



April 19th, 2023

**Board of Directors of the Hood River County Transportation District
Public Hearing – Supplemental Budget**

**224 Wasco Loop, Board Conference Room
Hood River, OR 97031
4:00pm – 4:15pm**

Agenda

The Hood River County Transportation District Board of Director’s Meeting can be attended live through Zoom conferencing technology. **Members of the public can attend by calling (253)215-8782, Meeting ID: 810 8452 3816, Password: 409367 or by using the below link:**
<https://us02web.zoom.us/j/81084523816?pwd=L3I4eUttZWU5OXZEYkjiUmZlQ2l0QT09>

1) Call Meeting to Order – 4:00pm

2) Roll Call: Greg Pack - Chair, Megan Ramey – Vice Chair, Darrell Roberts – Secretary/Treasurer, Meghan Larivee, Leti Moretti, Lara Dunn, Tamra Taylor

3) Public Comment

Public Comment Note: This part of the agenda is reserved for members of the public to address the Board on any issue. **Please note the following instructions:**

- a. To indicate that you would like to provide testimony, please use the raise your hand button.
- b. For those attending via phone only, press *9 on your phone to raise your hand.
- c. When it is your time to speak, your name will be called.
 - For those attending via phone only, the last four (4) digits of your phone number will be called.
- d. Please state your name, city of residence, and whom you are representing for the audio recording.
 - Once you have provided testimony, your hand will be lowered. Please do not raise your hand again. Only one opportunity to speak is provided.
- e. For those unable or not wanting to speak publicly, testimony may be provided via e-mail at Amy.schlappi@catransit.org
- f. Three (3) minutes per community member.

4) Supplemental Budget

5) Adjournment – 4:15 p.m. Continue to the next public hearing

To request a reasonable accommodation or language interpreter, including alternative formats and translation of printed materials, please contact CAT’s Administration Office no later than 48 hours prior to the meeting at 541-386-4202 (voice) or 7-1-1 (TTY through Oregon Relay Service).

Take CAT to the Meeting! Call (541) 386-4202 for more information on routes and services that come to the CAT Administrative Offices. Masks are required to be worn while on CAT buses and at CAT offices.

Se Habla Español.

**FORM
OR-LB-SBH**

Notice of Supplemental Budget Hearing
Oregon Department of Revenue

- Use for supplemental budget proposing a change in any fund's expenditures by more than 10 percent.

A public hearing on a proposed supplemental budget for _____, for the current fiscal year, will be
(District name)

held at _____.
(Location)

The hearing will take place on _____ at _____
(Date) (Time) a.m. p.m. The purpose

of the hearing is to discuss the supplemental budget with interested persons.

A copy of the supplemental budget document may be inspected or obtained on or after _____ at
(Date)

_____, between the hours of _____
(Location) a.m. p.m. and a.m. p.m.

SUMMARY OF PROPOSED BUDGET CHANGES
AMOUNTS SHOWN ARE REVISED TOTALS IN THOSE FUNDS BEING MODIFIED

FUND: _____

Resource	Amount	Expenditure—indicate Org. unit / Prog. & Activity, and Object class.	Amount
1. _____	_____	1. _____	_____
2. _____	_____	2. _____	_____
3. _____	_____	3. _____	_____
Revised Total Fund Resources	<input type="text"/>	Revised Total Fund Requirements	<input type="text"/>

Explanation of changes:

FUND: _____

Resource	Amount	Expenditure—indicate Org. unit / Prog. & Activity, and Object class.	Amount
1. _____	_____	1. _____	_____
2. _____	_____	2. _____	_____
3. _____	_____	3. _____	_____
Revised Total Fund Resources	<input type="text"/>	Revised Total Fund Requirements	<input type="text"/>

Explanation of changes:

General Fund 100

GENERAL FUND

Revenue

100

Historical Data		FY23 Approved Budget	RESOURCE DESCRIPTION	FY23 Draft Supplemental Budget
Actual				
Actual Budget FY21	Actual Budget FY22			
RESERVE FUNDS				
\$ 1,052,530	\$ 1,213,649	\$ 1,238,056	Unencumbered Reserve Funds	\$ 1,238,056
	\$ 330,000	\$ 165,000	STIF Dedicated Project Funds (*)	\$ 115,000
\$ 1,052,530	\$ 1,543,649	\$ 1,403,056	Total Reserve Funds	\$ 1,353,056
REVENUE				
\$ 61,556	\$ 150,000	\$ 200,000	4001 - Fare Revenue	\$ 200,000
\$ 19,868	\$ 30,000	\$ 60,000	4100 - Contract Revenue	\$ 60,000
\$ 427,630	\$ 317,814	\$ 1,210,566	4200 - Federal Assistance	\$ 978,576
\$ 1,175,444	\$ 1,395,475	\$ 1,487,200	4300 - State Assistance	\$ 1,109,891
\$ 203,962	\$ 200,000	\$ 210,000	4500 - Local Assistance	\$ 210,000
\$ 55,790	\$ 65,000	\$ 61,258	4600 - Other Revenue	\$ 10,000
\$ 243,731	\$ 472,000	\$ 275,000	4700 - Federal CARES ACT	\$ 494,767
\$ 2,187,981	\$ 2,630,289	\$ 3,504,024	Total Available Funds	\$ 3,063,234
OPERATING EXPENSE				
\$ 2,897	\$ 7,210	\$ 7,210	5005 Vehicle Expenses	\$ 3,500
\$ 117,667	\$ 260,000	\$ 288,000	5019 - Fuel	\$ 308,000
\$ 64,980	\$ 160,000	\$ 125,000	5020 - Operation Expenses	\$ 185,000
\$ 31,005	\$ 32,833	\$ 37,440	5100 - Communication Expense	\$ 37,495
\$ 13,346	\$ 28,611	\$ 34,800	5200 - Vehicle Insurance	\$ 50,000
\$ 10,513	\$ 12,600	\$ 20,000	5500 - Driver Expenses	\$ 13,500
\$ 91,963	\$ 120,000	\$ 120,000	5600 - Advertising & Marketing	\$ 58,000
\$ 139,837	\$ 62,000	\$ 112,917	5700 - Grant / Contract Match Funds	\$ 53,490
\$ 472,208	\$ 683,254	\$ 745,367	Total Operating Expense	\$ 708,985
ADMINISTRATIVE EXPENSE				
\$ 29,033	\$ 58,300	\$ 100,081	7003 - Building Expenses	\$ 62,781
\$ 18,912	\$ 15,600	\$ 15,600	7100 - Office Supplies & Expense	\$ 20,600
\$ 92,767	\$ 123,100	\$ 149,800	7300 - Professional Fees	\$ 149,800
\$ 8,114	\$ 11,340	\$ 30,900	7400 - Other Administrative Expense	\$ 12,500
\$ 148,826	\$ 208,340	\$ 296,381	Total Administrative Expense	\$ 245,681
ADMINISTRATIVE PERSONNEL EXPENSE				
\$ 170,201	\$ 227,220	\$ 223,200	8003 - Admin Wages	\$ 215,200
\$ 14,073	\$ 22,770	\$ 30,648	8030 - Admin ER Taxes	\$ 30,648
\$ 20,355	\$ 30,390	\$ 43,200	8080 - Admin Benefits	\$ 43,200
\$ 10,976	\$ 3,446	\$ 6,000	8081 - Admin - Accrued PTO Amount	\$ -
\$ 215,604	\$ 283,826	\$ 303,048	Total Administrative Personnel Expense	\$ 289,048
DIRECT SERVICE PERSONNEL EXPENSE				
\$ 591,234	\$ 1,086,555	\$ 1,144,200	8103 - Direct Service Wages	\$ 1,144,200
\$ 69,978	\$ 105,048	\$ 112,255	8130 - Direct Service ER Taxes	\$ 112,255
\$ 82,372	\$ 167,131	\$ 158,200	8180 - Direct Service Benefits	\$ 158,200
\$ 22,360	\$ 4,826	\$ 8,000	8181 - Direct Service - Accrued PTO Amount	\$ -
\$ 765,944	\$ 1,363,561	\$ 1,422,655	Total Direct Service Personnel Expense	\$ 1,414,655
CAPITAL OUTLAY				
\$ 148,224	\$ 231,902	\$ 907,760	9000- Capital Expenses	\$ 515,000
			9999-Other Income, Expense Depreciation	\$ -
\$ 148,224	\$ 231,902	\$ 907,760	Capital Expenses	\$ 515,000
\$ 2,187,981	\$ 2,630,289	\$ 3,504,024	Total Revenue	\$ 3,063,234
\$ 1,750,806	\$ 2,770,882	\$ 3,675,211	Total Expense	\$ 3,173,369
\$ 437,176	\$ (140,593)	\$ (171,187)	Net Income	\$ (110,135)
\$ 1,489,706	\$ 1,403,056	\$ 1,231,869	Project Available Funds at EOY	\$ 1,242,921
			Amount of Balance that is STIF Roll Forward	\$ 55,030
		\$ 1,231,869	Unencumbered Reserve Funds	\$ 1,187,891



April 19th, 2023

**Board of Directors of the Hood River County Transportation District
Public Hearing – Draft Transit Master Plan Update**

**224 Wasco Loop, Board Conference Room
Hood River, OR 97031
4:15pm – 4:30pm**

Agenda

The Hood River County Transportation District Board of Director's Meeting can be attended live through Zoom conferencing technology. **Members of the public can attend by calling (253)215-8782, Meeting ID: 810 8452 3816, Password: 409367 or by using the below link:**
<https://us02web.zoom.us/j/81084523816?pwd=L3I4eUttZWU5OXZEYkUjUmZlQ2l0QT09>

1) Call Meeting to Order – 4:15pm

2) Roll Call: Greg Pack - Chair, Megan Ramey – Vice Chair, Darrell Roberts – Secretary/Treasurer, Meghan Larivee, Leti Moretti, Lara Dunn, Tamra Taylor

3) Public Comment

Public Comment Note: This part of the agenda is reserved for members of the public to address the Board on any issue. **Please note the following instructions:**

- g. To indicate that you would like to provide testimony, please use the raise your hand button.
- h. For those attending via phone only, press *9 on your phone to raise your hand.
- i. When it is your time to speak, your name will be called.
 - For those attending via phone only, the last four (4) digits of your phone number will be called.
- j. Please state your name, city of residence, and whom you are representing for the audio recording.
 - Once you have provided testimony, your hand will be lowered. Please do not raise your hand again. Only one opportunity to speak is provided.
- k. For those unable or not wanting to speak publicly, testimony may be provided via e-mail at Amy.schlappi@catransit.org
- l. Three (3) minutes per community member.

4) Draft Transit Master Plan Update

5) Adjournment – 4:30 p.m. Continue to the monthly Board of Director's Meeting

To request a reasonable accommodation or language interpreter, including alternative formats and translation of printed materials, please contact CAT's Administration Office no later than 48 hours prior to the meeting at 541-386-4202 (voice) or 7-1-1 (TTY through Oregon Relay Service).

Take CAT to the Meeting! Call (541) 386-4202 for more information on routes and services that come to the CAT Administrative Offices. Masks are required to be worn while on CAT buses and at CAT offices.

Se Habla Español.



Transit Master Plan Executive Summary Draft Final

March 14, 2023.
Prepared by PF Consulting



EXECUTIVE SUMMARY

THE HOOD RIVER COUNTY TRANSPORTATION DISTRICT TRANSIT MASTER PLAN UPDATE WAS DESIGNED TO BUILD OFF THE SUCCESS OF THE PAST FIVE YEARS.

With this update, HRCTD continues the work of building a transit network that generates access to new opportunities for the people who work, live, or play in Hood River County.

The update proposes changes that are grounded in the needs of our residents and the local demand for transit service. It prioritizes the unique character and natural beauty of Hood River County, while ensuring the livability and financial stability of the communities it serves.

With a primary focus on ensuring residents and workers are served, the updated plan also considers the impact of tourism on the region, bringing together a fresh direction that offers greater flexibility and opportunities for the County, and the communities that surround and support it.

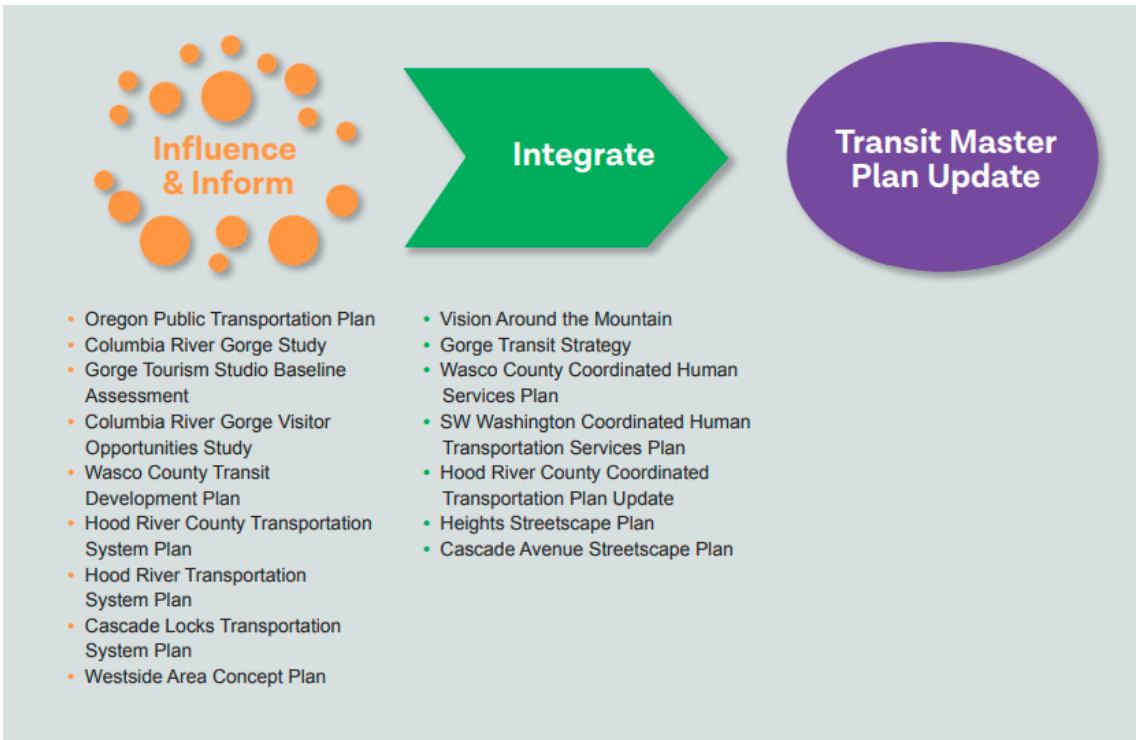
PLANNING CONTEXT

Published planning documents and ongoing planning efforts have been reviewed to provide context for this report and to ensure effective coordination between existing and future planning efforts in Hood River County and the greater Gorge region. Figure 1 on the following page outlines which plans have been integrated into the transit master plan long-term and those that have influenced or informed plan development.

Key findings from the review include:

Regional coordination - Regional coordination around key transit connections as well as regional mobility access planning and long-range consolidation opportunities could impact how the district will manage growth and position itself for a larger role.

FIGURE 1 – RELATIONSHIP OF OTHER PLANS TO THE TRANSIT MASTER PLAN UPDATE



Transit Integration with land use - Several ongoing planning efforts are being conducted in parallel with the TMP update. The TMP will need to identify how transit can support local or regional efforts and how local and regional partners can actively work with HRCTD to ensure transit is planned for and included as development occurs.

