21-23 STIF Funding Plan to maintain the existing definition.

The specific census block groups and census defined places (e.g. incorporated cities) that meet the Committee’s definition can be found in the table on page 6 and maps of the block groups can be found in Appendix A.

## Identified Needs (Local Plan)

In 2016, the Hood River County Transportation District began a yearlong transit service planning process. The HRCTD Transit Master Plan (TMP), which was adopted by the HRCTD Board in summer 2017 – included an extensive needs assessment and public outreach effort to gain insight into the service and capital needs for transit in Hood River County.

The TMP was vetted by the Oregon Department of Transportation as meeting the Local Plan criteria as set forth in Under OAR 732-040-0005 including:

- (a) A planning horizon of at least four years;
- (b) An existing and future conditions analysis that includes:
  - Current and forecast population and demographics, including locations of people who are often transit dependent, including low-income households, individuals of age 65 or older, youth, and individuals who are racially and ethnically diverse; 25
  - Locations of existing housing, employment centers, medical and social and human services centers, major destinations, and other locations with needs for public transportation services and programs;
  - Inventories of current Public Transportation Services located within, adjacent to, or with the reasonable potential to connect to the local or regional public transportation services, as applicable;
- (c) Prioritized lists of public transportation improvements and capital projects; and
- (d) Identified opportunities to coordinate public transportation services within and outside the county, district, or tribal area and with other agencies and areas to improve efficiency and effectiveness of service and reduce gaps in service.
- (e) Local Plans include, but are not limited to: Coordinated Transportation Plans, Transportation System Plans, Transit Development Plans, and Transit Master Plans.

In 2020, CAT staff created an update to the Hood River County Coordinated Transportation Plan, which was particularly designed to update the list of funding projects in Hood River County. Staff used Chapter 4: Transit Master Plan Framework of the HRCTD TMP and the new project list from the Coordinated Human Services Plan to develop a new list of broad funding priorities.

The list of 6 project priorities are outlined in the Table on page 7. The consolidation of projects was intended to give the OTC an idea of the projects that would be funded to achieve a specific legislative goal – but also to allow

staff the flexibility to use these funds to leverage innovative solutions, additional resources or unique partnerships – that could push implementation earlier, expand project reach, or enhance project success

The full list of program/project priorities is listed in the matrix on page 7.

## Accountability

HRCTD is currently in full compliance with State and Federal requirements related to OAR 732,40 and 42 including but not limited to program and financial management, operations management, procurement, use and maintenance of equipment and records retention. In addition, HRCTD complies with state and federal laws, including but not limited to Civil Rights, ADA, OSHU and Drug & Alcohol testing – and undergoes regular and required audits of its financial and operational systems.

## Sub Allocation Method

Hood River County Transportation District (HRCTD) is the only public transit provider in Hood River County - as such the Committee has not adopted a formal sub-allocation method.

HRCTD has had extensive coordination conversations with members of the LINK transit system in Wasco County; and the MCEDD Transportation Options Coordinator. Both these organizations were invited to send representatives to participate on the STIF Committee as ex-officio members. In addition to these regional providers, the HRCTD Board has also included representatives from a local not-for-profit transportation provider: Volunteers in Action (a Providence Based E&D Volunteer Transportation Provider) and PacificSource (the Medicaid provider) as full members of STIF Committee.

POVERTY STATUS IN THE PAST 12 MONTHS BY HOUSEHOLD

Census Tract	Numbers of Households by Level of Poverty								Total % of Households at Level of Poverty				
	Total	< .50	50% - 99%	100% - 124%	125% - 149%	150% - 185%	185% - 200%	> 200%	200%	150%	125%	100%	Median Income
Block Group 6, Census Tract 9503, Hood River County, Oregon	649	43	183	24	43	0	6	350	46%	45%	39%	35%	\$ 33,980.00
Block Group 2, Census Tract 9504, Hood River County, Oregon	507	30	2	43	102	29	21	280	45%	35%	15%	6%	\$ 59,607.00
Block Group 2, Census Tract 9503, Hood River County, Oregon	541	28	144	22	7	38	0	302	44%	37%	36%	32%	\$ 45,977.00
Block Group 1, Census Tract 9501, Hood River County, Oregon	534	32	35	25	73	53	17	262	44%	31%	17%	13%	\$ 34,375.00
Block Group 2, Census Tract 9501, Hood River County, Oregon	318	1	31	84	11	5	0	185	41%	40%	36%	10%	\$ 52,411.00
Block Group 1, Census Tract 9504, Hood River County, Oregon	615	32	42	15	71	57	9	389	37%	26%	14%	12%	\$ 57,798.00
Block Group 3, Census Tract 9504, Hood River County, Oregon	654	45	9	16	60	67	23	434	34%	20%	11%	8%	\$ 60,898.00
Block Group 3, Census Tract 9503, Hood River County, Oregon	161	0	27	0	7	11	7	108	33%	21%	17%	17%	-
Block Group 4, Census Tract 9502, Hood River County, Oregon	726	49	50	35	14	57	25	495	32%	21%	19%	14%	\$ 57,419.00
Block Group 4, Census Tract 9501, Hood River County, Oregon	275	6	0	59	0	18	0	180	30%	24%	24%	2%	\$ 88,875.00
Block Group 1, Census Tract 9503, Hood River County, Oregon	403	66	4	11	0	0	24	299	26%	20%	20%	17%	\$ 33,829.00
Block Group 2, Census Tract 9502, Hood River County, Oregon	229	12	0	0	6	32	7	171	25%	8%	5%	5%	\$ 55,815.00
Block Group 4, Census Tract 9504, Hood River County, Oregon	149	0	0	0	18	0	19	112	25%	12%	0%	0%	\$ 50,662.00
Block Group 3, Census Tract 9502, Hood River County, Oregon	525	47	0	56	0	24	0	399	24%	20%	20%	9%	\$ 71,733.00
Block Group 4, Census Tract 9503, Hood River County, Oregon	317	0	44	0	0	11	5	256	19%	14%	14%	14%	\$ 50,592.00
Block Group 1, Census Tract 9502, Hood River County, Oregon	507	0	0	14	54	8	18	413	19%	14%	3%	0%	\$ 58,125.00
Block Group 3, Census Tract 9501, Hood River County, Oregon	195	2	8	0	8	10	0	158	15%	9%	5%	5%	\$ 66,250.00
Block Group 5, Census Tract 9502, Hood River County, Oregon	616	72	0	10	0	6	0	528	14%	13%	13%	12%	\$ 81,569.00
Block Group 5, Census Tract 9503, Hood River County, Oregon	292	0	0	0	0	17	13	262	10%	0%	0%	0%	\$ 67,600.00
State of Oregon									35%	25%	21%	16%	\$ 57,532.00

