



April 17th, 2024

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

224 Wasco Loop, Board Conference Room

Hood River, OR 97031

4:00pm – 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: 838 8911 3516, Password: 554889 or by using the below link:**

<https://us02web.zoom.us/j/83889113516?pwd=bi91Z0diTTRUVW9lbnkwajJFalpVUT09>

1) Call Meeting to Order – 4:00pm

2) Roll Call: Greg Pack - Chair, Megan Ramey – Vice Chair, Tamra Taylor -Secretary/Treasurer, Meghan Larivee, Gisela Ayala-Echeverria, Eleazar Reyes, Matt Althoff

3) March 20th, 2024, Meeting Minutes – Greg Pack 4:05 pm

4) 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.

5) Presentations – 4:10 pm

- a. City of Hood River Waterfront Urban Renewal District – Will Norris– City of Hood River

6) Quarterly Financial Report – Emily Beckett & Tiah Mayhew - 4:30 pm

- a. FY25 Budget Update
- b. LGIP Update



- c. Auditor Update

7) Resolutions & Action Items – 4:40 pm

- a. Approval to move County LGIP funds to District LGIP
- b. Approval of Financial Management Policy
- c. Approval of Harassment Policy
- d. Approval of ADA Complementary Paratransit Plan
- e. Approval of Hood River County Coordinated Transportation Plan
- f. Approval of Pay Differential Program for Trainers

8) Operations Manager Report – Jeff Acciaioli – 4:50 pm

- a. Employee of the Month
- b. Performance Report
- c. Ridership
- d. Schedule Changes – April 27th, 2024
 - i. Discontinuation of Connect Service
 - ii. Start of Dog Mountain Service
 - iii. Start of expanded Columbia Gorge Express Service
- e. Potential Summer service for Mitchel Point
- f. Bus Stop Update
- g. Driver Training

9) Executive Director's Report – Amy Schlappi – 5:00 pm

- a. Multnomah Falls Transportation Ambassador Program
- b. Technology Consultant
- c. Priorities for FY25

10) Executive Session Per ORS 192.660(2)(i) and 192.660(8) "To review and evaluate the performance of an officer, employee or staff member if the person does not request an open meeting. This reason for executive session may not be used to do a general evaluation of an agency goal, objective or operation or any directive to personnel concerning those subjects."

11) Discussion Items

12) Upcoming Events

- a. Discontinuation of Connect service – April 26th, 2024
- b. Start of Dog Mountain and new Columbia Gorge Express Schedule – April 27th, 2024

13) 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).

Se Habla Español.



Wednesday, March 20th, 2024
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 4:01 PM.

2. Roll Call

Tiah took roll call: Greg Pack - Board Chair, Megan Ramey - Board Vice Chair, Meghan Larivee, Tamra Taylor - Board Secretary/Treasurer (joined at 4:10pm), Gisela Ayala-Echeverria (joined at 4:03pm), Eleazar Reyes, Matt Althoff

Absent: None

Staff: Amy Schlappi, Tiah Mayhew, Tim Ravins

Public: Kim Curley (Commute Options), Kathy Fitzpatrick (Mid-Columbia Economic Development District)

3. Approval of February 21st, 2024, Board of Director Meeting Minutes

Greg asked if there were any changes that the board would like to make to the February meeting minutes. The meeting minutes were included in the board meeting materials. No changes were requested.

Motion: Matt made a motion to approve the February 21st Meeting Minutes. The motion was seconded by Meghan L.

Approved by: Megan R, Meghan L, Greg, Eleazar and Matt

Opposed by: None

4. Public Comment

No public comment was made.

5. a. Kim Curley – Commute Options

Kim is from the non-profit Commute Options and has been working with Kathy Fitzpatrick and Amy to reduce parking needs and increase transit options. Commute Options is based in Bend, OR and serves 18 Oregon counties including Hood River County. Commute Options doesn't own any vans or employ drivers, but they do work to connect users with transportation options where they reside. The Vanpool Subsidy Program is one of the options that they prefer to offer larger employers who have workers with longer commutes. They try to set up groups of 5 people or more who have



a commute of 20 miles or more each way. ODOT sees the program as an extension of public transportation without having to insure the vehicle, pay for fuel, or train the driver. STIF funds from ODOT can be used towards the cost of vanpools. Amy has added the project in the STIF plan that would fund two vans in Hood River County through the 2023-2025 biennium. July 2023 is when the program officially started, and Kim has been reaching out to many local businesses offering the vanpool service. Responses have been little to none but a majority of HRCTD Board members offered names of contacts for Kathy and Kim to connect with. Kim then touched on some of the success that Deschutes County has had with the vanpool program. Amy also mentioned that if there is interest she will look into the ability to increase the stipend available per month.

6. Monthly Financial Report – Tiah Mayhew

Tiah stated that the meeting materials included the statement of activity, paid bill list, and aging AR summary. The fiscal year 2025 budget process has begun and is currently being reviewed by our accounting consultant. The LGIP account is now finalized pending signatures from Greg and Tamra. Our auditor gave notice of resignation, so the Request for Proposal process has begun, and a potential new auditor has been referred to us from our accounting consultant.

7. Resolution & Action Items

a. Procurement Policy

Amy reviewed the draft Procurement Policy included in the board materials. The original proposal included the increase of the maximum threshold for small purchases from \$100,000 to \$250,000, which is in line with the Federal Government, The State of Washington, and recently passed State of Oregon regulations. However, there seems to still be confusion around the recently passed ORS so Amy's recommendation to the Board is to set the maximum at \$150,000 for small purchases. Additionally, the outside accountant suggested that staff keep language allowing RFPs to be utilized in scenarios where the procurement is less than \$150,000 if appropriate. There was a general discussion regarding what entities can submit a proposal and equitable distribution of micro-purchase contracts.

Motion: Tamra made a motion to approve the Procurement Policy with updated small purchases max threshold of \$150,000 and language allowing RFP's to be utilized in scenarios where the procurement is less than \$150,000 if appropriate. The motion was seconded by Gisela.

Approved by: Greg, Tamra, Megan R, Meghan L, Eleazar, Gisela and Matt

Opposed by: None.

b. ACH Review & Reauthorization Authority

Tiah reviewed a list of CAT's current ACH or electronic funds-transfer vendors which was included in the meeting materials. Tamra verified the services provided by a few of the listed vendors.



Motion: Gisela made a motion to approve the list of Approved ACH Vendors. The motion was seconded by Meghan L.

Approved by: Greg, Tamra, Megan R, Meghan L, Eleazar, Gisela and Matt

Opposed by: None.

c. Budget Committee member Application

Amy reviewed Bo Jones' application to the Budget Committee which was included in the meeting materials. The Board discussed some answers on his application. Greg is familiar with Bo.

Motion: Tamra made a motion to approve appointing Bo Jones to the HRCTD Budget Committee. The motion was seconded by Matt.

Approved by: Greg, Tamra, Megan R, Meghan L, Eleazar, Gisela and Matt

Opposed by: None.

8. Operations Manager Report – Amy Schlappi

a. The overall safety score has dropped only two points to 89 due to harsh braking events and speeding. We are working with the drivers to encourage smooth braking to reduce the events and provide a smooth ride for our passengers. Vehicle hours and miles were reviewed. All vehicle incidents were minor and mostly occurred within our bus barn area. There was an awning that was scraped by our Dial-A-Ride van, but it is a common occurrence at the location with other non-CAT vehicles. Some of our older vehicles on the Gorge-To-Mountain route have been overheating and we have been working with our mechanic to address those vehicles. One Gorge-To-Mountain bus did have to be switched out on its way to the mountain in Parkdale, our Field Supervisor on duty wasn't able to get the bus back to CAT but our mechanic was able to repair it the next day. One customer incident involved a regular rider harassing a driver. Supervisors and police were notified and escorted the rider off the bus. This person has since been issued a no-trespassing notice and is suspended from the bus until further notice. Gorge-To-Mountain night service has ended, and the route will conclude for the season on March 31st.

b. Employee of the Month

Dennis Bloom was named Employee of the Month.

c. Ridership

Ridership increased, due to strong growth on the Columbia Gorge Express, City Route and Gorge-To-Mountain.

9. Executive Director Report – Amy Schlappi

a. Draft Hood River County Transportation District Coordinated Transportation Plan

Amy has been working to update how we serve seniors, individuals with disabilities, low-income individuals, and limited English proficiency individuals. When applying for grants CAT will need to reference back to the Coordinated Transportation Plan and/or the



Transit Master Plan. The key pieces are the strategies to address identified transportation challenges and service gaps. Public outreach was done to gather this information. The report will be posted on the CAT website for 30 days allowing the public to provide comments and feedback. Updates will be made, and it will be presented at the April Board meeting for approval. Some of the changes made refer to educating the public (not just informing), mobility hubs, ensuring there is space at CAT facility to accommodate our growing fleet, the need for demand response in the Upper Valley, and weekend Dial-A-Ride service.

b. Employee Fitness Equipment

A few pieces of employee fitness equipment are not used as much as anticipated, and the space it occupies is needed for storage of facility maintenance equipment. The plan is to sell a few pieces of exercise equipment through Oregon Surplus. Funds from the sales will be put back into our local match funds. Tamra asked about discounted memberships for CAT employees to local gyms, Tiah mentioned she has looked into that option, but most have a participation minimum of about 20-25 employees, so that would be hard for CAT to qualify.