PUBLIC INPUT

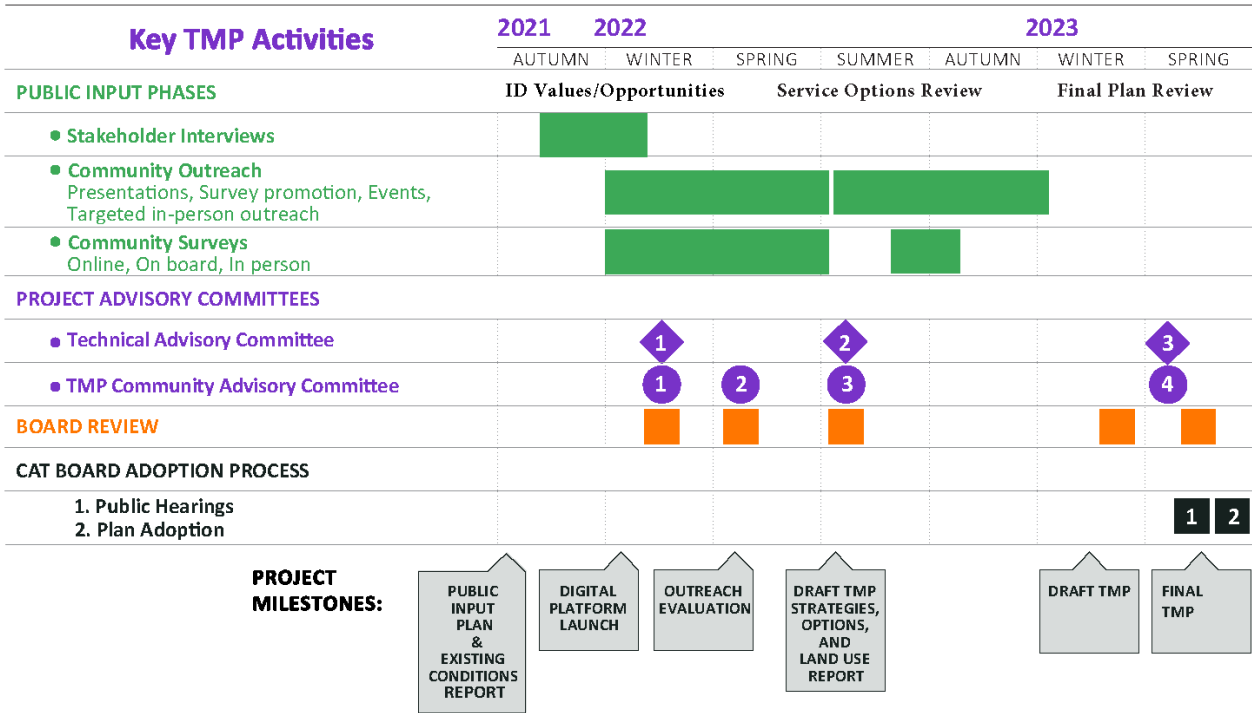
For this update, the district designed an extensive public involvement process that allowed community input at key points along the plan. The goal was to provide Hood River County stakeholders meaningful and easily accessible input opportunities throughout the TMP process. There was an intentional focus on broader involvement by historically marginalized communities, including but not limited to low-income individuals, youth, people with disabilities, seniors, immigrants, and Limited English Proficiency individuals.

The process was guided by two critical advisory committees: The TMP technical advisory committee and the citizen’s advisory committee. The TMP technical advisory committee was comprised of CAT staff, regional jurisdictions, state and federal agencies, and quasi-public entities. Its role was to serve as technical advisors on project deliverables. The TMP citizen’s advisory committee was appointed by the

Board; members represented a wide variety of constituents within Hood River County. Their role was to guide, assist and monitor the scope of public input in the plan and review the overall viability and acceptability of the recommendations.

Figure 2 on the following page provides a timeline of the project and is followed by a brief overview of the phases of the plan’s public involvement process.

FIGURE 2: TMP TIMELINE AND PUBLIC INVOLVEMENT PROCESS



The Transit Master Plan Public Involvement process had three distinct phases:

Phase One: Identification of Community Values and Opportunities around Transit

CAT staff and their public involvement consultant launched the public input process with two initial overarching questions to community members:

- 1) What value does transit bring to your community?
- 2) What are your priorities for transit and its future?

To gather this input, project staff developed an online bilingual survey. This survey was open from February until July 2022, and was made available via the project website and hard copy surveys.

Additional outreach occurred at public meetings, through in-person engagement at coffee shops and grocery stores, via intercept surveys on buses, and through

community partnerships to reach Hood River County’s Spanish speaking community.

Phase Two: Service Options Development and Review

Based on input from the Values & Opportunity phase, the CAT team developed a range of transit service options.

To understand community preferences, ‘Survey #2: Community Service Scenario’ presented the potential service options--organized by focus areas--for review and input.

Adhering to the previous survey approach, the bilingual survey was available online and via paper survey copies. In addition to the media releases, email updates, presentations, and community signage, project team members went out to the community asking questions on buses, at coffee shops, at work, libraries, and grocery stores.

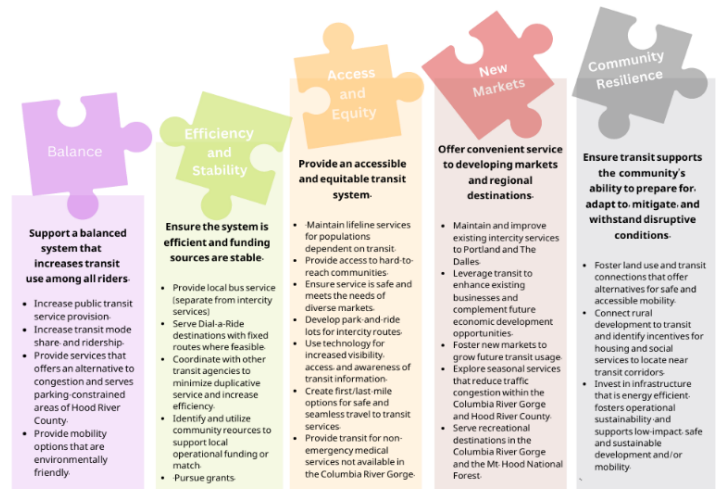
Phase Three: Draft and Final Plan Review

The draft and final review process occurred over two months. The final Board adoption process took place in the spring of 2023. Before the plan adoption, the CAT TMP Master staff presented the draft plan for review by its Technical Advisory Committee and the Citizen Advisory Committee. Additionally, CAT staff offered presentations to the Hood River County Board of Commissioners, the City of Hood River, the City of Cascade Locks, the Gorge Health Equity Collaborative, the Hood River Chamber, and One Community Health Board. Two formal public hearings conducted by the HRCTD Board occurred at their April and May meetings.

PLAN GOALS AND OBJECTIVES

The Transit Master Plan Advisory Committees were asked to review the goals and objectives of the 2017 Transit Master Plan. After making some updates and changes, the committees sent their

recommendations to the Hood River County Transportation Board for approval. The Board approved the plan goals and associated objectives, including the addition of a new Community Resilience goal. at their June 2021 Board Meeting.





WHERE WE ARE NOW

FIVE YEARS AFTER THE DISTRICT'S FIRST TRANSIT MASTER PLAN COLUMBIA AREA TRANSIT IS IN A FAVORABLE POSITION.

Financially, the district is stable with growing revenues and a strong reserve fund. The district has built a recognizable brand and has implemented key services that have enhanced access both to marginalized communities within, and visitors to Hood River. The district has expanded its staff and routes and provided customer service upgrades, enhanced transparency, and created long-standing local and regional partnerships.

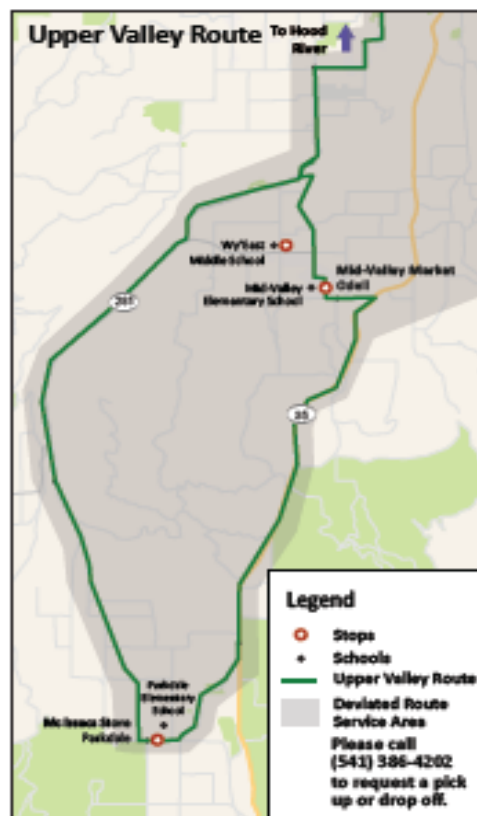
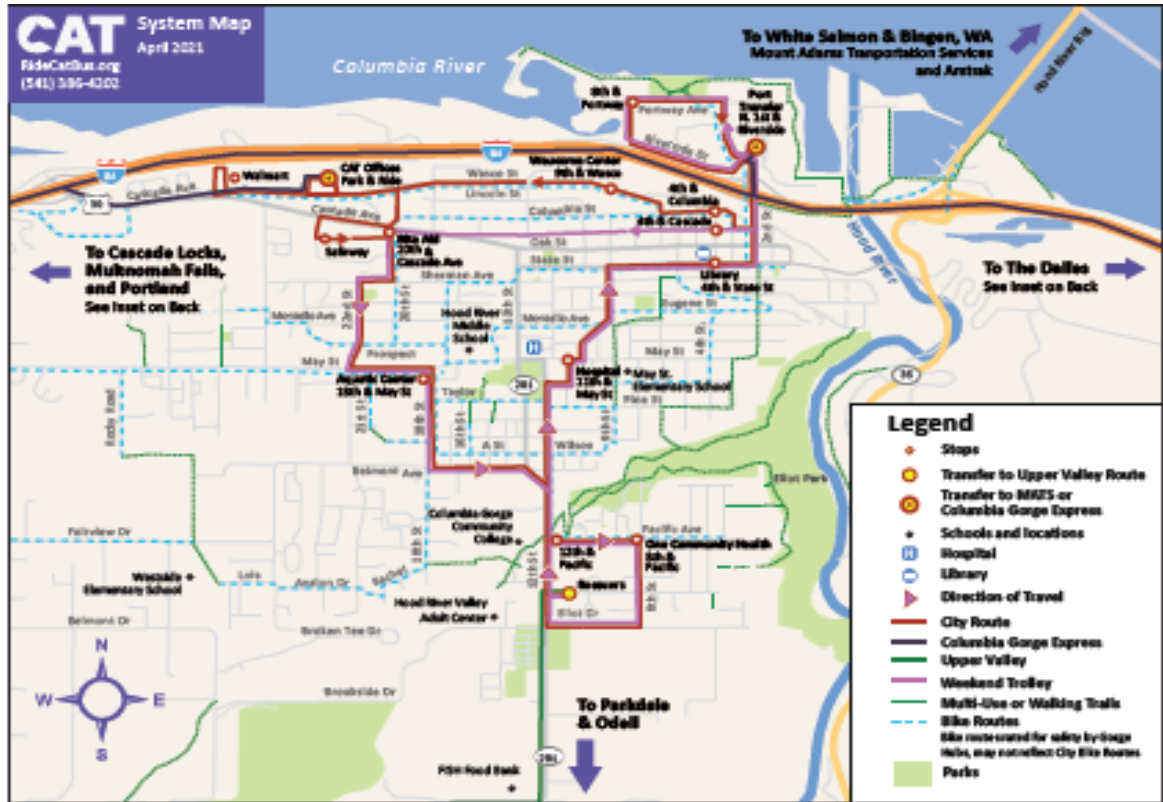
SYSTEM AND SERVICES

The Hood River County Transportation District—which does business as Columbia Area Transit (CAT)—is the only established public transit agency within Hood River County and holds the honor of being the only formally established public transit agency in the Gorge. A seven-member publicly elected Board provides oversight and guidance to the Executive Director

Map 1 on the following page shows the current CAT transit system. CAT operates four distinct services throughout the county: fixed-route, intercity express, deviated fixed route, and Dial-a-Ride. All but one of the services provided are year-round. The Gorge-to-Mountain Express is winter only (December–March); though if grant funds are approved CAT expects to expand to year-round service during FY23-24.

Most of the services operate at higher frequency levels during the spring/summer and a lower service level during the fall/winter. This in large part is due to the increased summer population (due to visitors and tourists) within the Gorge.

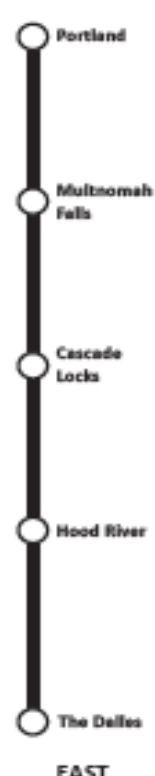
FIGURE 3: CURRENT CAT ROUTE MAP



Columbia Gorge Express Stops



WEST

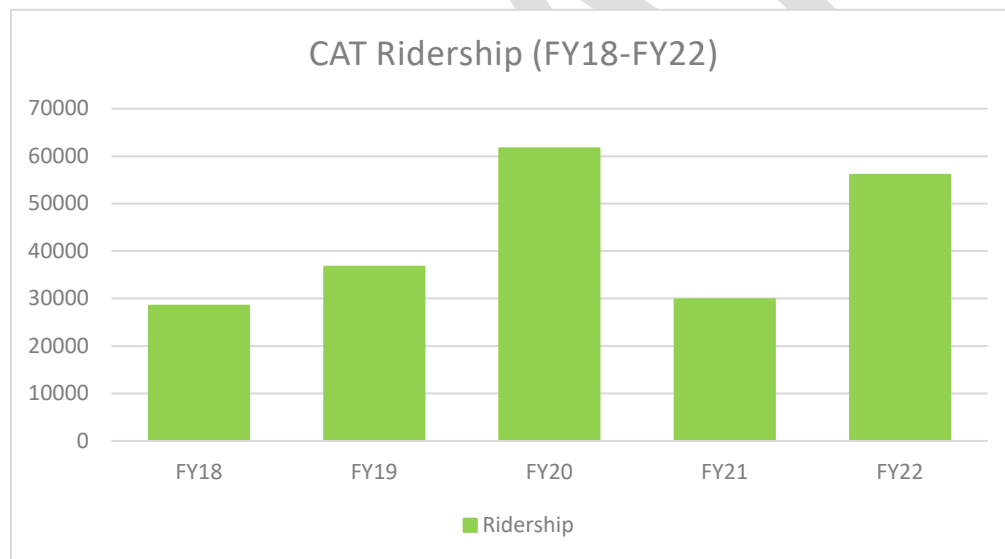


Key performance indicators show that the district is meeting or exceeding its targets for: safety, on-time service reliability, maintenance, and customer interactions. The table below provides a graph of overall system effectiveness and ridership trends from FY 2018-FY2022. Actual ridership and boarding ride numbers by month can be found on CAT’s website: ridecatbus.org.

As can be seen in the table located on the following page, CAT saw a significant drop in ridership beginning in late FY20 through the end of FY21 because of the COVID pandemic (a trend which is consistent with other transit agencies surrounding the County). CAT stopped running all fixed-route services mid- March 2020 and didn’t return to service until June 2020. Most returning routes saw frequency reductions through July 2021.