POTENTIAL PROJECT LIST					
PROJECT NAME	PROJECT DESCRIPTION	PRIORITY CRITERIA	PLAN PROJECT OR GOAL	FY22	FY23
<b>SERVICE &amp; OTHER ON-GOING FUNDING</b>					
LOW-INCOME FARE PROGRAM	Offers subsidized transit fares to low-income individual participating with social service agencies, school districts or other organizations dealing with poverty in the Gorge to ensure their access to transit services in Hood River County.	Provides substantial fare reductions for and increase access to transit services for individuals identified as low-income in Hood River County.	Identified as a priority need in the TMP	\$ 20,000.00	\$ 20,000.00
TARGETED SERVICE TO LOW-INCOME AND TRANSIT DEPENDENT POPULATIONS IN HIGH POVERTY AREAS IN RURAL AREAS OUTSIDE THE CITY OF HOOD RIVER	Provide up to 8 hours per day of targeted transit service to meet the needs of low-income transit dependent populations that are not effectively served by - including but not limited to weekly shopping or medical shuttles in specific areas; after school activity shuttles in the communities of Dell, Cascade Locks, Parkdale or other unincorporated portions of the Hood River community that reside in High Poverty census tracts (e.g. east of Highway 35; or west of Dee highway).	Increase services to rural areas or communities identified as high poverty within Hood River County	Priority criteria for STIF funding & priority criteria for TMP	\$ 125,000.00	\$ 125,000.00
Subtotal				\$ 145,000.00	\$ 145,000.00
<b>OTHER PROJECTS</b>					
OUTREACH TO VULNERABLE POPULATIONS	Targeted marketing for low-income, minority, aging, and disabled communities.	Provide targeted marketing to rural areas or communities identified as high poverty within Hood River County	Priority criteria for STIF funding & priority criteria for TMP	\$ 50,000.00	\$ 50,000.00
MAINTAIN EXISTING SERVICES	Ensure any revenue losses due to COVID-19 are covered and District has the ability to match available grants. Included in this would be the local HR fixed-route bus and associated paratransit services that started in 2019 as well as other services that were supported by the initial STIF funds or other State/Federal resources.	Focus will be on Hood River County high poverty areas and connections to regional services.	Priority criteria for STIF funding & priority criteria for TMP	\$ 370,000.00	\$ 370,000.00
CAPITAL REPLACEMENT & EXPANSION PROGRAM	Supports Maintenance & Expansion of Service – HRCTD requires on-going investment in vehicles to maintain and expand services. Types of capital investments that might be made with these funds would include capital match requirements for replacement or expansion vehicle purchase, or outright vehicle purchase.	Capital Replacement or Expansion Vehicles Using the Remix Planning Program HRCTD believes that 12500 people (4630 households) have access to fixed or dial-a-ride transit services. Per HRCTD vehicle assignment policy - our capital replacement or expansion vehicles are assigned to routes such that the average age of the fleet serving each route does not exceed the average age for the entire fleet. Bus assignments are matched to the operating characteristics of the route or service.	Capital needs outlined in TMP (6.21, 6.28)	\$ 30,000.00	\$ 30,000.00
ADA ACCESS IMPROVEMENTS	Works with City to enhance wheelchair access and other ADA improvements near bus stops within The City of Hood River, Cascade Locks and Hood River County	Increase overall mobility access in rural areas or communities identified as high poverty within Hood River County	Listed as a priority in the CTP & TMP	\$ 100,000.00	\$ 100,000.00
Subtotal				\$ 550,000.00	\$ 550,000.00
<b>Total</b>				<b>\$ 695,000.00</b>	<b>\$ 695,000.00</b>
<b>Allocation Estimate</b>					
Estimated Allocation	100%				
FY21 Carryover	\$330,182.00				
FY22	\$515,096.00				
FY23	\$542,809.00				
<b>Total Estimated Funds</b>	<b>\$1,388,087.00</b>				



# Appendix A: Maps of Census Tracts