10. Discussion Items

No discussion items.

11. Upcoming Events

March 31st is the last day of the Gorge-To-Mountain service. April 27th starts CAT's Spring/Summer schedule change, the Columbia Gorge Express schedule will change to better meet the needs of residents. This will improve connections with The LINK, Mt. Adams Transportation and Skamania County Transportation. Time changes will be slightly more significant than usual as well as adding additional services for the summer season in the form of nine Columbia Gorge Express laps instead of the usual seven. Changes will be posted to the website in approximately a week, giving riders a month of notice. There was general conversation about the potential for a stop at The Portland Airport in the future, Amy replied that the topic comes up frequently and there is the possibility of creating a Columbia Gorge "Explore" route that serves more recreational and cultural stops, allowing the Express route to serve more locations such as the airport. Kim mentioned the upcoming Oregon Public Transportation Conference taking place in Seaside, OR October 27th - 30th. Gisela mentioned The Columbia Gorge Community College Resource Fair happening April 22nd a free event for families and kids from 10am-2pm.

12. Adjournment – 5:02 PM

Motion: Matt made a motion to adjourn the meeting. The motion was seconded by Megan R.

Approved by: Greg, Tamra, Megan R, Meghan L, Eleazar, Gisela and Matt

Opposed By: None



The Hood River County Transportation District Board of Directors meeting minutes are prepared and presented in summary form. Video recordings of the meetings are on file at CAT and are part of the approved minutes. If you would like to watch the recording of the meeting, please contact Tim Ravins tim@catransit.org, or call (541) 386-4202.

Prepared by: Tim Ravins, Administrative Assistant

A handwritten signature in black ink, appearing to read "Tim Ravins", with a large, sweeping loop at the end.

Approved by: Tamra Taylor, Secretary-Treasurer



HOOD RIVER URBAN RENEWAL AGENCY

DATE: April 17, 2024

TO: Columbia Area Transit Board of Directors

FROM: Will Norris, City of Hood River Urban Renewal Administrator

SUBJECT: Waterfront Urban Renewal District - 1st Substantial Amendment

PURPOSE

Consider the 1st Substantial Amendment to the Waterfront Urban Renewal Plan and return written feedback, if there is any, to the City Council by May 1st. This 1st Substantial Amendment increases the authorized Maximum Indebtedness of the Waterfront Urban Renewal District by \$2.15 Million to pay for the Waterfront Stormwater Line Replacement Project.

BACKGROUND

The Waterfront Urban Renewal District was created by [Ordinance 1959 \(2008\)](#) to address deficiencies in infrastructure, recreational amenities, and degraded habitat that were impeding the development of Hood River's waterfront. The Waterfront Urban Renewal District has since funded odor control improvements at the City wastewater treatment plant, built Anchor Way, and added diagonal parking and other street improvements to Portway Avenue. These investments have contributed to the vibrant district we are familiar with today. They have also led to a 400% increase in the area's taxable value.

In 2019, a collapsed stormwater line was discovered near the base of the Hood River Distillers building. This stormwater line was installed in the 1960s and is in immediate need of replacement. The Urban Renewal Agency Board adopted Resolution 2020-URA-04 which dedicated all remaining Waterfront Urban Renewal District resources to the project. The City also obtained outside funding from Business Oregon, the Oregon Department of Environmental Quality, and the American Rescue Plan Act. Despite this funding, additional resources may be necessary to complete the stormwater line replacement.



An Urban Renewal District's spending limit is defined by its authorized "Maximum Indebtedness" (MI). The Waterfront District's MI was set at \$5.75 Million in 2008. This Fiscal Year 2024-25 is the Waterfront District's final opportunity to increase its MI with a "Substantial Plan Amendment" before the district sunsets. The Urban Renewal Agency Board considered whether to increase the Waterfront District's MI at their March 11th meeting and adopted Resolution 2024-URA-03 formally initiating the 1st Substantial Amendment to add \$2.15 Million in spending authority. This is the maximum amount allowed under a

process prescribed by [ORS 457.220](#).

DISCUSSION

Under 457.220, Substantial Plan Amendments are approved and recorded in the same manner as the original plan. This includes a 45-Day Consult and Confer period with overlapping taxing jurisdictions. The City Council is required to read and respond to any written recommendations of the overlapping taxing districts before adopting the Substantial Amendment by Ordinance. Hood River County received notice of this 1st Substantial Amendment of the Waterfront Urban Renewal Plan on March 15th. Written input from the County, if there is any, is needed by May 1st.

The table below summarizes the full substantial amendment process:

| Date | Action | Status |
|-------------|--|----------|
| 2/8 | Urban Renewal Advisory Committee considers need for Maximum Indebtedness (MI) Increase, forwards recommendation to Urban Renewal Agency Board. | Complete |
| 2/12 | Urban Renewal Agency Board decides whether to initiate MI Increase. Staff updates Waterfront Plan, accompanying Report, and drafts Resolution. | |
| 3/11 | Urban Renewal Agency Board passes Resolution initiating Waterfront MI increase. | |
| 3/12 | Notice to overlapping taxing districts sent, beginning 45-day meet and confer period. | |
| 4/1 | Planning Commission reviews Substantial Amendment for continued conformance with Comprehensive Plan. | |
| 4/13 | "Super Notice" of proposed MI increase sent to all city properties and residents. | |
| 4/15 | Presentation on MI increase to Hood River County Board of Commissioners. | Pending |
| 5/13 | Public Hearing, 1 st reading of Ordinance enacting MI increase, City Council considers and responds to written input from overlapping taxing districts. | |
| 5/27 | 2 nd Reading of Ordinance increasing the Waterfront's MI. | |
| 6/26 | Ordinance increasing the Waterfront's MI becomes law 30-days after 2 nd reading. | |
| 7/1 | Fiscal Year 2024-25 begins. | |

FINANCIAL IMPACT

The table below estimates the financial impact to Columbia Area Transit (CAT) with and without an increase in the maximum indebtedness of the Waterfront District. Each column represents incremental "new" money to CAT from the release of assessed value from the Waterfront District.

| | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 |
|---------------------------|--------|--------|--------|--------|--------|
| Waterfront MI Increase | 0 | 407 | 419 | 431 | 7,299 |
| No Waterfront MI Increase | 1,162 | 6,661 | 6,867 | 7,080 | 7,299 |

REQUEST:

Receive a presentation on the Waterfront Urban Renewal District's 1st Substantial Amendment. Ask any questions you have in order to provide written input to the Hood River City Council by the May 1st deadline.

ATTACHMENT(S)

Resolution 2024-URA-03, Initiating 1st Substantial Amendment to the Waterfront Plan
Updated Waterfront District Plan
Updated Waterfront District Report

Hood River Urban Renewal Agency

RESOLUTION NO. 2024-URA-03

A RESOLUTION INITIATING THE FIRST SUBSTANTIAL AMENDMENT TO THE HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

WHEREAS, the City of Hood River established an Urban Renewal Agency pursuant to ORS 457 with Ordinance 1579 (1986); and

WHEREAS, the Hood River Urban Renewal Agency has been responsible for the preparation and implementation of the Hood River Waterfront Urban Renewal Plan, established by Ordinance 1959 (2008); and

WHEREAS, while significant progress has been made in implementing identified projects and the district has exceeded forecasts for growth in taxable value, there remains an emergent need to replace a failing Waterfront Stormwater Line that is threatening buildings in the district; and

WHEREAS, upgrading aging utility infrastructure is a defined objective of the Waterfront Urban Renewal Plan; and

WHEREAS, although federal and state resources have been acquired for the Waterfront Stormwater Line project, additional district borrowing authority is necessary to ensure the Waterfront District Stormwater Line is fully funded and completed on a timely basis; and

WHEREAS, other minor revisions to the Waterfront Urban Renewal Plan are included with this substantial amendment related to project funding and updated tax increment revenue and debt projections; and

WHEREAS, ORS 457.220 provides a methodology for a one-time increase in the authorized Maximum Indebtedness of an Urban Renewal District by Substantial Amendment which equates to a \$2.15M in increased Maximum Indebtedness for the Waterfront District in FY2023-24; and

WHEREAS, due to the success of the Waterfront District in catalyzing tax growth, the district is expected to cease division of tax in FY2026-27 which is a year earlier than original projections even with the addition of \$2.15M in Maximum Indebtedness and reduced boundaries instituted by Resolution 2023-URA-01;

**NOW, THEREFORE, THE URBAN RENEWAL AGENCY OF THE CITY OF HOOD RIVER
RESOLVES AS FOLLOWS:**

Section 1. The Hood River Urban Renewal Agency Board which governs the Waterfront Urban Renewal District hereby initiates the First Substantial Amendment to the Waterfront Urban Renewal Plan which is attached with this Resolution and included herein by reference.