Unlike other transit agencies, however, CAT is one of the few transit agencies in Oregon (and around the Country) that was nearing pre-pandemic levels by the end of FY2022. While there are several factors that have help bolster ridership, CAT’s strong partnerships and diverse ridership base have in part been responsible for its post-pandemic ridership numbers.

FIGURE 4: CAT RIDERSHIP FY18-FY22



In the previous transit master plan, specific ridership goals for the district were not established. The focus was on creating a fixed-route system and growing ridership overall.

As part of the FY2023 Plan update, CAT will continue to track ridership growth and efficiency. It will also work with the Board to identify specific service efficiency targets for newly implemented as well as existing services. This will not only allow the district to track usage by route and stop bus stop but will also allow the district to make changes or cut back on services that are not meeting target.



DEMOGRAPHICS

HOOD RIVER COUNTRY HAS A DIVERSE POPULATION AND A STRONG AND GROWING VISITOR BASE.

Hood River County has a total population of 23,977 with the Hispanic population of more than 30% - makes it one of the most diverse populations in Oregon.

A top producer of pears, apples, and cherries, the agricultural richness combined with the County's numerous recreational opportunities have turned Hood River County into a growing hotspot for visitors and outdoor enthusiasts who enjoy activities like hiking, rock climbing, windsurfing, and kiteboarding as well as beer, wine, and farm-to-table dining.

TRANSIT FOCUS AREA DEMOGRAPHICS

Working with available data, CAT staff has created five transit focus areas within Hood River County. These five areas focus the planning effort to address specific community needs, identify access to transit barriers, and to identify land-use/transit opportunities within these areas. The focus areas also highlight what transit services currently exist and how populations or density may impact the service requirements within a given area.

The following provides a brief overview of the five focus areas, including key activity centers, transit routes, and key development areas.

A sixth plan focus area has also been developed to address the transit needs specific to the I-84 and Hwy 35 corridors but the demographic information that is outside the district is not presented here.



CASCADE LOCKS AREA

Census Tract 9501- Block Group 1

The key population center in this area is Cascade Locks which is nestled on the banks of the Columbia River. The second-largest community within the County, Cascade Locks was once a timber town but now focuses on tourism and light industry.

This area is the gateway to Hood River County from the west and is home to the interstate “Bridge of the Gods” which provides access to Stevenson, Washington, and Washington State Route 14. The Historic Columbia River Hwy. 30 (WA-NA-PA Street) is the key thoroughfare through Cascade Locks, intersecting with I-84 at both the east and west part of town.

The Cascade Locks area is located in the northwest corner of Hood River County. Bordered by the Columbia River to the north and forest land to the south, the majority of the population in this focus area lives along the River.

POPULATION

Total area population.	1,328
Within Cascade Locks	1,285
% Over 6520%
% Disabled	17.9%

RACE/ETHNICITY

% White	81%
% Hispanic	12%
% Other	7%

ECONOMICS

Median Income	\$50,685
% Living 200% of Poverty49%

LAND USE (*)

Total Square Miles.	95.3
National Forest Land	92.0
Inside City boundary	2.1
Unincorporated County2

POPULATION/SQUARE MILE

Total.	13.9
Within Cascade Locks	617.8

EMPLOYMENT (*)

- 255 people are employed within area, but live outside the area
- 522 people live in the area, but work outside the area
- 20 people are employed and live in the area

LARGEST COMMUTE DESTINATIONS

TO/FROM THE AREA:

- Hood River
- Portland Metro
- Other Gorge communities

ACTIVITY CENTERS

Community

- WA-NA-PA Street downtown shopping district
- Cascade Locks Elementary
- City Hall, Library, and Community Center
- Senior Housing

Recreational Activities

- Pacific Crest Trail and Dry Creek Falls
- Herman Creek Trail
- Wyeth Trail
- Historic Columbia River Bike Pedestrian Trail

Employment

- Port Business Park
- Herman Creek Business Complex
- Downtown along WA-NA-PA

Native American In Lieu Sites

- Cascade Locks
- Wyeth

KEY DEVELOPMENT AREAS

- Cascade Locks Airport Area
- Port of Cascade UPR site
- SW Moody/Harvey Residential Development
- Mixed-Use Gateway Property

TRANSIT IN THE AREA

The City of Cascade Locks is the main population center within this focus area. CAT serves the area with two main routes which both connect with Hood River throughout the day:

- Columbia Gorge Express Route (CGE) stops in Cascade Locks on WA-NA-PA (westbound – Thunder Island Brewing, eastbound justice center plaza.
- Cascade Locks Route – has formal stops at Thunder Island, Cascade Market, Bridge of the Gods, Forest Lane Herman Creek, Wyeth State Park, and Wyeth Native American In Lieu site. The Cascade Locks local route stops are designed to connect with the CGE route at the downtown WA-NA-PA stops (e.g., Thunder Island Brewery and Cascade Market).



HOOD RIVER WEST

Census Tract 9502-Block Group 1, 2, 3, 4 and 5

The Hood River West focus area is located two miles west of the Hood River downtown core. It encompasses both land within the City of Hood River and outside the City limits. The portion within the city contains the majority of the buildable land and is where most of the city's future development is expected to occur.

Also, notable further south of the city limits is the proposed development site of an Argo-Tech campus in Barrett Park as well as some well-used mountain bike recreational areas just off Post Canyon Drive. Country Club Road is the largest north/south connector in this area but is more than half a mile east of key development areas.

ACTIVITY CENTERS

Community

- Adult Senior Center
- Food Bank
- Hood River Valley High School
- Hood River Crossing
- Hood River Mobile Manor
- Shopping area along Cascade Avenue
- Westside Elementary School
- Rockford Grange

Recreational Activities

- Post Canyon Mountain Bike Trails
- Binns Hill Mountain Bike Trails
- Hood River Golf Course

Employment

- Cascade Avenue
- Variety of Agricultural farms off Country Club Road

KEY DEVELOPMENT AREAS

- Westside – Rand Development
- Cascade Avenue Streetscape
- Agro-Tech Development at Barrett Park

TRANSIT IN THE AREA

CAT currently provides no fixed-route service in the Hood River West area. However, CAT has plans to reroute and serve Rand Road with their City Route service once the signaled interchange project at Cascade and Rand Road is completed.

The area within the City limits is served with the City ADA or Dial-a-Ride service which requires a pre-arranged trip. The area south of Belmont is in the Upper Valley deviated fixed-route service area. Deviations can be requested a day in advance, but only at the times the bus will be in the area. Trips are first-come first-serve.

Hood River West area begins just west of the City of Hood River and runs east to Rand Road. The area encompasses the City's westside district, but extends past the city limits along Country Club Road into unincorporated county areas.

POPULATION

Total area population	6,980
Within City of Hood River(*)	1,792
% Over 65	19%
% Disabled	

RACE/ETHNICITY

% White	74%
% Hispanic	19%
% Other	7%

ECONOMICS

Median Income	,\$85,138
% Living 200% of Poverty	26%

LAND USE (*)

Total Square Miles.	25.9
National Forest Land5
Inside City boundary	2.6
Unincorporated County	22.8

POPULATION/SQUARE MILE

Total.	269
Within City of Hood River(*)	4,480

EMPLOYMENT (*)

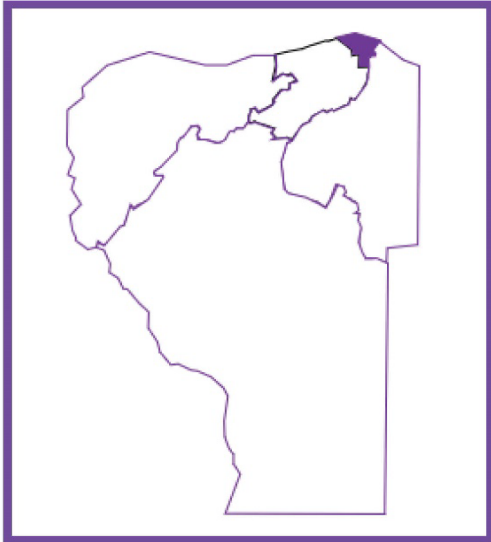
- 976 people are employed within area, but live outside the area
- 2,588 people live in the area, but work outside the area
- 614 people are employed and live in the area

LARGEST COMMUTE DESTINATIONS

TO/FROM THE AREA:

- Hood River
- Other Gorge communities
- Portland Metro

*Estimate based on available information.



HOOD RIVER EAST

Census Tract 9503-Block Group 1 - 6

The Hood River East area is the heart of the City of Hood River, from the Port to The Heights. These census tracts encompass most of the developed residential, commercial, and industrial areas within the City. While there are a few undeveloped areas within this focus area, a sizable portion of land yet to be developed will be infill.

This focus area is the gateway to Hood River County from the east and can be accessed from the Washington State Route 14 (Bingen/White Salmon) from the Hood River Bridge. The Historic Columbia River Hwy. 30 (Cascade Avenue/Oak Street) is the key thoroughfare through Hood River, with Hwys 35 and 281 providing important north/south access through the community and south to Mt. Hood and the County's Upper Valley area.

ACTIVITY CENTERS

Community

- Senior Center
- Food Bank
- Hospital
- Downtown shopping district
- The Heights shopping district
- Schools (May Elementary, Hood River Middle) and District facility
- CAT Transit and Administrative Facility
- County Court House and County Building
- Social Services
- City Hall
- Library
- Aquatic Center
- Low-income housing
- Senior housing

Recreational Activities

- Indian Creek Walking Trail
- Port Event Site and Waterfront Park
- Hood River Historical Museum and Marina Park
- Children's Park

Employment

- Wasco Industrial
- Port Waterfront industrial
- Cascade/Columbia Commercial Light Industrial
- Heights Commercial
- Downtown

KEY DEVELOPMENT AREAS

- Port Waterfront Lot 1 and Anchor Way
- Heights Streetscape Plan

TRANSIT IN THE AREA

All of CAT's current routes have a stop in or serve a portion of the Hood River east area at the CAT Transfer Center, Rosauers Transfer Center, or Port Transfer Center. The Hood River City route provides the most consistent service (7 days a week) throughout the focus area. The area within the City's limits is served with the City ADA or Dial-a-Ride service which requires a pre-arranged trip.

The Hood River East area begins just east of Rand Road. It incorporates most of the City of Hood River as well as the bulk of its population.

POPULATION

Total area population	5,923
Within City of Hood River(*)	5,923
% Over 65	14.0%
% Disabled	11.3%

RACE/ETHNICITY

% White	73%
% Hispanic	23%
% Other	4%

ECONOMICS

Median Income	\$54,407
% Living 200% of Poverty	33%

LAND USE (*)

Total Square Miles	2.2
Inside City boundary	2.2

POPULATION/SQUARE MILE

Total	2,712
Within City of Hood River	2,712

EMPLOYMENT (*)

- 4,068 people are employed within area, but live outside the area
- 1,562 people live in the area, but work outside the area
- 904 people are employed and live in the area

LARGEST COMMUTE DESTINATIONS TO/FROM THE AREA:

- Hood River
- Other Gorge communities
- Portland Metro

*Estimate based on available information.



ODELL AND LOWER HWY. 35

Census Tract 9504 Block Group 1 – 4

The Odell and Lower Hwy. 35 focus area offers quick access from the Columbia River to the agricultural lands south of the county. This area includes the two main north/south routes (Hwys 281 and 35) through the steep Gorge cliffs. The focus area is a key part of the “Fruit Loop” with many farms, packing houses, and related industries located within the area. Odell, a census designated place (CDP), is the largest population center in this area.

ACTIVITY CENTERS

Community

- Pine Grove
- Odell downtown
- Hood River Fairgrounds

Recreational Activities

- Tucker Park and Campground

Employment

- Farmland and packing houses
- Tucker Road businesses
- Neal Creek Mill businesses (Cardinal Glass, etc.)

KEY DEVELOPMENT AREAS

- Tucker Road Enterprise Area
- Pine Grove Rural Center
- Neal Creek Mill Road Enterprise Area

TRANSIT IN THE AREA

CAT serves the area with the Upper Valley Deviated-Fixed Route. The route begins at Rosauers (where it has connections to the City Route) and stops at the Odell Mid-Valley Marketing. The route will deviate between stops to pick up or drop off passengers at a specified location within the Odell and Lower Hwy. 35 area, during the scheduled route time. Passengers who wish to deviate must call the day before their trip to preschedule a pickup from an off-route location.

The Odell and Lower Hwy. 35 focus area begins at the river and travels up Hwy. 35 through farm land to the community of Odell. The incorporates many of the unincorporated lands just south of the City of Hood River and along Hwy. 281.

POPULATION

Total area population	6,362
Within Odell CDP	2,380
% Over 65	13.0%
% Disabled	

RACE/ETHNICITY

% White	39%
% Hispanic	57%
% Other	4%

ECONOMICS

Median Income	\$66,010
% Living 200% of Poverty	36%

LAND USE (*)

Total Square Miles.	79.9
Inside Odell	2.0

POPULATION/SQUARE MILE

Total.	79.9
Within Odell(*)	1,179

EMPLOYMENT (*)

- 1,607 people are employed within area, but live outside the area
- 3,151 people live in the area, but work outside the area
- 643 people are employed and live in the area

LARGEST COMMUTE DESTINATIONS

TO/FROM THE AREA:

- Hood River
- Other Gorge communities
- Portland Metro

*Estimate based on available information.



UPPER VALLEY AND UPPER HWY. 35

CENSUS TRACT 9501 -BLOCK GROUP 2, 3 and 4

The Upper Valley and Upper Hwy. 35 focus area is the upper part of the Hood River County “Fruit Loop”. Like the Odell focus area, this area is largely agriculture lands and includes the upper portion of the two main north/south routes (Hwys 281 and 35). This focus area includes three main population centers: the communities of Dee, Parkdale, and Mt. Hood.

ACTIVITY CENTERS

Community

- Parkdale downtown area
- Mt. Hood Town Hall

Recreational Activities

- Mt. Hood Meadows
- Teacup
- Mt. Hood National Forest trailheads and sno-park areas

Employment

- Farmland and packing houses
- Mt. Hood Forest Products

KEY DEVELOPMENT AREAS

- Mt. Hood Community Commercial Zone and Enterprise Area
- Dee Enterprise Zone Area (Lost Lake Road)
- Parkdale Commercial and Enterprise Area

TRANSIT IN THE AREA

CAT serves the area with the Upper Valley Deviated-Fixed Route. The route begins at Rosauers (where it has connections to the City Route) and stops at the Odell Mid-Valley Market before travelling on to Parkdale with a stop at the McIssac’s Grocery Store in downtown Parkdale. The route will deviate between stops to pick up or drop off passengers at a specified location within the Odell and Lower Hwy. 35 area, during the scheduled route time. Passengers who wish to deviate must call the day before their trip to preschedule a pickup from an off-route location.

During winter, the Gorge-to-Mountain Express Route runs from Hood River up Hwy. 35 to Mt. Hood Meadows, with some trips connecting with other transit providers at Government Camp. The bus stops at the Mt. Hood Town Hall before running up to the ski resort and Government Camp.

Upper Valley and Upper Hwy. 35 begins just south of the Odell and travels along Hwy. 281 to Dee and Parkdale and along Hwy. 35 to the base of Mt. Hood.