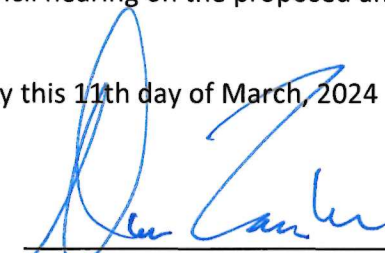
Section 2. A copy of the First Substantial Amendment shall be forwarded to the Planning Commission for their recommendation as to its concurrence with the Hood River Comprehensive Plan and to the governing body of each taxing district affected by the proposed amendment before it is presented to the Hood River City Council;

Section 3. The Urban Renewal Agency authorizes its Administrator to consult and confer with the affected taxing districts, with any written recommendations from the governing bodies of those taxing districts being presented and accepted, rejected, or modified by the Hood River City Council;

Section 4. Adoption of the First Substantial Amendment to the Waterfront Urban Renewal Plan may only occur by non-emergency ordinance.

Section 5. Notice of a Hood River City Council hearing on the proposed amendment shall be provided as outlined in ORS 457.120

Adopted by the Hood River Urban Renewal Agency this 11th day of March, 2024 and effective immediately.



Mark Zanmiller, Chair

Attest:

Approved as to form:



City Recorder

Dan Kearns

Agency Attorney

HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

Adopted

August 11, 2008: Ordinance 1959

Minor Amendment

June 12th, 2023: URA Resolution 2023-URA-01

Substantial Amendment

March 11th, 2024: URA Res. 2024-URA-03

City of Hood River

LIST OF PARTICIPANTS

| | |
|---|---|
| Mayor: | Linda Streich |
| City Council: | Arthur Babitz Paul Blackburn Paul Cummings Ann Frodel Carrie Nelson Laurent Picard |
| Port Commission: | Sherry Bohn Fred Duckwall Don Hosford Hoby Streich Kathy Watson |
| Urban Renewal Agency: | Paul Cummings Lynn Guenther Robert Hastings Don Hosford Kate McBride Hoby Streich Paul Thompson |
| City Manager/ Urban Renewal Administrator: | Bob Francis |
| Port Director: | Michael McElwee |
| Planning Commission: | Stephen Ford Ambler Harrison John Herron Scott Kaden Bob Kramer Kate McBride Laurie Stephens |
| City Staff liaison: | Cindy Walbridge Alexandra Sosnkowski Julie Harvey Jessica Kinder |
| County GIS: | Mike Schrankel |
| Consultant Team: | Tashman Johnson LLC Jeannette Launer, Attorney Elaine Howard Consulting LLC James Vanden Bos |

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HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

I. SUMMARY OF FIRST SUBSTANTIAL AMENDMENT

The Waterfront Urban Renewal Plan was adopted in 2008. Due to effective public investments combined with the partnership with the Port of Hood River, assessed value growth and tax increment revenue in the area has greatly exceeded initial projections. However, the poor condition of the district's stormwater infrastructure and the urgency to replace it has also exceeded initial assessments.

The Waterfront District's First Substantial Amendment adds \$2.15 million in Maximum Indebtedness, increasing from \$5,750,000 to \$7,900,000. This additional borrowing capacity is intended to ensure the timely completion of the Waterfront Stormwater Line replacement which began in FY2019-20 and is expected to be completed by 2024-25. Due to the prior rapid increases in taxable value in the Waterfront District, it is now expected to cease division of tax in FY2026-27 inclusive of the \$2.15 million increase in Maximum Indebtedness and the boundary reductions approved by Resolution 2023-URA-01. This is a year ahead of the original 2008 projections.

II. INTRODUCTION

The Hood River Waterfront Urban Renewal Plan (the "Plan") has been developed with the cooperative input of the Hood River City Council ("City Council") and the Hood River Port Commission ("Port Commission"). The two governing bodies authorized a feasibility study in the fall of 2007, and after review of that document, in separate meetings by each body, approved further research to allow for the formation of an urban renewal area at the waterfront. In April of 2008, the City Council and Port Commission convened a joint meeting where they discussed the potential projects and provided input on their project priorities, found in Section IV of this document. A public meeting was held in May of 2008 to both provide information to and gain input from the public. The Plan reflects the input from the governing bodies, and the public in general, as well as the strategies outlined in the Port Commission's Hood River Waterfront Development Strategy that was adopted in 2007. The Plan contains goals, objectives and projects for the development of the Hood River Waterfront Urban Renewal Area ("Area"). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to proper development of the Area.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The Area lacks adequate streets and utilities, excessive odor from the Wastewater Treatment Plant is an impediment to development in the Area and the recreational areas are in need of upgrading.

Urban renewal allows for the use of tax increment financing to fund urban renewal projects. Urban renewal is unique in that it brings its own financing source: tax increment financing (TIF). Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

In general, urban renewal projects can include construction or improvement of streets, utilities and other public facilities, assistance for rehabilitation or redevelopment of property, acquisition and re-sale of property (site assembly) from willing sellers and improvements to public spaces. The specific projects to be approved in this Plan are outlined in Sections III and IV.

Where development can be anticipated in the near future, as it can for the waterfront property, tax increment financing can be a very significant source of funding for necessary improvement projects.

Urban renewal is put into effect by the local government (the City of Hood River in this case) adopting an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

The Area, shown in Figure 1, consists of approximately ~~109~~42 acres of land including rights of way. The north boundary is the high water line of the Columbia River, the south boundary is I-84, the west boundary is the Hook and the east boundary is the eastern edge of the Spit. The boundary also includes the area of the pedestrian bridge over the Hood River.

The Plan would be administered by the Hood River Urban Renewal Agency (“Agency”) which was established by the City Council of the City of Hood River as the City’s Urban Renewal Agency. Major changes to the Plan, if necessary, must be approved by the City Council as outlined in Section VIII of this Plan. The Plan is accompanied by an Urban Renewal Report (“Report”) that contains additional information as required by ORS 457.085. The information in the Report is the technical information which includes:

- A description of the physical, social and economic conditions in the area
- Expected impact of the Plan, including fiscal impact in light of increased services
- Reasons for selection of each Area in the Plan
- The relationship between each project to be undertaken and the existing conditions
- The total cost of each project and the source of funds to pay such costs
- The estimated completion date of each project
- The estimated amount of funds required in the Area, the anticipated year in which the debt will be retired
- A financial analysis of the Plan
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area
- A relocation report.

The Plan is anticipated to take twenty years to implement. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$~~5,750,000~~7,900,000.

II. GOALS AND OBJECTIVES

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Chapter IV of the Plan are the specific means of meeting the objectives.

Goal 1: *ECONOMY*

Diversify the economic base in the Hood River area and strengthen the area's role as a regional economic center.

Objectives:

1A: Support business development by offering sites for local businesses, preserving current industrial uses, promoting private investment, and providing for a mix of employment types and uses.

1B: Promote job retention and creation by targeting quality jobs, enhancing job opportunities for local residents and maintaining minimum job density.

1C: Ensure quality development by promoting sustainable development and place-based planning principles, encouraging quality design and construction, and making strategic infrastructure investments.

1D: Assist in the financing and provision of transportation and infrastructure improvements to support the development of industrial and commercial uses.

1E: Work with property owners to promote beneficial development of properties within the Area.

Goal 2: *RECREATION*

Provide facilities and parks to support the world-class waterfront recreational opportunities that exist in Hood River.

Objectives:

2A: Plan a cohesive system of trails within the waterfront and connecting to the downtown core.

2B: Sustain existing and promote new recreational activities on the water.

2C: Enhance waterfront recreation sites.

2D: Develop additional waterfront recreation sites.

2E: Improve pedestrian access to and along the river.

HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

Goal 3: *HABITAT ENHANCEMENT*

Protect the riverine habitat because of its value both to the environment and to waterfront visitors.

Objectives:

- 3A: Provide for appropriate and adequate landscape plantings along the water's edge.
- 3B: Protect areas of existing bio-habitat and recreate habitat where it has been destroyed.
- 3C: Insure that upland development does not degrade habitat conditions in the Columbia River.

Goal 4: *LAND USE*

Ensure an adequate supply of appropriately zoned land to provide for the development of industrial and commercial uses.

Objectives:

- 4A: Provide opportunities for industrial development.
- 4B: Encourage business and industry to locate within the Hood River city limits.
- 4C: Disperse employment centers to parts of the City with access to adequate transportation routes and public utilities.

Goal 5: *TRAFFIC AND TRANSPORTATION*

Implement transportation improvements that will increase access to the area and mitigate traffic impacts.

Objectives:

- 5A: Improve existing streets to meet future development demands.
- 5B: Develop a network of streets to serve all parcels.
- 5C: Construct street improvements as consistent with City standards.
- 5D: Provide sidewalks and streetscape improvements that promote multimodal usage, access and safety.
- 5E: Provide signalization improvements for efficient traffic flow and safety of transportation systems.