POPULATION

Total area population	3,257
Within Parkdale CDP	324
% Over 65	14%
% Disabled	

RACE/ETHNICITY

% White	61%
% Hispanic	34%
% Other5%

ECONOMICS

Median Income	\$57,668
% Living 200% of Poverty	37%

LAND USE (*)

Total Square Miles	321
Inside City boundary60

POPULATION/SQUARE MILE

Total	10.12
Within Parkdale CDP5175

EMPLOYMENT (*)

- 1,221 people are employed within area, but live outside the area
- 961 people live in the area, but work outside the area
- 520 people are employed and live in the area

LARGEST COMMUTE DESTINATIONS TO/FROM THE AREA:

- Hood River
- Other Gorge communities
- Portland Metro

*Estimate based on available information.



SUPPORTIVE STRATEGIES

TRANSIT SUPPORT STRATEGIES ARE DESIGNED TO COMPLEMENT, BIND, AND INTEGRATE TRANSIT SERVICES WITH BROADER COMMUNITY NEEDS.

They support the use of transit by riders either directly or through tools that enhance rider access or improve the overall experience with the transit system.

Typically, transit support strategies can be categorized into six principal areas:

- Land Use Support Strategies
- Fare & Pricing Adaptations
- Stops & Amenities
- Marketing & Information
- Micro-Mobility or First/Last-Mile Options
- Non-Peak Shift or Off-Hour Options

The following is a general overview of individual strategy types. It provides a high-level overview of what strategies the district has already implemented and what strategies could be useful in the future. More detailed discussion and analysis can be found in the full plan or in the associated appendix.

LAND USE SUPPORT STRATEGIES

As part of the Transit Master Plan, an initial analysis was conducted of land use issues and opportunities related to the “transit-oriented” or “transit-supportive” developments within Hood River County.

The following provides a summary of the potential locations within each of the five focus areas that may offer the opportunity for some simple transit-supportive planning strategies. These include strategies that can link new development to transit more effectively or more complex strategies like transit-oriented or joint-development projects. The full land use analysis can be found on the www.ridecatbus.org website.



Opportunity for Transit Supportive Development in Cascade Locks

CL-1. Grain Integrative Healthcare. Currently operating several days a week.

CL-2. Bridge of the Gods Trailhead. Popular recreational destination, new parking area permitting underway.

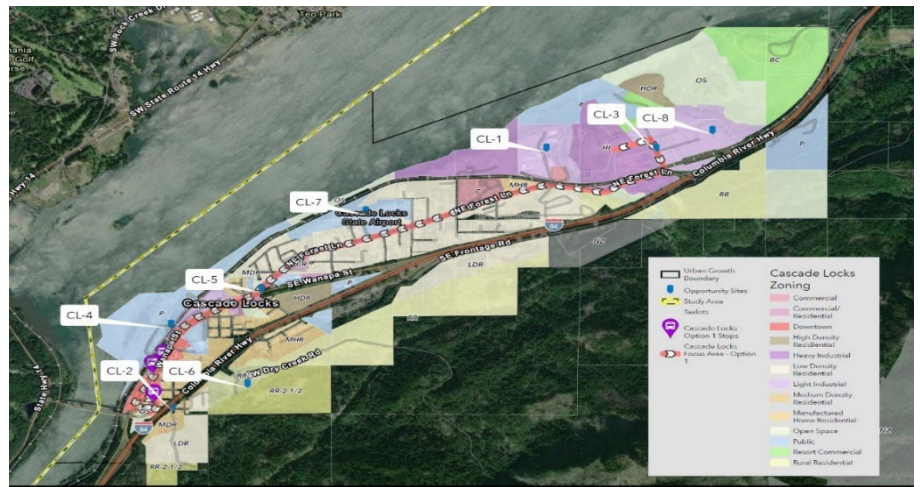
CL-3. Ongoing development of Bear Mountain Business Park; largely industrial users.

CL-4. Marine Park entrance. Popular recreational destination.

CL-5. WaNaPa Street/Forest Lane. Modest infill and development likely along Forest Lane, including new group homes. Existing subsidized units on Belle Street/Edgewood Avenue.

CL-6. Dry Creek Road, where approximately 80 acres could potentially be developed for housing, roughly doubling the City’s housing stock. These units are likely to be high-value homes.

CL-7. Airport area, where there are approximately 20 developable acres in the long term.

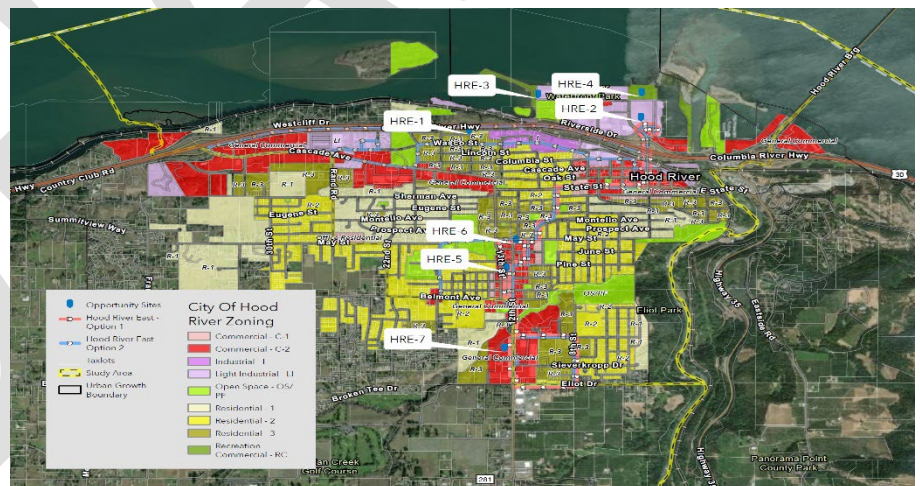


Opportunity for Transit Supportive Development in Hood River East

HRE-1. HRE 1 – An MCHA affordable housing development (Rio Bella) on Hope Avenue at Wasco Street is more than a half mile from the nearest existing stops. A stop near this location could improve transit access.

HRE-2-4. Hood River Waterfront, home to many large employers and vacant port-owned land slated for additional employment/hospitality growth. “Lot 1” is perhaps the most significant development opportunity in this area and a mobility hub is envisioned there. Also on the Hood River Waterfront, the west end of Portway features warehousing and recreation. Particularly for the westernmost reaches of Portway used for recreation, Port staff suggested considering extending weekend service to this area. Given the large amount of recreation on the Waterfront – especially at the Event Site, where there is limited parking – the question arose about whether new or modified transit vehicles could accommodate more gear (e.g., bikes, water and wind sport gear).

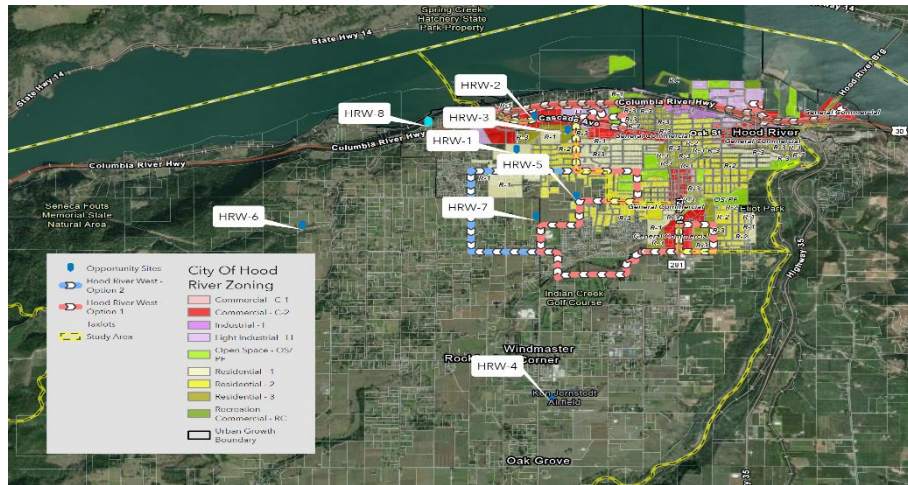
HRE-5-7. The Heights Streetscape Plan area, 12th and 13th Streets from May Street to Belmont Avenue – The plan addresses potential future bus stops and crossing alignments this planning area should be tracked for transit-supportive development and redevelopment opportunities. The Heights district and nearby commercial land to the south is designated as an Enterprise Zone and is the subject of current



planning using City urban renewal funds, which could be a boon to potential transit-supportive development in the area.

Opportunity for Transit Supportive Development in Hood River West

HRW-3. Hood River West also includes the Cascade Avenue Streetscape Plan area, a corridor from I-84 Exit 62 to 13th Street that serves as the western gateway to Hood River and as the main street for nearby neighborhoods. The plan recommended implementation measures such as one lane in each direction for most of the corridor, continuous sidewalks, separated bicycle facilities, raised medians to provide protected crossings for pedestrians and bicyclists, and transit/bus stop design specifications. Project staff have reported that most of the mixed-use and transit-oriented development opportunities are anticipated in the west end of this corridor.



Project staff have reported that most of the mixed-use and transit-oriented development opportunities are anticipated in the west end of this corridor.

HRW-4. Ken Jernstedt Airfield. The airfield was identified as a potential site for modest employment growth that may be appropriate for a potential bus stop on the Upper Valley service. The site also includes the Western Antique Aeroplane and Automobile Museum (WAAM). When events bring a large number of people to the airfield in summer and fall, that is a time when service to the airfield could serve both staff and visitors.

HRW-5. Belmont Extension. Street extension to Post Canyon Drive. Plans detailed in the City's Transportation System Plan. This extension may have implications for future routing/stop locations.

HRW-6. Post Canyon Seven Streams Trailhead. Post Canyon is a recreational amenity that faces parking challenges at times of peak demand. The site may be appropriate for transit service focused on moving hikers and mountain bikers (and their equipment).

HRW-7. Westside Park. The Hood River Parks & Recreation District has acquired 20 acres of land on the west side of Hood River for future park use.

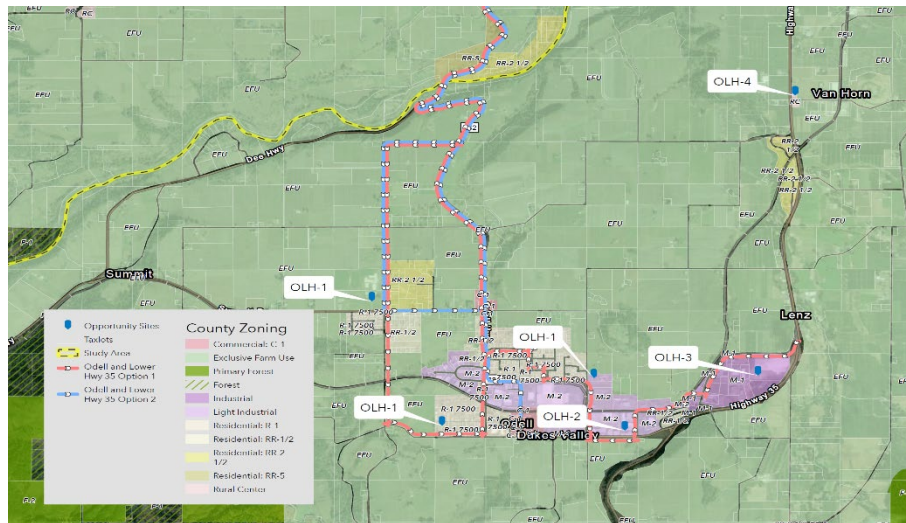
HRW-8. Ruthton Park and Ruthton Point. Just west of the City of Hood River, north of I-85, a section of the Historic Columbia River Highway is planned to connect to the Historic Highway State Trail. This trail segment would extend eastward from Mitchell Point, cross underneath I-84, and proceed east to Hood River. Ruthton Park may be an opportunity for transit connections to the Historic Highway State Trail.

Opportunity for Transit Supportive Development in Odell and Lower Hwy 35

OLH-1. Depending on the types of employers that locate in Odell, new development could present an opportunity for new transit service as well as an opportunity to provide transit amenities that serve Odell more broadly. A circulator loop has been suggested by stakeholders. There are also several residential parcels that remain unplatted on the east side of Odell Highway, and near Wy'east Middle School. These sites represent the possibility for a modest increase in housing and population in Odell. The MCHA Executive Director also indicated interest in ongoing coordination with the County regarding affordable housing development in Odell, which would benefit from being transit-supportive development served by transit. Additionally, Hood River County staff has indicated that it hopes to officially designate Odell as

an urban unincorporated community in compliance with Oregon Statewide Planning Goal 14 (Urbanization) in the next couple of years, which may result in additional opportunities for development, including affordable housing

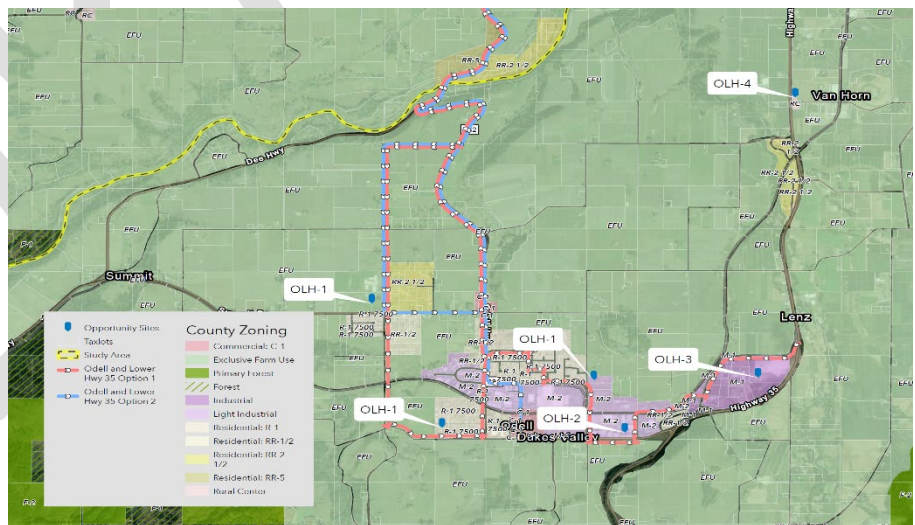
OLH-2 and OLH-3. There are potentially several sites in Odell that could be developed or redeveloped with significant employment uses. This includes the Neal Creek industrial area on the east end of Odell, which currently features large employers such as Cardinal Glass. Additionally, the Port of Hood River owns and has remediated a portion of the former mill site adjacent to rail and is expected to be redeveloped in the future.



OLH-4. A rail line extends from Downtown Hood River to Pine Grove, mostly as a tourist/visitor service and periodically as a commercial service. Depending on the scale and popularity of the visitor service, some measure of transit-oriented development – a stop, supportive development, and amenities – may be warranted.

Opportunity for Transit Supportive Development in Parkdale and Upper Hwy 35

UVUH-1. Due to the rural nature of Focus Area 5, significant new development is unlikely. In the Parkdale area, modest redevelopment of employment uses and small-scale residential development may occur over time. In Parkdale, there are several large residential parcels that could be subdivided under their current zoning designation; however, infrastructure constraints and other factors may limit this development. In addition, land in the vicinity of Baseline Drive and Clear Creek Road/2nd Street in Parkdale has commercial C-1 zoning, though parcels south of Baseline Drive have agricultural or residential uses today. Some additional commercial development in this area, which could be transit-oriented in a small community manner, is possible.

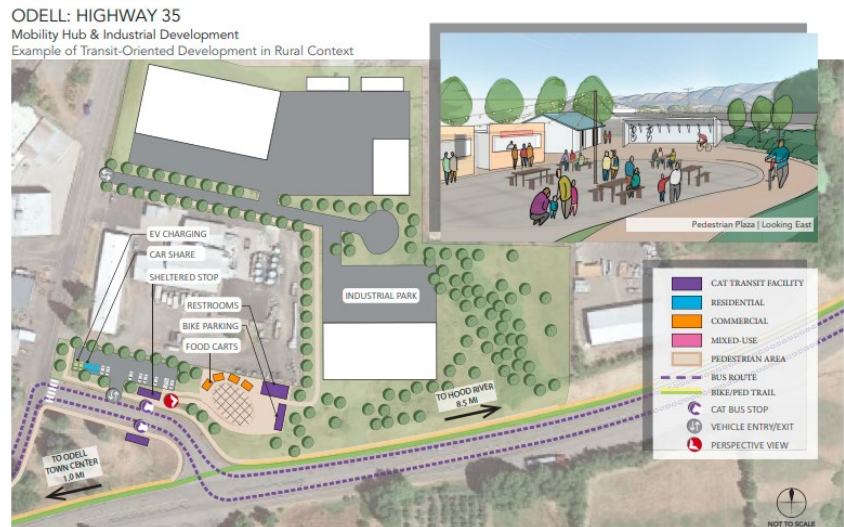


UVUH-2. Consider a stop for the community of Mt. Hood, at its junction with Highway 35.

UVUH-3. In the very long term, County staff suggested monitoring the small community of Dee for potential transit service and stop (for employees) if the mill site there is redeveloped. Transit Supportive Land Use Tool Kit

The transit supportive land use analysis led to the development of a transit supportive land use tool kit. The tool kit is designed to provides local governments, advocates, and developers in Hood River County with strategies for integrating land use and transportation planning.

The Toolkit includes policy and regulatory tools that have successfully been implemented throughout Oregon and offers conceptual drawings and development examples from other rural communities in the Gorge.

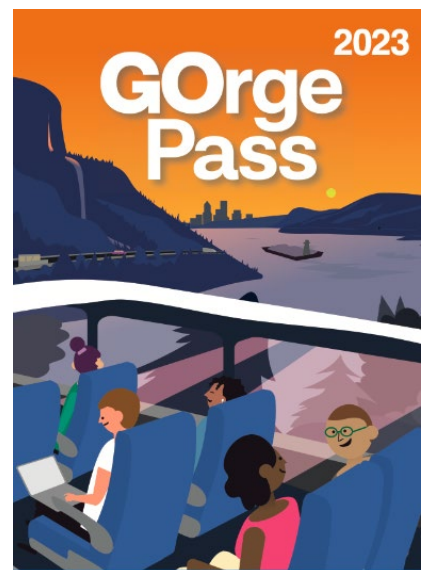


FARE AND PRICING ADAPTATION STRATEGIES

Fare and pricing adaptation strategies alter the absolute or relative price or cost of transit services for existing or prospective riders; and/or make transit fares easier to use/access. While a few fare or pricing programs can be targeted to specific areas or target markets (as noted in the examples below) most of the fare and pricing adaptation strategies would require systemwide implementation.

CAT has implemented several of these types of strategies over the last five years including:

- Deep-discounted transit passes options.
- Expansion of online sales on the website.
- Cooperative fare programs for businesses, organizations, and agencies



CAT could look further develop or expand fare and pricing strategies that can enhance access, increase awareness, and foster new ridership, including:

- Onboard dynamic credit care fare payment program
- Free-fare transit for local trips (e.g., trips within Hood River County)
- Cooperative programs in community neighborhoods or focus areas.

BUS STOPS AND AMENITIES

Bus stops are the front door to the CAT fixed-route system. They are where most riders board or wait for services. Great bus stops are visible, friendly, comfortable places to wait, with safe and accessible walking conditions around them.

District staff have been working with local jurisdictions on the bus stop placement process and on defining typical stop criterium. Table 1 below outlines typical stop criteria, amenities, and maintenance considerations that the district hopes will become the foundation for a countywide bus stop and amenities plan.

TABLE 1: CRITERIA FOR PLACEMENT OF BUS STOPS IN HOOD RIVER

Stop Type	Criteria	Basic Amenities	Other Amenities	Maintenance
Standard Stop	Every stop that is not sheltered.	Pole & sign, schedule information	Garbage can, bench, real-time information	As needed
Shelter Stop	Minimum of 10 BR/day or 5/BR if serving seniors or business is willing to sponsor stop	Pole & sign, real-time schedule information, shelter, bench & garbage can	Sidewalk access, curb cuts, ADA pad, bike racks.	At least twice a month garbage removal & cleaning. More frequently if required
Mobility Hub	2 or more routes serve stop & 15BR/day or linkages with 2 or more first/last mile options	Pole & sign, real-time schedule information, shelter, bench, garbage can, bus layover, bike parking	Sidewalk & bike lane access, curb cuts, ADA pad, bus pull out, indoor waiting, restrooms, park & ride	Bi-weekly garbage removal & cleaning. More frequently if required.

MARKETING AND INFORMATION

Often overlooked in the day-to-day of transit operations is the importance of and marketing transit to the broader community to build awareness of the services. This not only ensures that the community knows what services are available to them, but also how those services can meet their specific needs.

Since the 2017 plan CAT marketing has focused on

- Building a “brand” - which has included ensuring the district’s on-street presence (signage, shelters, benches, etc.) promotes the district and raises awareness throughout the community.
- Enhancing Digital presence – which has included website enhancements, social media presence and email outreach.
- Community Outreach – which has focused on community events, organizational partnership, and other engagement opportunities.

Moving forward opportunities exist for more specialized or targeted outreach including:

- Area specific individualized marketing campaigns
- Community ambassador and travel training programs
- Business or organizational transportation coordination programs

MICRO-MOBILITY OR LAST MILE OPTIONS

Micro-mobility strategies include options like walking, biking, or the use of small low speed motorized vehicles such as scooters, EV bikes, kickboards. First/last-mile strategies include more formalized programs like vehicle sharing (including carshare, bike or e-bike share) micro-transit, ride-hailing, or autonomous shuttles).

While HRCTD has not actively pursued alternative transportation strategies in the past, the district has worked with the city to implement a privately provided car-sharing demonstration project within the City of Hood River.

The project has provided good information on how best to facilitate such options and a renewed commitment to ensuring that options spring up to respond to community interest and need.

NON-PEAK SHIFT OR OFF HOUR OPTIONS

In rural Hood River County, fixed-route public transit may not be adequate for serving early or late-night travel needs. Shift-oriented or off-hour options in this rural area may be best served with private providers who are supported either through public technology, infrastructure, or operational resources.

Some examples of mobility options that address these “hard to serve” needs including mobility management services like rideshare or vanpool service or taxi subsidy programs for hard to serve areas or targeted needs.



WHERE WE ARE HEADED

THE 10-YEAR PLAN IS BASED ON A COMPREHENSIVE NETWORK OF LOCAL AND REGIONAL SERVICES.

Each route within the 10-year vision is designed to build upon the others to create an integrated system for all residents and visitors – thereby creating a network that not only supports local mobility and access goals within the County but offers a sustainable visitor experience and creates new economic opportunities within Gorge communities.

SERVICE

The transit vision within Hood River County is based on the creation of layers of service. Each of the layers play a specific role and is targeted towards distinct movements with different levels of service. Each layer works with the others to provide a complete network of service.



Regional Services – Regional services are intracity services that connect Hood River County to other communities outside the Gorge along the I-84 or State Highway 35. The goal is 90 minutes frequency throughout the year with 60 minute frequency during the peak visitor times.



Local Services - Local service is focused on routes that connect different areas of a community where usage has been growing. The goal of this service is 30 minutes during the weekdays and a minimum of one weekend day each week.



Community Services – Community services are provided in areas where housing density is low but there is a desire for access to shopping or services within their area. These services are flexible (deviated or scheduled) and maybe provided by a private provider. They allow for connections to local or regional services at the nearest transfer point.

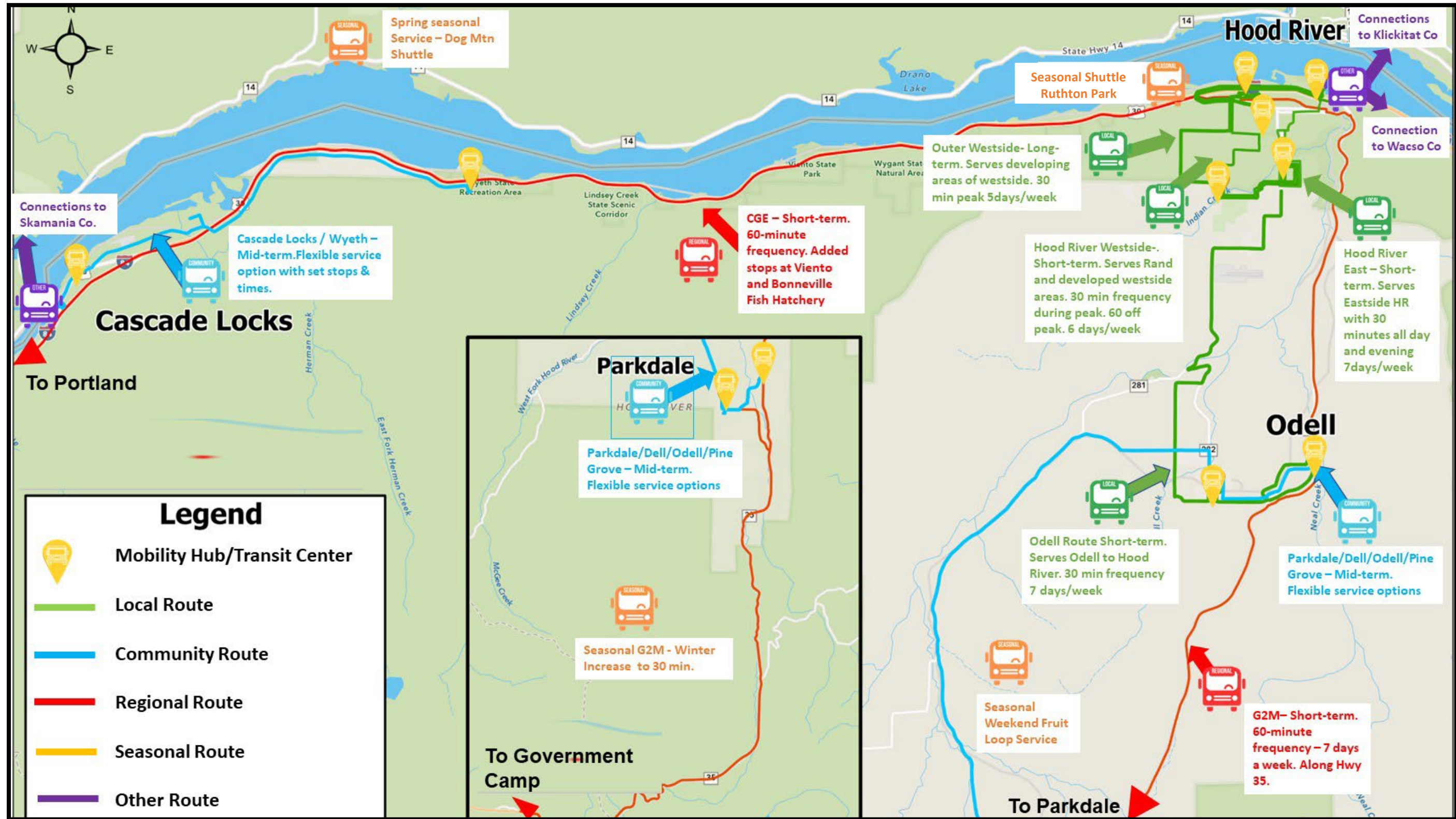


Seasonal Services – Seasonal services recognizing the importance of the visitor travel to the Gorge. Seasonal services currently exist in some areas while some routes see frequency increases during peak visitor times. Other areas offer the opportunity to enhance car-free access in the Gorge. CAT will need to secure specific funds to meet these needs.



Other Connections – Other connections include those routes that offer access to other communities outside of Hood River County but in the Gorge. These connections may be provided by other providers or by CAT, if funding from these communities is made available.

FIGURE 4: 10 YEAR SERVICE PLAN



INFRASTRUCTURE

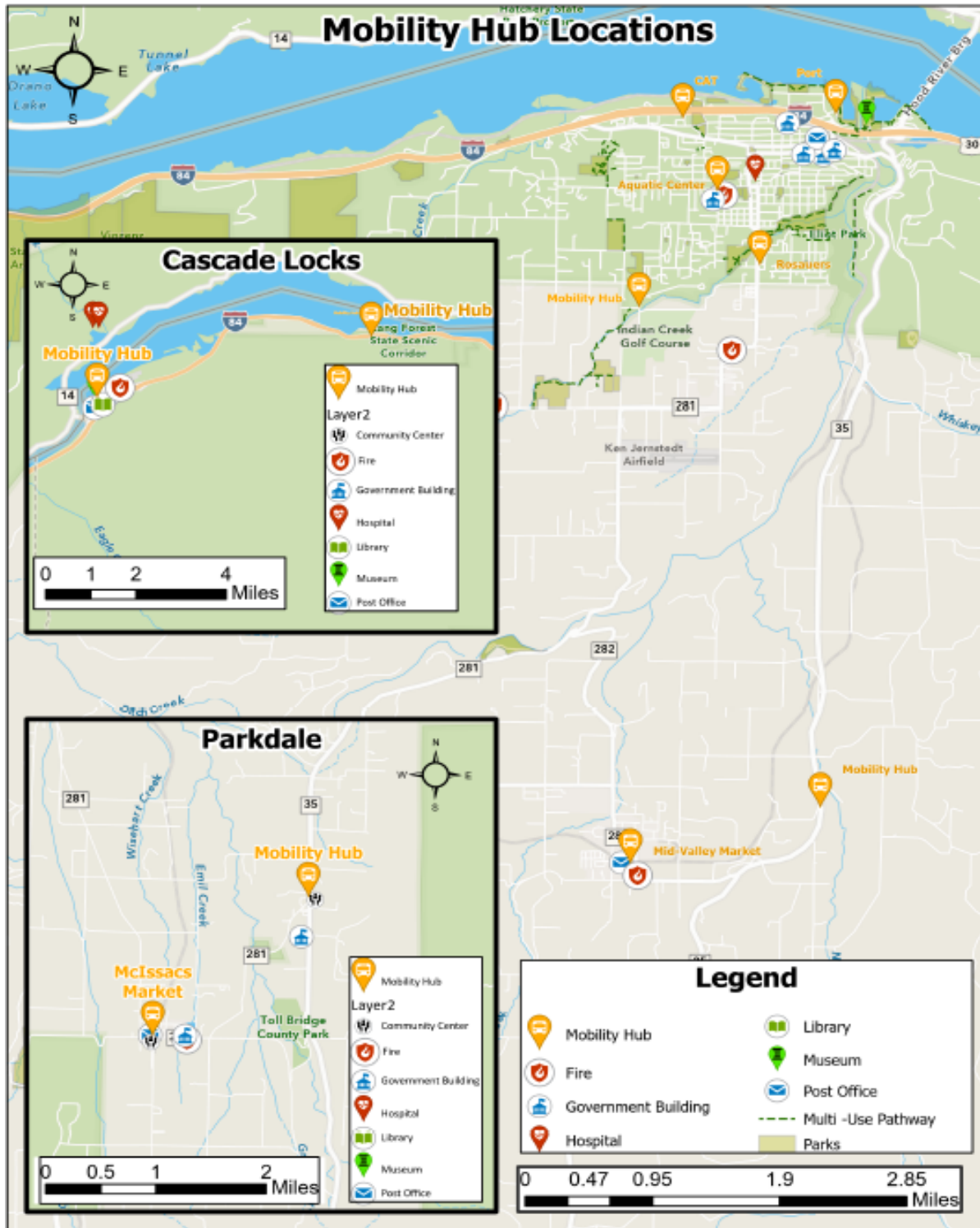
Infrastructure is the first point of contact for users of the transit system and the transit centers and mobility hubs play a key role in ensuring that the experience is of a high quality. Transit centers and mobility hubs will also work as a focal point for transit within a community, providing easy connections between transit and different types of options, including micro-mobility and on-demand services.