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Goal 6: *PUBLIC UTILITIES*

Ensure that new development is located in areas that can be adequately served by public infrastructure.

Objectives:

- 6A: Develop public infrastructure improvements on parcels of underutilized land to encourage private development.
- 6B: Develop water, sanitary sewer and storm drainage improvements to support industrial uses.
- 6C: Mitigate negative impacts of the existing wastewater treatment facility.
- 6D: Where possible, develop environmentally friendly utility systems to support existing and future development.

Goal 7: *PUBLIC INVOLVEMENT*

Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning and implementation process.

Objectives:

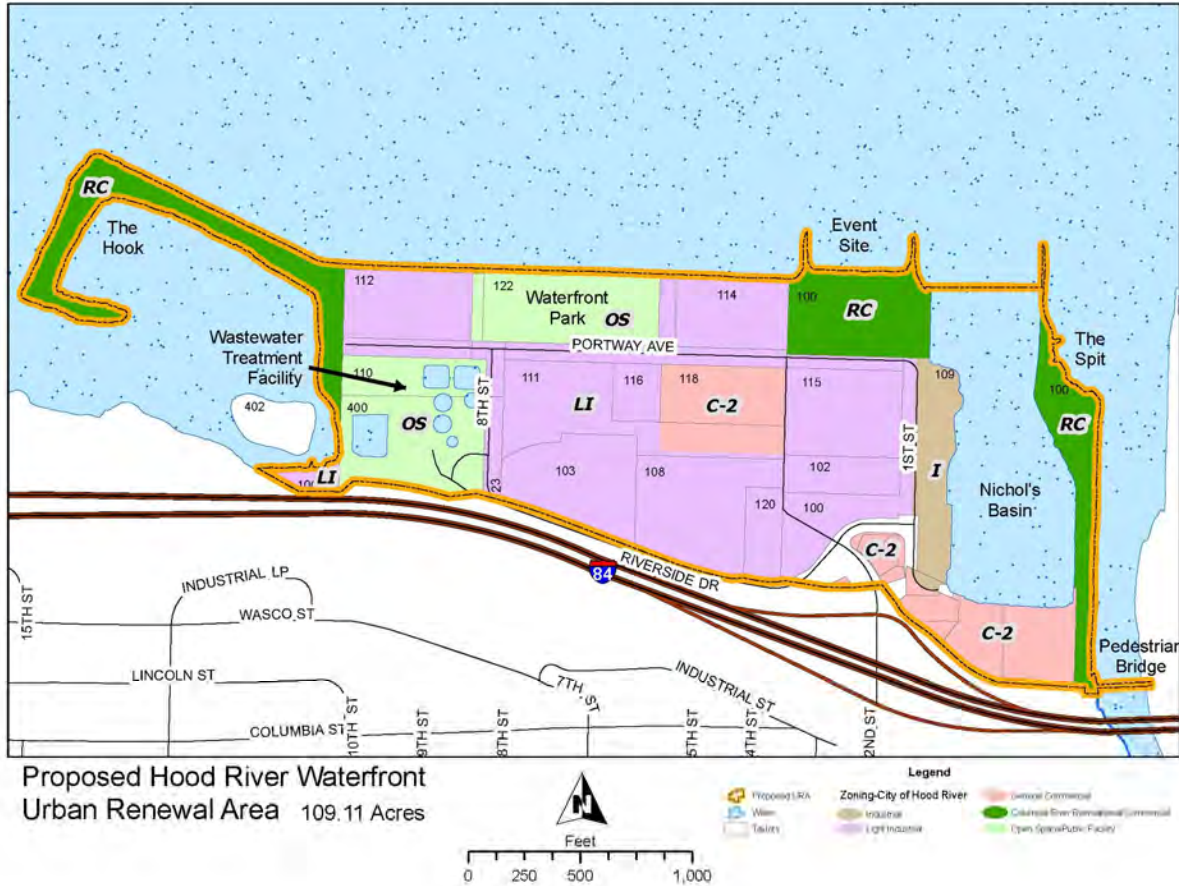
- 7A: Use available media to inform citizens of projects and programs to be undertaken.
- 7B: Provide for public input as to implementation of the Plan and work to achieve consensus as a basis for proceeding.

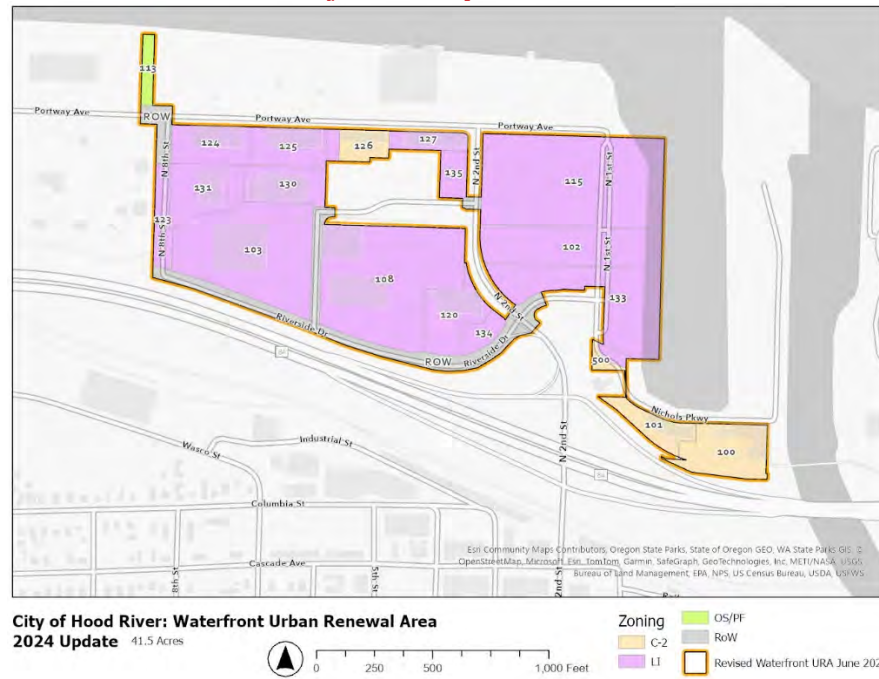
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H.III. MAP AND LEGAL DESCRIPTION OF URBAN RENEWAL AREA

Figure 1. Urban Renewal Area, Zoning and Comprehensive Plan Designations

Original 2008 Boundaries





III-IV. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES

The projects within the area are infrastructure improvements, park and recreational improvements, habitat enhancements and economic development assistance. An outline of major urban renewal project activities is as follows:

A. Infrastructure Improvements

1. Odor control of the wastewater treatment plant (engineering and construction)
2. Transportation improvements to increase circulation from, to, and within the Area
3. Preliminary engineering study for future improvements
4. Utility upgrades and renewable energy

B. Park and Recreational Improvements

1. Trail connections
2. Phase II park improvements
3. Recreational site enhancements including the Spit, Hook and Event Site

C. Habitat Enhancements

1. Habitat enhancements in Nichols Basin
2. Habitat enhancements along areas of the Hook
3. Habitat enhancements along rip rap portions of waterfront

D. Economic Development Assistance

1. Business recruitment and marketing program

IV-V. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. Public improvements authorized under the Plan include transportation projects, utility projects including odor control at the sewage treatment plant, park and trail improvements, and habitat restoration. The Plan also authorizes economic development assistance. The scope, budget and priorities for urban renewal projects and programs will be decided by the Agency as it administers the Plan. In April of 2008, the City Council and the Port Commission convened a joint meeting where they discussed the potential projects and identified their project priorities.

The governing bodies agreed that, at that time, the three priority projects to be considered by the Agency should be the Odor Control at the Wastewater Treatment Facility, Portway Avenue Improvements and Trail Connectivity. There was also support voiced for the Waterfront Park Improvement Project. The participants understood that the actual project expenditures will be determined by the Agency on an annual basis and may reflect opportunities for working with

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businesses in expanding or relocating to the Area and the opportunity to match funds for specified projects.

As shown in the Report, urban renewal funds will be combined with existing and other future sources of funding to finance project costs. Projects authorized by the Plan are:

A. Infrastructure

1. Wastewater Treatment Facility

This project includes preliminary engineering and implementing the plan for odor control. The odor control facilities consist of a new biological soil type biofilter for serving the existing primary clarifier and improvements at the existing septage receiving station.

2. Portway Avenue

Portway Avenue will be improved as a pedestrian oriented street with new paving, ornamental street lights, pedestrian improvements, street trees and sidewalks. Portway Avenue will be evaluated and constructed to the City Engineer's standards based on the results of the evaluation.

3. Riverside Drive to 8th Improvements

Riverside Drive will be the primary truck access street for the Waterfront area. Riverside is significantly substandard and improvements and it will need to be reconstructed and widened to meet an expanded level of truck and vehicular traffic. A signal may be required at 2nd Street and Riverside Drive. Riverside Drive will be constructed to the City Engineer's standards based on the results of the City Engineer's evaluation.