The Transit Center and some key hub locations (Mt Hood Town Hall, Odell at Hwy 35, and Rosauers) will provide the first point of contact for external trips to link to the local transit network. Other more local mobility hubs such as 4th & State, Aquatic Center, Indian Creek, Odell, and Parkdale can act as connection points inside communities allowing locals to utilize a variety of modes to access the transit network. The Transit Center/Mobility Hubs are listed in Table 2 below and on Map 3 on the following page.

TABLE 2: LOCATION OF TRANSIT CENTERS AND MOBILITY HUBS

Location	Type	Associated Land Use
CAT - 224 Wasco Loop	Transit Center	Primary Transit Center for CAT. Serves all routes and connections to other regional partners.
Port Transfer 2nd & Anchor Way	Regional Hub	Regional transfer center for multiple transit providers, out of district routes and local routes. Key access point for Hood River Event and businesses
4th & State	Community Hub	Downtown activity center
Aquatic Center (May near 18th)	Community Hub	Focal point for May Street Neighborhoods, Jackson Park & Aquatic Center
Rosauers (12th Avenue & Hood River Mall Area)	Regional Hub	Transit Center and focal point for Sieverkropp Neighborhood
Indian Creek & Arrowhead	Community Hub	Focal point for Indian Creek Road Neighborhood & HRVSD High School
Odell (Mid-Valley Market Area)	Community Hub	Focal point for the community of Odell
Neal Creek Road (Hwy 35 & Neal Creek Area)	Regional Hub	Connects Odell with Hwy 35 and quick access to downtown Hood River
Parkdale (McIssacs Market Area)	Community Hub	Focal point for community of Parkdale
Mt Hood (Mt Hood Towne Hall Area)	Regional Hub	Transfer Center for Parkdale and Gorge to Mountain buses. Quick access to downtown Hood River.
Wyeth (I-84 & Wyeth Exit Area)	Community Hub	Focal point for Wyeth State Park and Native American In Lieu of Site
Cascade Locks (Wa-Pa-Na Downtown Area)	Regional Hub	Focal point for the community of Cascade Locks
Cascade Locks (Forest Lane)	Community Hub	Focal point for the Port of Cascade Locks Business Park

FIGURE 5: MOBILITY HUB LOCATIONS



MOVING FORWARD

0-1 year IMMEDIATE

Preparing for
growth

1-4 years SHORT-TERM

Route and
frequency
improvements

4-8 years MID-TERM

Community
connections and
hub development

8 + years LONG-TERM

Looking toward
the future

A FOUR PHASED IMPLEMENTATION OF THE IMPROVEMENTS ARE RECOMMENDED FOR THE GROWTH AND EVOLUTION OF THE TRANSIT NETWORK IN HOOD RIVER COUNTY OVER THE NEXT 10-YEARS.

Four implementation phases have been proposed to allow for a logical sequencing of the services: As such, they offer a blueprint to the district on the elements that need to be in place for recommended changes to occur. As is noted in the timeline, some changes will be more challenging than others, either based on required jurisdictional partnerships or the need to secure funding.

PHASE I – IMMEDIATE IMPLEMENTATION (0-1 YEAR)

The focused strategy for the first year of the plan implementation is to ensure processes, funding, partnerships, and infrastructure are in place to allow the district to move forward with plan goals.

Some critical projects for focus in the immediate term include:

- Real-time Signage on key bus stops
- On-Board Dynamic Payment
- Formalized bus stops at Hood River downtown & heights sites
 - 4th & Cascade
 - 4th & State
 - 12th & Hood River Shopping Mall
 - Port Transfer site
- Work with the cities and county of Hood River to establish a standard operating procedure and

decision-making process for the designation of bus stops in each community area.

- Enhancements for Passenger Boarding & ADA stop infrastructure.
 - CAT Transit Center
 - Mid-Valley Market
- Secure Planning Grants
 - New Corridor Stop Identification Planning and Pre-Engineering of Bus Stop Options for Hwy 35 and I-84
 - Mobility Hub & Individualized Marketing Plan Planning
 - TOD Planning for Parkdale, Cascade Locks & Odell
- Secure Vehicle Replacements and Other Infrastructure
 - FTA 5339, 5310 & 5311 Grants
 - No and No-Low Emissions
 - Blue Sky Grants

Transit Service Enhancements

Hood River East - Interim Peak Hour Service (Map on the following page)

Enhancements to the Hood River East route during peak commute hours with a 15-minute frequency between Rosauers and the Port of Hood River. This is a precursor to split the route between Hood River East and Hood River West route which will be made in the short-term

Implementation is dependent on:

- The City's approval of formalized stops for the north & south side of State Street at 4th.

FIGURE 20: HOOD RIVER EAST - INTERIM



PHASE 2- SHORT-TERM IMPLEMENTATION (1-4 YEARS)

The focus for the short-term implementation strategy is on frequency enhancements and changes to existing fixed-route services both within Hood River County and regionally that can be done within existing or identified resources.

In addition, the short-term will begin planning and securing funding for infrastructure, hub, and flexible first/last and micro-mobility service development.

Some critical projects for focus in the short-term include:

- Formalize bus stops & infrastructure improvements for new routes or new stops.
- Develop individual plans and identify partnerships, infrastructure, and funding for the implementation of:
 - Mobility Hub & Individualized Marketing Plan Planning
 - TOD Planning for Parkdale, Cascade Locks & Odell
- Explore options for flexible first/last and micro-mobility development
- Identify local (or statewide) public/private transportation partnership opportunities.
- Secure Vehicle Replacements and Other Infrastructure
 - 5339 Grants
 - No and No-Low Emissions

Transit Service Enhancements

Columbia Gorge Express

CAT will enhance summer services on the Columbia Gorge Express with additional stops at Bonneville Fish Hatchery (exit 40) and Viento State Park (exit 56) and a 60?-minute frequency from Portland to Hood River.

Implementation is dependent upon:

- Partnerships with ODOT, and other State and Federal Partners to secure bus stop site at Viento & Bonneville Hatchery exits
- ODOT funding for service enhancements on the I-84 corridor.

Hood River – Odell Route (Map with hub locations follows)

CAT will shorten and formalize the Upper Valley deviated fixed route which will provide more stops along Hwy 281 and increase stops within the community of Odell. Coupled with these changes will be more frequent midday Dial-A-Ride options within the Parkdale / Dee area. This will maintain connections for these residents to Hood River.

Implementation is dependent on:

- The identification & development of formalized stops along Hwy 281 and within the Odell community as well as turn-around options & associated stops near the Hospital in Hood River.
- In coordination with other agencies (e.g. The Next Door, Hood River Valley School District, One Community Health, etc), the development and implementation of a strategic individualized transit marketing plan for the Upper Valley area associated with changes slated for late FY24 launch.

Parkdale/Dee/Odell - Deviated Fixed (Map with proposed hub locations)

With the implementation of the new Hood River – Odell Route, CAT will also offer limited deviated fixed-route service from Parkdale/Dee area to the Odell stop during the midday.

Implementation is dependent on

- Implementation of the Hood River – Odell Route

Gorge to Mountain

CAT will begin all-year service with a 2-hour frequency from Hood River to Government Camp

Implementation is based on

- Identification with ODOT & US Forest Service of formalized stops along Hwy 35 and/or at a minimum some proposed temporary stop placements at key summer destinations along Hwy 35.
- FHWA flap grant funding approval for the year-round enhancements.

Hood River East (Map with proposed hub locations)

The Hood River East route is a split of the current City Route at a 30-minute frequency. This new split route would serve from Rosauers to CAT via the Port of Hood River.

Implementation is dependent upon:

- The City's approval of formalized stops at the north & south side of Cascade Street at 4th
- New stop identification & placement along the rest of the route
- In coordination with other agencies (e.g., City, Mid-Columbia Housing Authority, Chamber & downtown businesses, etc.), the development, and implementation of a strategic individualized transit marketing plan for the

Hood River East/West area associated with the new East / West Hood River routes.

Hood River West (Map with proposed hub locations)

The Hood River West route is the second half of the split City Route which also would offer a 30-minute frequency. This split route would serve Rosauers to the Port via CAT on the westside of town.

Implementation is dependent upon:

- Completion of Rand / Cascade Intersection Improvements
- New stop identification & placement along the route
- Stops sign or turning safety improvements at
 - May & Rand
 - Belmont and 22nd
 - Indian Creek Road & Brookside
- In coordination with other agencies (e.g., City, Food Bank, Hood River Valley High School, Columbia Gorge Community College, Senior Center, etc.) the development, and implementation of a strategic individualized transit marketing plan for the Hood River East/West area associated with the new East / West Hood River routes.

FIGURE 21: HOOD RIVER - ODELL ROUTE & HUB LOCATIONS



FIGURE 22: PARKDALE/DEE/ODELL - DEVIATED FIXED ROUTE

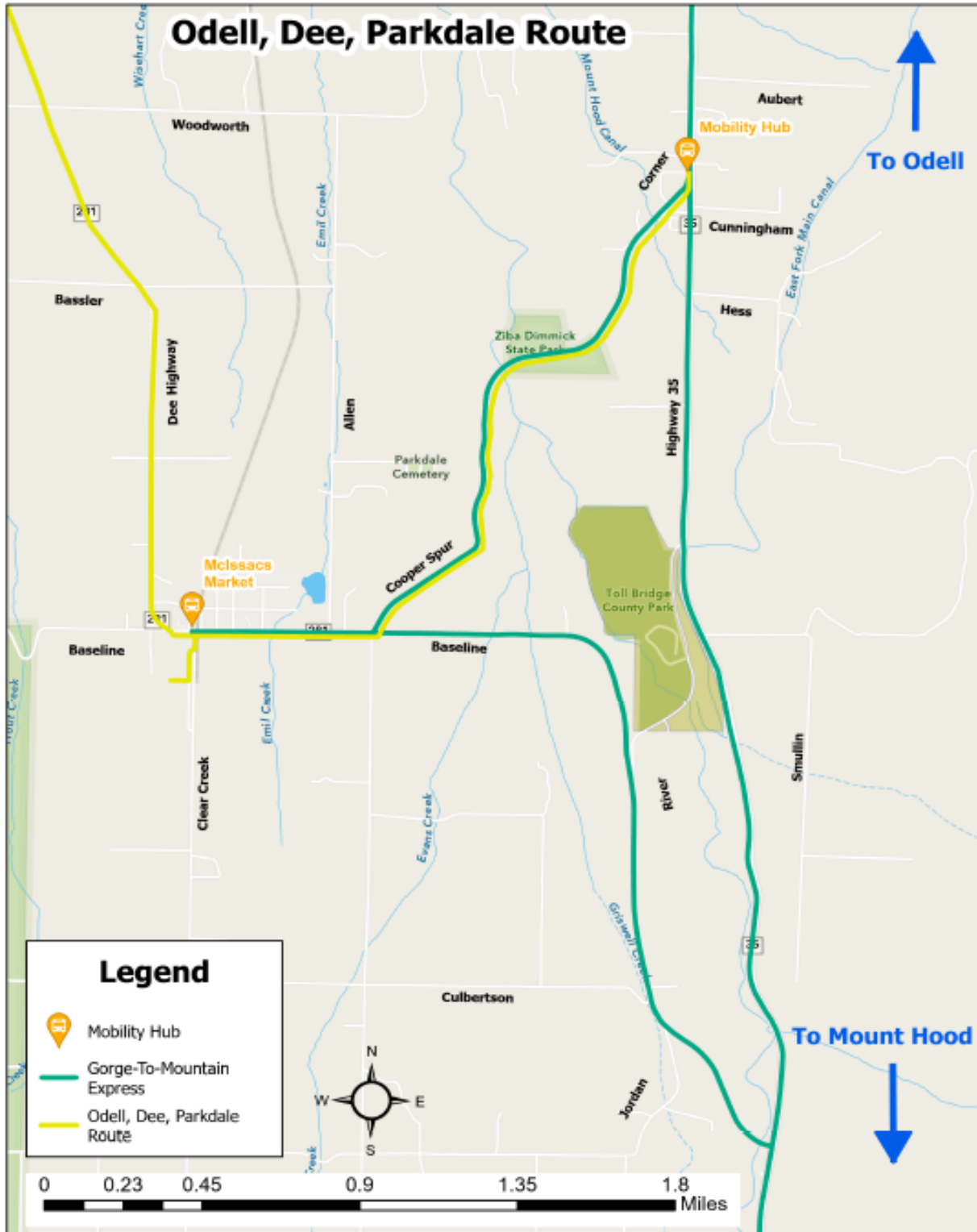


FIGURE 23: HOOD RIVER EAST ROUTE

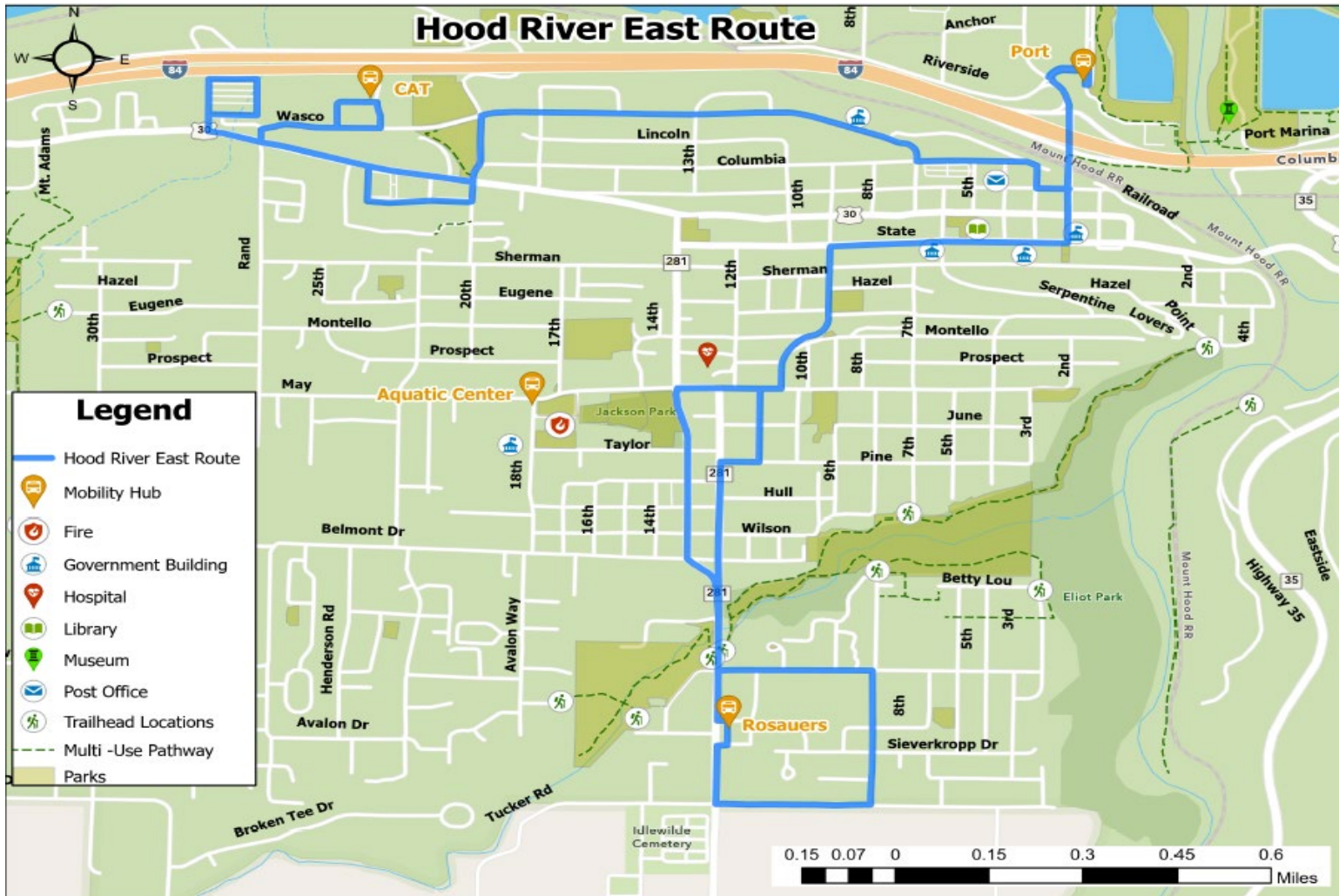


FIGURE 24: HOOD RIVER WEST ROUTE

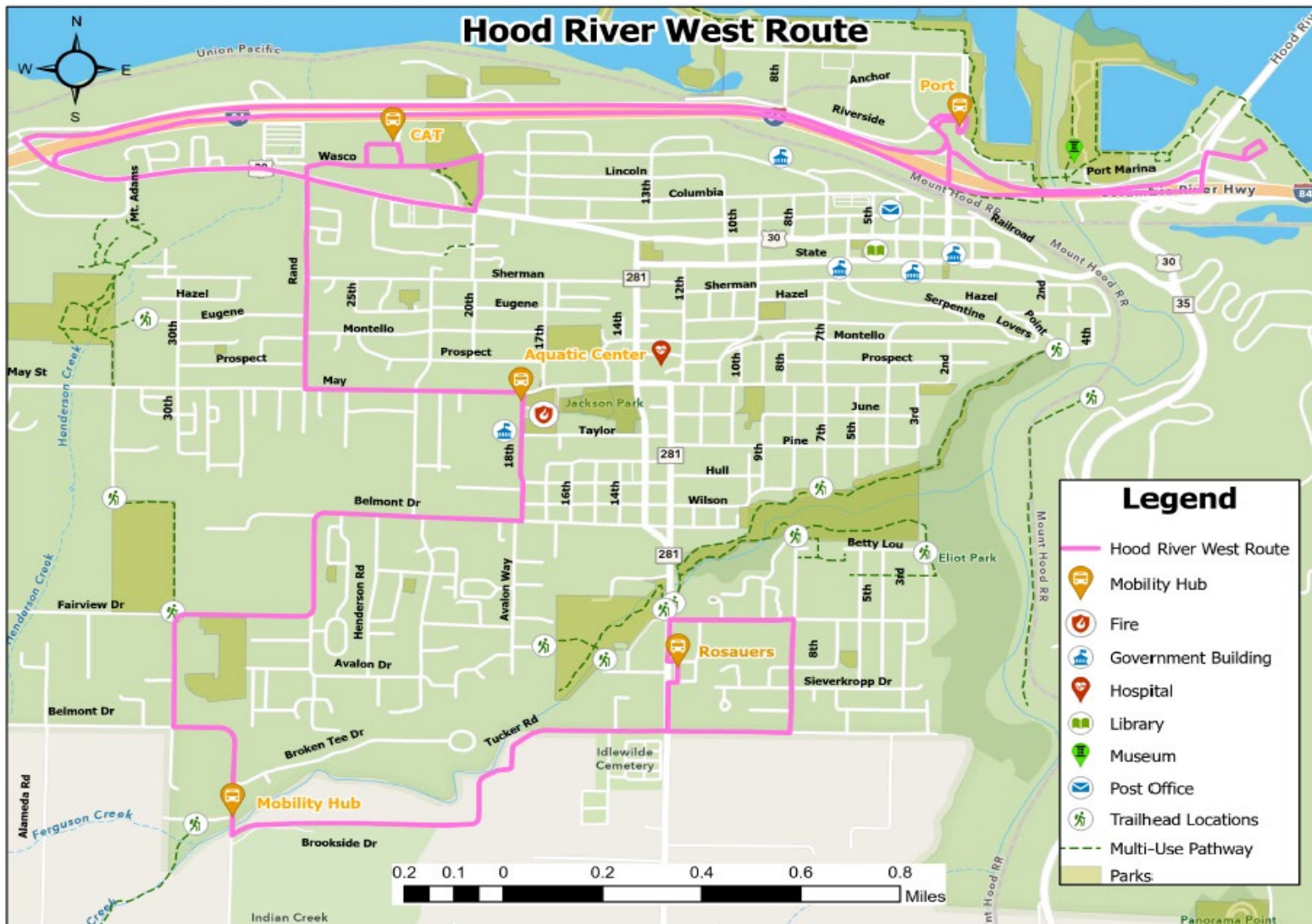
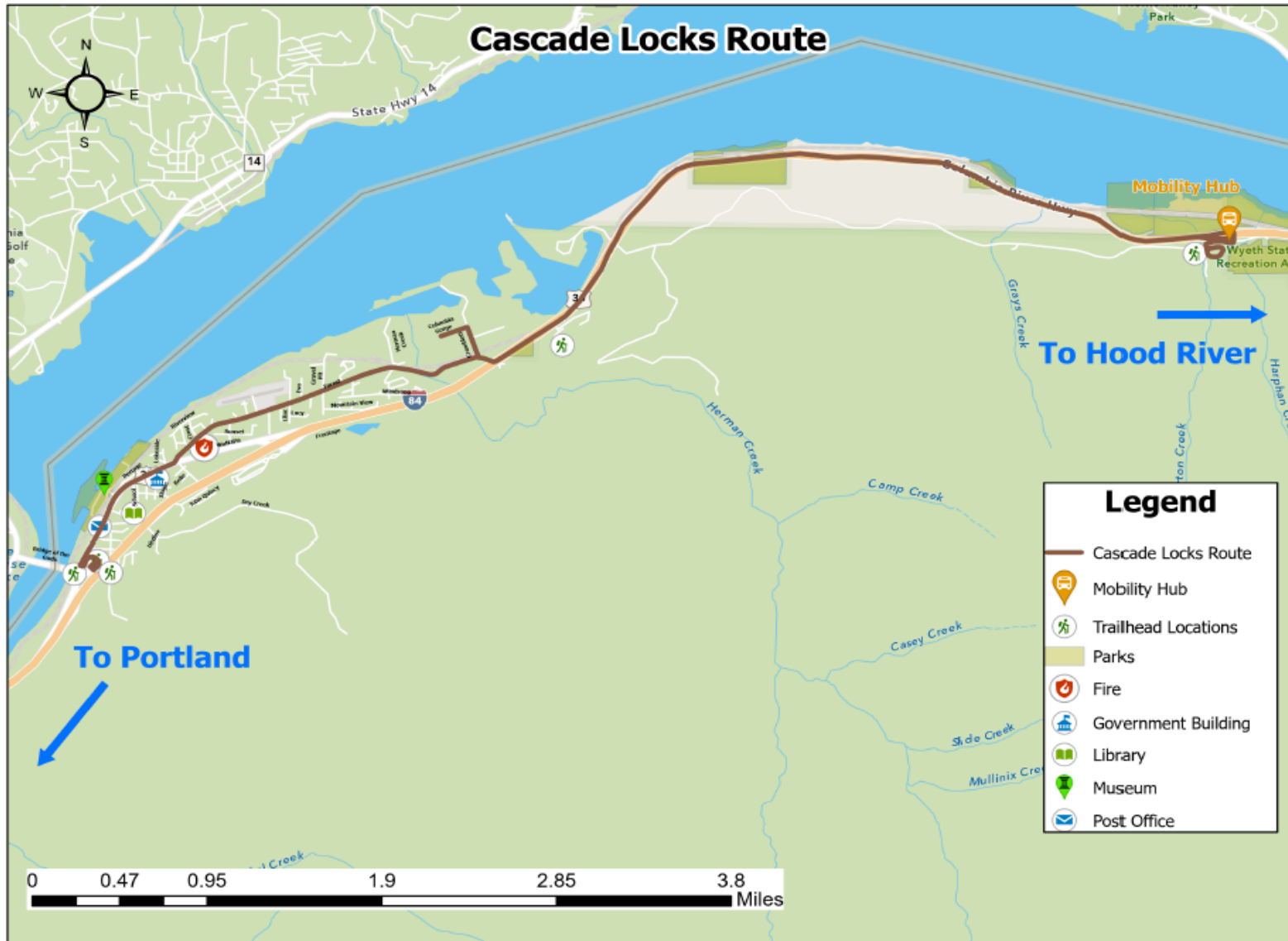


FIGURE 25: CASCADE LOCKS COMMUNITY ROUTE



PHASE 3 – MID-TERM IMPLEMENTATION (4-8 YEARS)

The focus of the mid-range implementation strategy will be on ensuring the transit system links services to the community and supports and enhances the economic development of each of the five areas. This includes:

- Formalizing implementation of hubs and working with developers planning for Transit Oriented Development (TOD) infrastructure associated with the service areas
- Supporting and working with local businesses, private providers, and community agencies to secure and access funds to foster hub development.
- Envisioning, securing funds and implementing micro-mobility and first/last mile options for the hubs that enhance mobility and complement existing transit services at the hub areas.
- Secure Vehicle Replacements and Other Infrastructure
- Finalize plans for Cascade Locks and Parkdale routes long-term

Transit Service Enhancements

No new services or service changes are planned for the mid-range implementation phase, though CAT may opt to enhance route frequency or adjust existing routes to meet demand or provide additional focus at hub locations.



PHASE 4 – LONG-TERM IMPLEMENTATION (8+ YEARS)

The focus of the long-range implementation strategy will be on planning for the future. Key to that strategy will be reviewing ridership data, assessing development and growth, and gauging the potential opportunities for transit services expansion along new routes or lines including options with the Hood River Railway to Odell/Parkdale or passenger rail along the Gorge Union Pacific line.

Any service enhancement, route adjustments, or system expansions are likely to follow local development patterns and ridership demand. The only planned expansion during this timeframe is highlighted below:

Transit Service Enhancements

Outer Westside Hood River

The outer westside route would run from the high school to the Port during weekday peak commute hours along Hood River's outer westside area.

Implementation dependent upon:

- Increased residential development
- Community demand for services



SUPPORTING THE PLAN

THE TRANSIT MASTER PLAN INCLUDES A FIVE-YEAR FINANCIAL PLAN THAT OUTLINES THE RESOURCE THAT WILL BE NEEDED TO MOVE FORWARD WITH THE VISION.

This financial plan on the following page is based on our best estimate of the direct resources and competitive grant funds needed to implement the service vision over the next five years. What follows is a timeline of major operating and capital expenditures which should help to identify the types of grant resources that should be pursued to meet the outlined implementation phases.

TABLE 3: KEY PLAN EXPENDITURES BY FISCAL YEAR

	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Service			Gorge to Mountain & Odell	Hood River East & West		Parkdale & Cascade Locks
Vehicles	2-40' Buses & 1-EV Cutaway, 1 EV Van & 2-diesel 30' buses	1-EV Cutaway, 3 EV Van & 2-diesel 30' International	2-35' EV buses & 2-40' EV buses	1-EV Van		2-EV Cutaways
Technology	Automated Passenger Counters	4-Pedestal and 1 Pantograph charger				
Planning and Construction	Port Transfer Center/ CAT Site Needs	Gorge to Mountain Stops / CAT facility Construction	Parkdale & Cascade Locks Planning; State Plan Updates	Hubs & TODs	Hubs & TODs	TMP Update
Marketing	Veterans Program and Vanpool Program	Upper Valley Marketing & vanpools	Hood River West Marketing and Vanpools	Hood River East Marketing and Vanpool	Vanpool	Parkdale & Cascade Locks Marketing & Vanpools

TABLE 4: FIVE YEAR FINANCIAL PLAN

Expenses						
OPERATIONS EXPENSES	FY24	FY25	FY26	FY27	FY28	FY29
5005 Vehicle Expenses	\$ 7,571	\$ 9,842	\$ 10,826	\$ 11,151	\$ 11,485	\$ 11,830
5015 - Fuel	\$ 331,200	\$ 364,320	\$ 304,320	\$ 213,450	\$ 119,853	\$ 83,449
5020 - Operation Expenses	\$ 175,000	\$ 192,500	\$ 163,625	\$ 148,534	\$ 132,990	\$ 136,979
5100 - Communication Expense	\$ 75,312	\$ 82,843	\$ 91,128	\$ 91,128	\$ 91,128	\$ 91,128
5200 - Vehicle Insurance	\$ 40,500	\$ 44,550	\$ 45,887	\$ 47,263	\$ 48,681	\$ 50,141
5500 - Driver Expenses	\$ 19,000	\$ 24,700	\$ 25,441	\$ 26,204	\$ 26,990	\$ 27,800
5600 - Advertising & Marketing	\$ 60,000	\$ 61,800	\$ 63,654	\$ 65,564	\$ 67,531	\$ 69,556
5700 - Grant / Contract Match Funds	\$ 45,000	\$ 49,500	\$ 50,985	\$ 52,515	\$ 254,090	\$ 211,713
	\$ 753,583	\$ 830,055	\$ 755,865	\$ 655,807	\$ 752,747	\$ 682,596
ADMINISTRATIVE EXPENSES						
7003 - Building Expenses	\$ 70,000	\$ 72,100	\$ 74,263	\$ 76,491	\$ 78,786	\$ 81,149
7100 - Office Supplies & Expense	\$ 30,000	\$ 30,900	\$ 31,827	\$ 32,782	\$ 33,765	\$ 34,778
7300 - Professional Fees	\$ 40,000	\$ 41,200	\$ 42,436	\$ 43,709	\$ 45,020	\$ 46,371
7400 - Other Administrative Expense	\$ 32,445	\$ 33,418	\$ 34,421	\$ 35,454	\$ 36,517	\$ 37,613
	\$ 172,445	\$ 177,618	\$ 182,947	\$ 188,435	\$ 194,088	\$ 199,911
PLANNING AND SPECIAL PROJECT EXPENSES						
7300- Planning (Staff & Contracting)	\$ 270,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 100,000
5300 - Marketing / Special Project			\$ 200,000	\$ 200,000		\$ 200,000
0000-Transportation Option Implementation	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
	\$ 295,000	\$ 200,000	\$ 400,000	\$ 400,000	\$ 200,000	\$ 300,000
ADMINISTRATIVE PERSONNEL EXPENSE						
8003 - Admin Wages	\$ 234,360.0	\$ 241,390.8	\$ 253,460.3	\$ 261,064.2	\$ 268,896.1	\$ 276,963.0
8030 - Admin ER Taxes	\$ 32,180.4	\$ 33,145.8	\$ 34,803.1	\$ 35,847.2	\$ 36,922.6	\$ 38,030.3
8080 - Admin Benefits	\$ 47,520.0	\$ 48,945.6	\$ 51,392.9	\$ 52,934.7	\$ 54,522.7	\$ 56,158.4
8081 - Admin - Accrued PTO Amount	\$ 6,300.0	\$ 6,489.0	\$ 6,813.5	\$ 7,017.9	\$ 7,228.4	\$ 7,445.2
	\$ 320,360	\$ 329,971	\$ 346,470	\$ 356,864	\$ 367,570	\$ 378,597
DIRECT SERVICE PERSONNEL EXPENSE						
8103 - Direct Service Wages	\$ 900,000	\$ 927,000	\$ 1,114,810	\$ 1,228,551	\$ 1,265,407	\$ 1,303,369
8130 - Direct Service ER Taxes	\$ 106,255	\$ 109,443	\$ 112,726	\$ 116,108	\$ 119,591	\$ 124,375
8180 - Direct Service Benefits	\$ 155,800	\$ 160,474	\$ 165,288	\$ 170,247	\$ 175,354	\$ 182,368
8181 - Direct Service - Accrued PTO Amount	\$ 8,000	\$ 8,240	\$ 8,487	\$ 8,742	\$ 9,004	\$ 9,544
	\$ 1,170,055	\$ 1,205,157	\$ 1,401,311	\$ 1,523,647	\$ 1,569,356	\$ 1,619,657
CAPITAL OUTLAY						
Local Match (All Capital)	\$ 92,950.00	\$ 213,950.00	\$ 100,000.00	\$ 100,000.00	\$ 150,000.00	\$ 150,000.00
Vehicle	\$ 845,000.00	\$ 1,731,050.00	\$ 3,730,000.00	\$ 542,811.00	\$ 1,620,000.00	\$ 200,000.00
Technology	\$ 100,000.00	\$ 900,000.00				
Stop Amenities	\$ 138,180.00	\$ 100,000.00	\$ 225,000.00	\$ 125,000.00	\$ 125,000.00	\$ 25,000.00
	\$ 1,176,130	\$ 2,945,000	\$ 4,055,000	\$ 767,811	\$ 1,895,000	\$ 375,000
Total	\$ 3,887,572.90	\$ 5,687,801.06	\$ 7,141,592.86	\$ 3,892,564.02	\$ 4,978,761.78	\$ 3,555,760.38