4. 8th Street Improvements

8th Street will be improved, including new sidewalks and pedestrian improvements to meet an expanded level of vehicular traffic. 8th Street will be constructed to the City Engineer's standards based on the results of the City Engineer's evaluation.

5. Future Industrial Street

The future Industrial Street will serve the industrial parcels in the central waterfront area. This new street would be on a dedicated right-of-way that goes north from Riverside Drive and connects to 2nd Street. The street would provide truck access to parcels that front on Riverside Drive, reducing their need to access loading areas from Portway Ave. and other pedestrian-oriented streets within the waterfront. The future Industrial Street will be constructed to City Engineer's standards based on the results of the City Engineer's evaluation.

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B. Park and Recreational Improvements

1. Trail Connectivity

Comprehensive trail connections along the Columbia River waterfront including connecting the Hook, Spit, Park and Event Site to each other and to downtown Hood River will be developed. The existing pedestrian bridge over Hood River may become part of the future improvements for pedestrian access. The trail connections may include but are not limited to trail surfacing, lighting, street furniture, signage and landscaping. Trail connections will be built to existing City standards.

2. Phase II Hood River Waterfront Park

Phase II of the Hood River Waterfront Park will include but not be limited to landscaping with native vegetation, an open grassy field area, on-site parking, an outdoor amphitheater, irrigation, picnic shelters and a picnic area, public art, youth play areas and structures, an architectural feature reminiscent of a Native American fishing platform, and a swimming platform. Phase II also includes paving (ADA) walking paths that were not completed as part of Phase I. The scope and nature of specific improvements will be refined during Plan implementation.

3. Recreational Site Enhancements

Improvements to the various recreational sites will be undertaken. These improvements may include but are not limited to improved access roads, signage, utilities, drainage structures (e.g. bio swales) and support structures (e.g. changing rooms) to accommodate increased recreational use and larger programmed events.

C. Habitat Enhancements

Habitat enhancements can improve the biological diversity and natural habitat characteristics of the waterfront. A Habitat Enhancement Program will be developed by the Agency. Habitat enhancement project components may include but are not limited to bio-engineering and other types of landscape improvements to Nichols Basin, areas of the Hook and rip rap portions of the Columbia River waterfront. Some habitat enhancement work may be necessary to mitigate other waterfront projects. The Agency will decide the scope and nature of specific habitat enhancement improvements after the Plan is approved.

D. Economic Development

1. Utility Upgrades and Renewable Energy

Utility upgrades could consist of assistance as necessary to property owners for a utility tie in to their parcel. This project may also include investment in “green” energy alternatives to support development in the waterfront area.

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2. Economic Development, Business Recruitment and Marketing Program

An Economic Development, Business Recruitment and Marketing Program for the Area will be established by the Port of Hood River to enhance the community's efforts to identify, recruit and potentially provide incentives for investment in construction or rehabilitation by businesses that meet the community's criteria for job creation and development density for the waterfront industrial area. The Agency will establish the guidelines for this program as part of Plan implementation.

V.VI. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses or other rights to use.

A. Property Acquisition for Public Improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisition must occur prior to institution of eminent domain procedures.

B. Property Acquisition – From Willing Sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary to support private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property for a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land Disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for construction and/or maintenance of the public improvement. The Agency may retain such property during construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section V by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency in its discretion determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

VI.VII.RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations as necessary for the administration of relocation assistance.

VI.VIII.TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on loans, usually in the form of tax increment bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. [Under current law, the property taxes for general obligation (“GO”) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.]

A. General Description of the Proposed Financing Methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants and any other form of financial assistance from the Federal, State, Port or local governments or other public bodies;
- Loans, grants, dedications or other contributions from private developers and property owners, including but not limited to assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

The financing for projects in the early stages of the urban renewal plan may come from the Port of Hood River or other public sources. If approved by the Agency, these loans will be considered an obligation of the Plan and will be repaid from anticipated tax increment revenues, as shown in Section VII of the Urban Renewal Report.

B. Tax Increment Financing and Maximum Indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts

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collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$5,750,000. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Agency or the City of Hood River in connection with the preparation of this Plan or prior planning efforts that support the preparation or implementation of this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

VIII.IX.FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing and approval procedure required of the original Plan under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Hood River as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and .115.

B. Council Approved Amendments

Council Approved amendments consist solely of amendments that result in:

- Material changes to the goals and objectives of the Plan; or
- Addition or expansion of a project that is materially different from projects previously authorized in the Plan.

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Council Approved amendments require approval by the Agency by resolution and by the City Council by ordinance.

C. Minor Amendments

Minor Amendments are amendments that are not Substantial or Council Approved Amendments in scope. They require approval by the Agency by resolution.

D. Amendments to the Hood River Comprehensive Plan and/or Hood River Revised Code

Amendments to the Hood River Comprehensive Plan and/or Hood River Zoning Ordinance that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency or the City Council.

IX.X. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the City of Hood River's Comprehensive Plan, Hood River Municipal Code (Section 17: Zoning Ordinance) and the Transportation System Plan. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies and implementation strategies will reflect the numbering which occurs in the original document. Italicized text is text that has not been taken directly from an original planning document.

A. City of Hood River Comprehensive Plan

The City of Hood River Comprehensive Plan is the general guide for the City for all activities relating to land use. It identifies existing assets, problems, and needs in the community, and sets forth City policy and implementation strategies for dealing with these issues. The proposed Plan relates to several of these stated goals, policies, and implementation strategies. Of particular relevance are sections pertaining to Citizen Involvement, Land Use Planning, Open Spaces, Scenic and Historic Areas, Natural Resources, Economy, Transportation, Energy Conservation, and Air, Water and Land Resources Quality.

Goal 1: Citizen Involvement

GOAL

Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

POLICIES

1. Improve and use existing citizen participation programs to ensure ongoing citizen involvement in planning and land use regulation revisions now and

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after acknowledgement of the Comprehensive Plan.

2. Establish, maintain, and encourage uses of an ongoing citizen involvement program for the City of Hood River.

Findings: The Plan relates to and addresses the citizen involvement goal and Policies 1 and 2 through public meetings held in the adoption process.

Goal 2: Land Use Planning

GOAL

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

GUIDELINES

2. Protect public health, safety, and welfare.
3. Maintain the quality of air, water, and land resources of the planning area.
5. Conserve and protect resources.
6. Diversify and improve the economy.
7. Develop public facilities and services.
8. Satisfy recreational needs.
9. Aid in the development of a transportation system.

Findings: The proposed Plan relates to and addresses the Land Use Planning Goal and aforementioned Guidelines. The Plan will help to upgrade the sewage treatment plant to improve the local air quality (Guidelines 2, 3 and 7). It will encourage development on lands that have already been improved but are currently underutilized, protecting resources and diversifying the economy (Goal 1 and Guidelines 5 and 6). It will encourage the development of land within the urban growth boundary that is not presently served by an adequate transportation network. (Goal 1 and Guideline 5) The Area is contiguous to the developed areas of the City of Hood River where transportation systems and other infrastructure are already partially in place (Goal 1 and Guidelines 3 and 5). Some of the funds generated by the Plan will be used for recreational area improvements and improving the transportation network within the Area (Guidelines 7,8 and 9).

Goal 3: Agricultural Lands

This Plan will not impact or affect this goal.

Goal 4: Forest Lands

This Plan will not impact or affect this goal.

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Goal 5: Open Spaces Scenic and Historic Areas and Natural Resources

This Goal in the Comprehensive Plan addressed open spaces, historic areas and natural resources. This Plan will not impact or affect historic areas; therefore, only the relevant provisions pertaining to open spaces and natural resources are referenced. The Economic, Social, Environmental and Energy Analysis (ESEE) is found at the end of this Goal 5 Section, as required by Statewide Land Use Goal 5.

OPEN SPACES

Open space and natural areas are an integral part of the City of Hood River's livability. A wide range of types and sizes of open space and natural areas within the urban area should provide; diverse plant and animal habitat, visual and special breaks from urban uses and places for recreation, facilities for community events, trails for pedestrian and bicycle transportation and sports activities. Open space and natural areas may be in the form of parks, public school grounds, trails, natural areas and areas of special interest, river and stream corridors, open space easements and right-of-way, and lands excluded from development.

Maintaining open space and natural areas in an urban area is a difficult task, and one that becomes more complex during periods of rapid growth. However, providing open space in the urban area for the benefit of existing and future residents is important. The following goals are intended to enhance, create and protect the City of Hood River's open space and natural areas.

GOALS

1. To provide land for recreational uses such as windsurfing, kite boarding, bicycling, jogging and fishing.
2. To preserve water resources, riparian, and wildlife habitats.
3. To establish trails, greenways and wildlife corridors that are interconnected.
4. To encourage environmental awareness so that citizens will become stewards of our natural resources.
5. To soften the appearance of street corridors with planter and median strips.
6. To support coordinated efforts of public agencies, private organizations and individuals to preserve and enhance the area's natural features and open space.

IMPLEMENTATION STRATEGIES

4. Include natural features and open space in the design of public facilities.
5. Locate transportation and utility systems to avoid natural features.

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Findings: The Plan relates to the Goals and implements the relevant Implementation Strategies of open space because the proposed projects will upgrade the existing parks by providing access, lighting, and infrastructure improvements (Goals 1,3,5 and Implementation Strategies 4). The Plan will also provide assistance to the development of a new area of park land by providing funds for infrastructure improvements in the Park (Goals 1,3). The Plan establishes a Habitat Enhancement Program (Goal 2). Private fundraising is an ongoing commitment for the Park, and some funding will be allocated through the Plan (Goal 6).

NATURAL RESOURCES

Wetland and riparian areas have a variety of native plant species that are adapted to growing in locations where the soils are wet during all or part of the year. Well established wetlands and riparian areas provide a complex ecosystem that support a diverse combination of plants and animals.

Wetlands and riparian areas within Hood River and the Urban Growth Area were inventoried and evaluated in July 2003 as part of the Local Wetland Inventory, a required Periodic Review update for Goal 5. The Port of Hood River conducted and Economic, Social, Environment and Energy Analysis (ESEE) for the Columbia River Waterfront area in May 2004 to allow for greater flexibility for development along that area of the Columbia River.

The riparian areas along the Columbia River, Hood River, Indian Creek and Phelps Creek are considered a significant resource under Statewide Planning Goal 5.

GOALS

1. It is important to conserve and improve the wetlands and riparian areas along the Columbia River, Hood River, Indian Creek and Phelps Creek in Hood River City and Urban Growth Area. These areas serve several functions that protect and enhance the quality of both animal and human life within the urban area in many ways;

- Reduce stream velocities that can erode or damage stream banks and property;
- Provide storage for water during peak flows and flooding conditions;
- Trap or filter sediment and runoff water from upland areas and impervious surfaces;
- Provide shade over rivers and creeks that helps water quality by reducing the warm water temperatures that produce algal blooms;
- Provide shade to help moderate water temperatures to support fish and other aquatic animals;

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- Provide vegetation and woody debris that serve as habitat and nesting areas for a variety of aquatic animals, birds and mammals;
- Provide a safe corridor for birds, amphibians and mammals that live and feed along the river; and
- Provide a transition area between aquatic and upland habitat areas during animal migration.

3. Lands zoned as Open Space shall be preserved as open space.

Findings: The Goals and Implementation Strategies for Natural Resources are implemented through the City's ESEE Analysis and Chapter 17.22 of the Hood River Municipal Code. Findings addressing the ESEE are below. During the development review process for a project, Chapter 17.22 will be applied to the extent a proposed project impacts a natural resource.

Generally, however, the Plan provides for future habitat enhancements supporting natural resources by establishing a Habitat Enhancement Program (Goal 2). The trail system will be upgraded to connect to existing trail segments (Goal 3).

Goal 5: Economic, Social, Environmental and Energy Analysis (ESEE)

An ESEE analysis is an analysis of the potential economic, social, environmental, and energy consequences of prohibiting, limiting, or permitting conflicting uses to occur on resources that have been determined to be significant under Statewide Land Use Goal 5.

The intent of Statewide Land Use Goal 5 is, "to protect natural resources conserve scenic and historic areas and open spaces." Goal 5 resources covered in the analysis are those determined to be significant by the City. The purpose of this ESEE analysis is to develop a basis for general planning policies and implementing measures adopted to provide adequate levels of protection to the Columbia River shoreline along Hood River's waterfront.

This analysis addresses the land use consequences of protecting Goal 5 resources in the City of Hood River's Columbia River Infill Waterfront Area or the allowance of these resources to be reduced or lost. In compliance with Goal 5, the City adopted through the legislative process the Hood River Waterfront Riparian Inventory.

Six Reaches, as defined in the ESEE, are in the Area. The ESEE analysis for each area is as follows:

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REACH: COR4

Basin: Columbia River

Size of Site: 0.67 acres

Location: The east bank of the abandoned boat works basin.

Description of Resource:

This reach is 1,064 feet long. The shoreline and riparian areas are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. The entire riparian area is developed and the top of the slope consists of an access road. The slope consists of an immature forested riparian community consisting of red-osier dogwood, black cottonwood, red alder, and Himalayan blackberry.

Existing Uses:

- Industrial - this area is currently zoned light industrial but no development currently occurs within this reach.
- Water Recreation - boating and jet skiing.
- Public Access - a gravel road runs along the entire length of the spit.

Findings: The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. No other projects or programs will have an impact on this reach.

REACH: COR6

Basin: Columbia River

Size of Site: 0.04 acres

Location: The west bank of the abandoned boat works marina.

Description of Resource:

This reach is 1,776 feet long. The shoreline and riparian area are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. The entire riparian area is developed and the majority of the reach has sheet piling along the banks. There is a boat launch at the north end. No vegetation is growing along the shoreline. The top of the bank consists of either asphalt or well compressed fill and gravel.

Existing Uses:

- Industrial - part of this reach is zoned industrial. Current development includes a vacant building and a gas station.
- Open Space - event site and park with access roads.

Findings: The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. The recreational sites (open space) will undergo improvements which will address the standards in the ESEE document.

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REACH: COR7

Basin: Columbia River

Size of Site: 2.8 acres

Location: The shoreline of the Columbia River that extends from the abandoned boat works basin west to the hook.

Description of Resource:

This reach is 4,639 feet long. The shoreline and riparian area are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. The entire riparian area consists of industrial development, parking lots, and a gravel jetty with an access road. The vegetation is limited to five Douglas fir trees growing at the top of the bank.

Existing Uses:

- Recreational/Commercial - this includes the Event Site which has bathroom facilities, parking lots, picnic areas, and water access.
- Light Industrial - there are currently two light industrial developments along this reach which includes the building and parking areas.
- Water recreation - windsurfing, swimming and kiteboarding.

Findings: The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. The recreational sites (open space) will undergo improvements which will address the standards in the ESEE document.

REACH: COR8

Basin: Columbia River

Size of Site: 0.5 acres

Location: The hook at the end of the man-created jetty.

Description of Resource:

This reach is 499 feet long and consists of a mature forested point that appears to be on a native or natural landform of very large boulder. The vegetation is dense, with extensive coverage by Himalayan blackberry in the shrub layer.

Existing Uses:

- Natural area - heavily used wintering waterfowl area.
- Water recreation - swimming, windsurfing lessons.

Findings: The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. The recreational sites (open space) will undergo improvements which will address the standards in the ESEE document.

REACH: COR9 & COR10

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Basin: Columbia River

Size of Site: 1.27 acres

Location: COR9 is the interior shoreline of the hook and COR10 is the interior, east shoreline of the hook.

Description of Resource:

COR9 is 905 feet long. The shoreline and riparian area are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. This man created jetty is heavily used by people and has resulted in limited vegetation able to become established. Vegetation is limited to black cottonwood, red-osier dogwood, willow, and a few weeds.

COR10 is 1,329 feet long. The shoreline and riparian area are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. This portion of the shoreline has not been as impacted by recreational uses as the western portion. At the toe of the rip rap slope is a 25 foot wide wetland bench that is vegetated by black cottonwood, Himalayan blackberry, willow, cattail, and reed canary grass.

Existing Uses:

- Water recreation - swimming, windsurfing lessons.
- Light Industrial - most of this area is currently zoned light industrial although there is currently no light industrial development along this reach.
- Open Space/Public Facility - the Hood River Wastewater Treatment Plant is located at the eastern end of COR10.
- Natural area - heavily used winter waterfowl area.

Findings: The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. The recreational sites (open space) will undergo improvements which will address the standards in the ESEE document. The Hood River Wastewater Treatment Plant will undergo changes to eliminate the odor problems associated with it. Any work will address the standards in the ESEE.

REACH: HOR1L

Basin: Hood River

Size of Site: 0.94 acres

Location: HOR1L is the west bank the Hood River and extends from I84 to the confluence with the Columbia River.

Description of Resource:

The shoreline is fill material that was placed after Columbia River levels were raised following construction of the Bonneville Dam. The shoreline is a steep, rip rapped bank.

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Vegetation along the bank is sparse and limited red-osier dogwood and cascara. Willows and slough sedge are growing at the edge of the water. The top of the bank is an access road to the end of the jetty that is composed of well compacted fill and gravel.

Existing Uses:

- Industrial - this area is currently zoned industrial but it is currently undeveloped.
- Water Recreation - fishing, swimming kayaking.
- Public Access - unpaved road to access the point and unpaved, unmarked parking lot.

Findings: The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document.

Goal 6: Air, Land, and Water Resources Quality

GOAL

1. To maintain and improve the quality of the air, water, and land resources of the planning area to provide a relatively pollution-free environment.