April 19th, 2023

**Regular Meeting of the Board of Directors
of the Hood River County Transportation District**

**224 Wasco Loop, Board Conference Room
Hood River, OR 97031
4:30pm – 5:30pm**

Agenda

The Hood River County Transportation District Board of Director's Meeting can be attended live through Zoom conferencing technology. **Members of the public can attend by calling (253)215-8782, Meeting ID: 810 8452 3816, Password: 409367 or by using the below link:**

<https://us02web.zoom.us/j/81084523816?pwd=L3I4eUttZWU5OXZEYkUjUjUmZlQ2lOQT09>

6) Call Meeting to Order – 4:30pm

7) Roll Call: Greg Pack - Chair, Megan Ramey – Vice Chair, Darrell Roberts – Secretary/Treasurer, Meghan Larivee, Leti Moretti, Lara Dunn, Tamra Taylor

8) Approval of March 15th, 2023, Meeting Minutes – Greg Pack- 4:35 pm

9) Public Comment

Public Comment Note: This part of the agenda is reserved for members of the public to address the Board on any issue. **Please note the following instructions:**

- a. To indicate that you would like to provide testimony, please use the raise your hand button.
- b. For those attending via phone only, press *9 on your phone to raise your hand.
- c. When it is your time to speak, your name will be called.
 - i. For those attending via phone only, the last four (4) digits of your phone number will be called.
- d. Please state your name, city of residence, and whom you are representing for the audio recording.
 - i. Once you have provided testimony, your hand will be lowered. Please do not raise your hand again. Only one opportunity to speak is provided.
- e. For those unable or not wanting to speak publicly, testimony may be provided via e-mail at Amy.schlappi@catransit.org
- f. Three (3) minutes per community member.

10) Monthly Financial Update – Tiah Mayhew – 4:40pm

11) Resolutions & Action Items

- a. Adoption of Supplemental Budget

12) Operations Manager Report

- a. Performance Report
- b. Employee of the Month



13) Executive Director's Report

- a. Staffing Update
- b. Summer Service Update
- c. FY24 Annual Budget Timeline and Update

14) Discussion Items

15) Upcoming Events

- a. Dog Mountain starts April 29th!

16) Adjournment – 5:30pm

To request a reasonable accommodation or language interpreter, including alternative formats and translation of printed materials, please contact CAT's Administration Office no later than 48 hours prior to the meeting at 541-386-4202 (voice) or 7-1-1 (TTY through Oregon Relay Service).

Take CAT to the Meeting! Call (541) 386-4202 for more information on routes and services that come to the CAT Administrative Offices. Masks are required to be worn while on CAT buses and at CAT offices.

Se Habla Español.



Wednesday, March 15th, 2023
Regular Meeting of the Board of Directors
of the Hood River County Transportation District

224 Wasco Loop, Board Conference Room
Hood River, OR 97031
4:00 p.m. – 5:30 p.m.

Meeting Minutes

1. Call Meeting to Order

Greg called the Board of Directors Meeting to order at 4:05 PM.

Staff requested that agenda item 10 be removed from the consent agenda.

Motion: Lara made a motion to remove agenda item 10 from the consent agenda. The motion was seconded by Megan R.

Approved by: Lara, Megan R, Meghan L, Tamra, Greg, Leti

Opposed By: None

2. Roll Call

Tiah took roll call: Greg Pack – Board Chair, Megan Ramey – Vice Chair, Meghan Larivee, Lara Dunn, Tamra Taylor, Leti Moretti

Absent: Darrell Roberts – Secretary/Treasurer joined at 4:08PM, Greg Pack left at 5:22PM.

Staff: Amy Schlappi, Tiah Mayhew, Jeff Acciaioli

Public: Abigail Elder, Council Member Megan Saunders

3. Approval of February 15th, 2023, Board of Director Meeting Minutes

Greg asked if there were any changes that the Board would like to make to the February 15th meeting minutes.

Motion: Leti made a motion to approve the February 15th Meeting Minutes. The motion was seconded by Tamra.

Approved by: Lara, Megan R, Meghan L, Tamra, Greg, Leti

Opposed By: None

4. Public Comment

No Public Comments were made.

5. City of Hood River Urban Renewal District Presentation

Abigail Elder (City of Hood River City Administrator) and City of Hood River Council Member Megan Saunders discussed the proposed Westside Urban Renewal District.



Council Member Saunders discussed how important the proposed Westside Urban Renewal District will be to fund crucial projects identified in recent planning efforts to allow for development including appropriate infrastructure, housing supply and recreational opportunities in the Westside. Abigail discussed what an Urban Renewal District is, how the tax increment financing works, how the Westside Urban Renewal District would be created and how it will impact the Hood River County Transportation District funding received from local property taxes. Additionally, she reviewed local projects that were funded through existing Urban Renewal Districts and a couple of the projects that have been identified to be funded through the proposed Westside Urban Renewal District. The Feasibility Study Process has been completed, the Urban Renewal/TIF Plan Process will be September 30th, 2023 and the proposed Westside Renewal District is expected to begin January 1st, 2024.

There was general discussion about the identified projects, questions on how the funding works for Urban Renewal Districts, and possible impacts to the funding that the Hood River County Transportation District receives.

6. February Financial Report

Tiah gave a brief overview of the financial packet that was included in the board meeting materials and highlighted:

- Total cash available at the end of February 2023 was \$1 million.
- For Accounts Receivable there is one invoice outstanding and has since been received.
- For Grants Receivable \$160K in STIF Formula Funds and \$15K in 5304 Planning grant funds have been received.
- As has been reported every month the district Preventative Maintenance expenses are over budget, but this can largely be attributed to increased supplies and labor cost.
- There has been a slight decrease in fuel expenses.
- Marketing and advertising costs have been less than expected.
- 2 new vehicles that were expected and long awaited were purchased.

There was general discussion regarding the large variance between actual and planned for the advertising and personnel expenses. Tiah discussed how since the budget evenly splits out personnel expenses each month it makes it harder to understand whether expenses are meeting budget or not. Due to the seasonality of public transit staff are expecting it to even out by the end of the year.

7. Resolution & Action Items

a. Approval FTA Low or No Emission Bus Program 5339(c) and Bus and Bus Facilities Section 5339(b) Funding Opportunity

Amy discussed HRCTD's application for the FTA 5339 Low or No Emission Bus Program. Grant application information had been sent by email where approval from board members had been given since the deadline was before the board meeting. As the total grant application cost amount was \$7,530,985 and has an



expected match of \$1,106, 177 Amy wanted board members to have the opportunity to ask questions and give formal approval. A memo was also included in the board meeting materials. The application includes the purchase of 2-40ft electric buses, 2-35ft electric buses, 1 van, 1 cutaway and modifications to our facility to accommodate large and electric vehicles. There was general discussion as to which routes these vehicles would serve and how the expected match would be funded.

Motion: Leti made a motion to approve the FTA 5339 Low or No Emission application for \$7,530,985 and an expected match of \$1,106,177. The motion was seconded by Megan R.

Approved by: Lara, Meghan L, Tamra, Greg, Leti, Megan R, Darrell

Opposed By: None

b. Approval of Vehicle Purchase

Staff was given the opportunity to purchase 2 – 35ft used Gillig buses from Whatcom Transit Authority. Staff is asking permission to purchase these buses for \$3K each. A memo was provided in the meeting materials. These vehicles are ideal for Gorge-To-Mountain and Dog Mountain services. Staff will sell a couple of the current Gilligs after receiving the new vehicles from Whatcom.

Motion: Lara made a motion to approve the purchase of 2-35ft Gilligs for \$3k each. The motion was seconded by Meghan L.

Approved by: Lara, Meghan L, Tamra, Greg, Leti, Megan R, Darrell

Opposed By: None

c. Approval of Financial Statement Review to a Quarterly Basis

Per board discussion at the February meeting staff are asking the board to move the overall review of the financial statements to a quarterly basis so that grant reimbursements are reflected to provide more clarity on the district's financial standing. A memo was included in the board materials. Staff will continue to provide monthly updates.

Motion: Megan R made a motion to approve Financial Statements being reviewed on a quarterly basis instead of monthly. The motion was seconded by Lara.

Approved by: Lara, Meghan L, Tamra, Greg, Leti, Megan R, Darrell

Opposed By: None

d. Approval of Outside Accountant

Staff is seeking approval of the accountant proposal that was included in the board meeting materials. Merina + Co is more expensive than what the district was paying Our Team Accounting, but this firm does have CPA's would be working on our account and they do have a large amount of Special District experience.

Motion: Megan R made a motion to approve Merina +Co as the district's Outside Accountant. The motion was seconded by Tamra.

Approved by: Lara, Meghan L, Tamra, Greg, Leti, Megan R, Darrell

Opposed By: None



8. Operations Manager's Report

Amy introduced the Operations Assistant Manager, Jeff Acciaioli. Due to recent personnel changes, there are some gaps in reported data.

- a. **Performance Report:** Staff are reviewing performance goals and determining which goals give the most wholistic understanding of operations. There was discussion regarding what goals and information are most helpful to board members. Harsh Events reported, drive time, and miles driven decreased slightly. % over speed limit increased slightly. Vehicle repairs increased. One customer complaint and staff have coached the driver appropriately. Ridership has seen increases since January on the Columbia Gorge Express and Hood River City Route.
- a. **Employee of the Month:** The driver of the month was Zach. This driver has had several times where he was stuck due to winter weather and has dealt with situations with calmness and professionalism.
- b. **Dog Mountain Update & Expanded Columbia Gorge Express:** The Dog Mountain shuttle starts on April 29th. ODOT has approached staff about offering expanded service levels on the Columbia Gorge Express starting May 29th. This will help mitigate congestion until the STIF Statewide Network Funds come into effect on July 1, 2023.

9. Executive Director's Report

- a. **Multnomah Falls/I-84 Corridor Update:** Amy is asking for general approval to contract out services for a contractor to manage the Multnomah Falls Transportation Ambassador program. This program will be funded by the U.S. Forest service. Board members gave general approval for staff to move forward with the process.

Motion: Lara made a motion to approve staff to move forward with procuring a contractor to provide the Multnomah Falls Transportation Ambassador Program. The motion was seconded by Leti.

Approved by: Lara, Meghan L, Tamra, Leti, Megan R, Darrell

Opposed By: None

- b. **Board Member Elections Update:** There are 3 interested parties that staff is aware of and there are 2 others that have filed as candidates. There will be more candidates than spots.

10. Discussion Items

There were no discussion items.

11. Upcoming Events

- a. Dog Mountain Seasonal service starts April 29th
- b. Gorge-to-Mountain is expected to end at the end of March 31st
- c. Budget Committees will be May 10th, May 24th, June 7th

12. Adjournment – 5:34 p.m.



Motion: Tamra made a motion to adjourn the meeting at 5:34pm. The motion was seconded by Meghan L.

Approved by: Lara, Meghan L, Tamra, Leti, Megan R, Darrell

Opposed By: None



March Operations Report

Safety Scores				
Category	March 2023	February 2023	January 2023	December 2022
Overall Safety Score	98	98	98	98
Crashes	0	0	0	0
Harsh Events	14	12	15	9
% Over Speed Limit	1.9%	1.7%	1.5%	1.3%

Safety Scores are derived from technology that is installed in all vehicles. The Harsh Events from March were due to harsh braking and turns. For percentage of over speed limit this is the percentage of drive time where speeding occurred. The percentage shown is moderate to severe speeding and does not include light speeding.

Operations Data				
Category	March 2023	February 2023	January 2023	December 2022
Fixed OTP			94%	93%
DAR OTP		87%	87%	82%
Hours Driven	1,539	1,446	1,566	1,391
Miles Driven	42,262	49,611	53,749	46,109
Est. Fuel Cost	\$20,114	\$23,111	\$24,443	\$22,239
Fuel Cost per Mile	\$0.47	\$0.49	\$0.45	\$0.48

OTP = on time performance for bus arriving within 5 minutes of scheduled time

Reported Incidents				
Category	March 2023	February 2023	January 2023	December 2022
Formal Customer Complaints	0	1	0	2
Vehicle Incidents	1	0	0	0
Customer Incidents	1			
Vandalism	1			

These incidents are reported by staff.

Ridership

	Mar. 23	Feb. 23	Jan. 23	Dec. 22	Nov. 22	Oct. 22	Sep. 22	Aug. 22	Jul. 22	Jun. 22	May. 22	Apr. 22	Mar. 22
Dial-A-Ride	293	318	266	244	216	228	236	205	237	289	263	274	320
Upper Valley	505	341	402	370	399	436	384	523	476	480	427	464	460
The Dalles	398	340	308	266	324	314	387	349	358	379	382	271	344
Hood River Connector	39	43	21	27	43	50	162	261	163	137	88	7	0
Hood River City	1630	1401	1300	1103	1296	1467	1665	1974	1757	1453	1393	1209	1093
Cascade Locks	71	71	56	69	53	41	27	137	68	51	51	66	70
Columbia Gorge Express	2699	2034	1841	1515	2043	2944	3231	4722	3708	2921	2633	1481	1727
Gorge to Mountain	2090	2247	2510	1063	0	0	0	0	0	0	0	20	941
Dog Mountain	0	0	0	0	0	0	0	0	0	396	1216	92	0
Falls to Locks	0	0	0	0	0	0	95	538	499	257	45	0	0
All Routes	7725	6795	6704	4657	4374	5480	6187	8709	7266	6363	6498	3884	4955