POLICIES

Air Quality

1. The air discharges from public and private facilities within the City of Hood River will not exceed the carrying capacity of the air shed.
2. Activities involving or affecting the air resources of the City of Hood River and Urban Growth Area will provide for and contribute to both a stable and healthy economy and a relatively pollution-free environment.

IMPLEMENTATION STRATEGIES

1. Placement of walkways and bikeways shall be encouraged in an attempt to lessen the amount of motorized traffic.

Findings: The Plan will improve air quality by aiding the renovation of the existing sewage treatment plant to reduce odor emissions (Goal and Policies 1,2). This will result in cleaner air for the Hood River waterfront area and downtown Hood River in general. Additionally, any new development will incorporate sidewalks and trail connections to promote multimodal access and reduce traffic loads in the Area (Implementation Strategy 1).

Goal 7: Natural Disasters

This Plan will not impact or affect this goal.

Goal 8: Recreational Needs

GOAL

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To satisfy the recreational needs of the citizens of the community and visitors to the area.

POLICIES

1. Existing park sites will be protected from incompatible uses and future expansion alternatives at some sites will be developed.
2. When feasible, recreational opportunities and park sites will be located so as to be accessible to a maximum number of people.
3. The development of parks which are accessible by means of walking or bicycling is encouraged.
5. Encourage low-maintenance park and recreation use of floodplains and drainage.
7. Because the growth of the windsurfing industry and other recreational activities comprise a significant portion of Hood River's recreational and tourist industry, the establishment of recreational facilities may be allowed in appropriate locations in the City.

IMPLEMENTATION STRATEGIES

1. Park sites will be developed with the lowest possible maintenance costs while still maintaining quality (i.e. use of native species rather than ornamental species).
2. City sidewalks will continue to be upgraded (i.e. ramps at corners, legal catch).

Findings: The Plan will improve recreation sites by adding signage, streetscape improvements and access improvements to the existing park areas as well as assisting in the Phase II development of an additional park (Goal and Policies 1,2,3,5,7, Implementation Strategy 1). Additionally, any new development will incorporate sidewalks and trail connections to promote multimodal access for users of the recreation system (Implementation Strategy 2). The Plan will abide by the Parks and Recreation Master Plan and the State of Oregon Parks Comprehensive Plan (SCORP).

Goal 9: Economy

GOALS

1. To diversify and improve the economy of the Hood River planning area.
2. To preserve and promote a livable community.
3. To better utilize all commercial and industrial lands, including underutilized lands.
4. To have adequate public facilities for anticipated economic growth.
5. To have economic development that is consistent with availability of long-term human and natural resources.

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6. To accommodate the need for expansion of new and existing businesses.

POLICIES

1. Promote commercial and light industrial development on the Waterfront consistent with a Columbia River Waterfront Plan.
2. Encourage family wage jobs, including, but not limited to: office, commercial, retail and lodging developments, light industrial small businesses, expansion of small commercial and light industrial businesses, home businesses, tourism and recreation based businesses, and regional retail businesses.
3. Consider existing business expansion needs.
4. Limit commercial use on lands reserved for light industrial and industrial uses.
5. Promote mixed use developments that integrate business, office, light industrial, research and development, commercial uses, and residential, if appropriate, on the same parcel.
6. Encourage family wage jobs.

IMPLEMENTATION STRATEGIES

6. The City shall pursue funding opportunities for the construction and completion of services in areas where deficient.
8. The City will cooperate with the Port, regional, state and federal agencies and private businesses to develop and implement plans to improve and diversify the economic base of the planning area.
9. Industrial centers will be developed at planned locations that have high standards of design, landscaping, maintenance, and accessibility.

Findings: The Plan will help install the infrastructure necessary to support additional development of the Area. It will help encourage the development of prime industrial and commercial land that will provide expansion opportunities for existing local businesses and attract new ones to the Hood River area (Goals 1,2,3,4, Policies 1,2,3,4,5,6, Implementation Strategies 6,8,9). Growth in the Area will create new jobs for the community and generate additional tax revenue for the municipality when the Urban Renewal Area expires (Goals 1,2,3,4, Policies 1,2,3,4,5,6, Implementation Strategies 6). The Area is providing industrial growth but is in an area of the City where much scrutiny occurs (the waterfront). Existing City standards will require addressing Implementation Strategy 9.

Goal 10: Housing

The Plan will not impact or affect this goal.

Goal 11: Public Facilities and Services

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GOAL

To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development in the City and Urban Growth Area.

POLICIES

1. Provide urban services (water, sewer, storm drainage and transportation) to residential, commercial and industrial lands within the City's Urban Growth Area.
3. Promote the efficient use of urban and urbanizable land in the UGA to minimize the cost of providing public facilities and services.
7. Ensure that public facilities and services of adequate size are constructed to serve planned urban uses as urban growth occurs consistent with the zoning.
8. Ensure that location and extension of urban services is done in accordance with this Plan and the Public Facilities Master Plans.
13. Generally, require property owners benefiting from urban services extensions to finance urban services extensions.
15. Maintain an eight year supply of commercial and industrial land that is serviceable by urban services.
19. Consider protection of riparian zones and habitat when extending utility facilities.
21. Ensure coordination between the Transportation Systems Plan and Public Facilities Plan, particularly with respect to recommended capital improvements.

IMPLEMENTATION STRATEGIES

12. That City shall adopt standards ensuring that urban service facilities are constructed to levels adequate to serve the needs of the proposed development and, where necessary, urban area.
16. The City shall adopt standards or enforce existing measures to protect riparian habitat.

Findings: The Plan will improve public facilities by aiding the renovation of the existing sewage treatment plant to reduce odor emissions and by financing utility upgrades in the Area. The wastewater treatment plant improvement will result in cleaner air for the Hood River waterfront area and downtown Hood River in general (Goal and Policy 1). There is a habitat enhancement program which will address riparian and habitat issues (Policy 19). Development of street and utility infrastructure will provide the services which will attract development of underutilized land (Goal and Policies 1,3,7,8,13,15,21). The TSP is undergoing an update to reflect the planned improvements (Policies 7,8).

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Goal 12: Transportation

There are seven transportation goals with related policies organized under each goal. The Goals that relate to the Plan are incorporated below.

GOAL 1

A balanced transportation system.

POLICIES

1. Develop and implement public street standards that recognize the multi-purpose and shared nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck, and auto use and recognize these streets as important to community identity as well as providing a needed service.
2. Provide connectivity to each area of the City for convenient multi-modal access.
3. Develop a safe, complete, attractive and efficient system of pedestrian and bicycle ways, including bike lanes, shared roadways, off-street pathways and sidewalks according to the pedestrian and bicycle system maps. Road standards shall address bicycle and pedestrian paths.
4. When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of this plan.

Findings: The Plan will provide a system of multi-modal trail and street connections throughout the site and will provide sidewalks where there presently are none in the Area. These improvements will be made in compliance with the above stated goals and policies (Goal 1 and Policies 1,2,3,4).

GOAL 2

Transportation facilities designed and constructed in a manner that enhances Hood River's livability.

POLICIES

1. Maintain the livability of Hood River through proper location and design of transportation facilities.
2. Locate and design recreational and bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in identified Natural Resource areas.
3. Meet the applicable requirements of state and federal resource agencies for wetlands or stream corridors in development of City transportation facilities.

Findings: The Plan relates to the transportation facilities goal in the Area in that facilities will be properly designed and located to maintain the livability of Hood

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River. Pathways are incorporated in the transportation network envisioned for the Area. Wetlands and stream corridor requirements will be followed (Goal 2 and Policies 1,2,3,4).

GOAL 3

A safe transportation system.

POLICIES

1. Design streets to serve the anticipated function and intended uses as determined by the comprehensive plan.
2. Construct pathways only where they can be developed with satisfactory design components that address safety, security, maintainability and acceptable pathway use.
3. Maintain access management standards for arterial and collector roadways consistent with City, County and State requirements to reduce conflicts between vehicles and trucks, as well as conflicts between vehicles, bicycles, and pedestrians.
4. Ensure adequate access for emergency service vehicles is provided throughout the City.

Findings: The Plan relates to this goal because improvements to be incorporated will be designed meeting the safety requirements as specified by the City Engineer (Goal 3 and Policies 1,2,3,4).

GOAL 6

Transportation facilities, which provide efficient movement of goods.

POLICIES

1. Designated arterial routes and freeway access areas in Hood River are essential for efficient movement of goods; design these facilities and adjacent land uses to reflect this need.
2. Consider existing water, railroad and air transportation facilities to be City resources and reflect the needs of these facilities in land use decisions.

Findings: The Plan relates to this goal as the transportation network is designed to facilitate the efficient movement of goods (Goal 6 and Policies 1,2).

GOAL 7

Implement the transportation plan by working cooperatively with federal, state, regional and local governments, private sector and residents, and by creating a stable, flexible financial system.

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POLICIES

1. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area; Hood River County, CAT, Port of Hood River and ODOT.
4. Develop and utilize the System Development Charge and Traffic Impact Fee as an element of an overall funding program to pay for adding capacity to the collector and arterial street system and make safety improvements required by increased land use development.

Findings: The Plan relates to this goal as the Port and City will work cooperatively with the State and Federal government on any areas where this cooperation is necessitated (Goal 7 and Policy 1).

The Plan will encourage the development of land which is not presently served by an adequate transportation network. It will encourage development on lands that have already been improved but are currently underutilized. The Area is contiguous to the developed areas of the City of Hood River where transportation systems and other infrastructure are already partially in place (Goals 1,2,3,6 and 7).

Goal 13: Energy Conservation

GOAL

To conserve energy and encourage the use of renewable energy resources.

POLICIES

1. The development and growth of urban land uses shall be controlled and managed to maximize the conservation of all forms of energy.
2. Higher density land use along major arterials, collectors, and intersections will be encouraged.
3. Public facilities and services will be extended in an orderly manner to promote development of lands within and adjacent to the City before development of outlying areas.
4. The City will cooperate with operating utilities, state, and federal agencies and other organizations in projects to promote the conservation of non-renewable energy resources and the use of renewable resources.
5. The City will encourage residents and businesses to take steps to conserve energy and use renewable energy resources. The City's efforts shall be coordinated with those of utilities, state and federal agencies, and other organizations.
6. Industrial land use shall be permitted in areas located with good access to transportation, public services, and raw materials.

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7. Industry which is energy efficient shall be encouraged.

Findings: The Plan helps ensure the development of land that is already in the urban growth boundary while cooperating with other governmental entities (Goal and Policy 1). Public facilities will be extended to allow for the development of the land (Policy 3). Energy efficient development and businesses will be sought in the marketing programs (Policy 4, 5).

Comprehensive Map Categories:

The Comprehensive Plan map categories are the same as the zoning code categories covered in the section D below.

B. City of Hood River Transportation System Plan

Transportation Goals and Policies

The Transportation System Plan (TSP) guides the management of existing transportation facilities and the design and implementation of future facilities through 2019. An update to the TSP that incorporates projects specifically identified for the Area is being undertaken concurrent with the adoption of this Plan.

The existing TSP sets forth 7 goals followed by policies and recommended actions to guide the development of Hood River's transportation system. The proposed Plan will comply with every goal that is relevant to the Area, namely goals 1, 2, 3, 6, and 7. A list of the relevant goals, policies, and actions is detailed below along with how the proposed Plan relates to them.

GOAL 1

A balanced transportation system.

POLICIES

1. Develop and implement public street standards that recognize the multi-purpose and shared nature of the street right-of-way for utility, pedestrian bicycle, transit, truck, and auto use and recognize these streets as important to community identity as well as providing a needed service.
2. Provide connectivity to each area of the City for convenient multi-modal access.
3. Develop a safe, complete, attractive and efficient system of pedestrian and bicycle ways, including bike lanes, shared roadways, off-street pathways and sidewalks according to the pedestrian and bicycle system maps. Road standards shall address bicycle and pedestrian paths.

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4. When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of this plan.

Findings: The Plan relates to Goal 1 and it's policies by providing an upgraded transportation system within the area that serves the underdeveloped parcels within the area and better serves the recreational sites within the area. The Plan proposes a comprehensive trail system which would link the recreational sites within the area and provide a link to the downtown. (Goal 1 and Policies 1,2,3,4)

GOAL 2

Transportation facilities designed and constructed in a manner that enhances Hood River's livability.

POLICIES

1. Maintain the livability of Hood River through proper location and design of transportation facilities.
2. Locate and design recreational and bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in identified Natural Resource areas.

Findings: The Plan relates to this goal and its policies by designing the road system within the area to separate the industrial traffic from the recreational traffic. The Plan also proposes a comprehensive trail system which would link the recreational sites within the area and provide a connection to downtown (Goal 2 and Policies 1,2).

GOAL 3

A safe transportation system.

POLICIES

2. Design streets to serve the anticipated function and intended uses as determined by the comprehensive plan.
6. Construct pathways only where they can be developed with satisfactory design components that address safety, security, maintainability and acceptable pathway use.
9. Ensure adequate access for emergency service vehicles is provided throughout the City.

Findings: The Plan relates to this goal and its policies by designing the road system within the area to separate the industrial traffic from the recreational traffic. The Plan proposes transportation improvements which would provide additional sidewalks within the area. The Plan also proposes a comprehensive trail system which would link the recreational sites within the area and provide a

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connection to the downtown (Goal 3 and Policies 2,6,9).

GOAL 6

Transportation facilities which provide efficient movement of goods.

POLICIES

1. Designated arterial routes and freeway access areas in Hood River are essential for efficient movement of goods; design these facilities and adjacent land uses to reflect this need.

Findings: The Plan relates to this goal and its policies as it proposes improvements that would facilitate the use of underdeveloped industrial properties which are located in close proximity to the freeway system (Goal 6 and Policy 1).

GOAL 7

Implement the transportation plan by working cooperatively with federal, state, regional and local governments, private sector and residents, and by creating a stable, flexible financial system.

POLICIES

1. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area; Hood River County, CAT, Port of Hood River and ODOT.

2. Participate in regional transportation and growth management policies and work with regional agencies to assure adequate funding of transportation facilities to support those policies.

4. Develop and utilize the System Development Charge and Traffic Impact Fee as an element of an overall funding program to pay for adding capacity to the collector and arterial street system and make safety improvements required by increased land use development.

5. Develop a long-range financial strategy to make needed improvements in the transportation system and support operational and maintenance requirements.

Findings: The Plan relates to this goal and its policies as it calls for multiple transportation improvements including improving 8th Street and Portway, a new street to serve industrial properties, improving access to and roads on the Spit, and installing a new traffic signal at 2nd Street. All roads in the area will have sidewalks to aid pedestrian access and new trail connections will be constructed throughout the waterfront park. Whenever possible, the City of Hood River will collaborate with other agencies to finance and complete these projects in the most efficient manner possible (Goal 7 and Policies 1,2,4,5).

THE PEDESTRIAN SYSTEM

A pedestrian system plan will be implemented in the city. Where possible, every paved street will have sidewalks on both sides of the roadway meeting the requirements set forth in the street standards. The pedestrian system projects include only sidewalk projects. Although shoulder additions can serve pedestrians, they are not ideal because they are not separated from the roadway; however, in undeveloped urban areas where development may not occur quickly, the addition of shoulders is often the most practical improvement that can be implemented. Generally, shoulders are more of a benefit to cyclists than to pedestrians; therefore, proposed shoulder widening or additions are discussed in the Bicycle System Plan section of this chapter. Missing sidewalk segments should be installed whenever an opportunity presents itself (such as development, special grants, etc.), concentrating on arterial streets, collectors, and school routes. Pedestrian safety should be improved at crossings through additional/improved signing and lighting, curbs extensions, access management, and speed control measures.

Findings: The Plan proposes projects which will further develop the Pedestrian System as described in the TSP. There is one pedestrian project in the TSP for the Area, P-22 which is an Intermediate Range project for the Port of Hood River, specifically a Riverfront Pedestrian Trail System with an estimated cost of \$150,000.

THE BICYCLE SYSTEM

This Transportation System Plan identifies the bicycle system projects that fill the gaps in the bicycle system network. The plan builds from the State requirement that all arterial and major collector roads have bikeways. Additional linkages are also included to complete the network.

On arterial and collector streets that are not scheduled to be improved as part of the street system plan, bike lanes may be added to the existing roadway at any time to encourage cycling or when traffic volumes exceed 2,500 to 3,000 vehicles per day. The striping of bike lanes on streets, which lead directly to schools, is a high priority.

Bike lanes will be one-way, five or six feet wide and located adjacent to the curb, except where there is curb parking or a right-turn lane. Where these conditions occur, the bike lane is located between the through travel lane and parking or right-turn-lane. The bike lanes shall be marked in the same direction as the adjacent travel lane. Striping and signing should conform to the State Bicycle and Pedestrian Plan.

Findings: The Plan proposes projects which will further develop the Bicycle System as described in the TSP. A specific TSP project in the Area: B3, 2nd St, Riverside Drive to State Avenue: bike striping.

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C. Hood River Waterfront Development Strategy

The Hood River Waterfront Development Strategy (WDS) was developed in 2007 and adopted by the Port of Hood River Commission in 2007 to address the unique needs of the Hood River Waterfront area. The Hood River Waterfront Development Strategy has not been adopted by City Council. The plan identifies community objectives, creates an overall concept that provides the framework for future waterfront development, and describes specific actions and projects to guide the Port's investments, marketing and business development over a 10 year period.

Findings: Many of the objectives identified in the WDS have been incorporated as goals in the proposed Plan. Additionally, a majority of the projects included in the Plan are also outlined as crucial projects in the WDS.

D. Hood River Zoning Ordinance

The City of Hood River Zoning Ordinance establishes zoning districts to control land use throughout the city and regulates development standards within these established use districts. The proposed Area is located within established commercial, industrial and recreational zones, regulated by Section 17 of the Planning Code. Section 17 has been designed in accordance with the goals, policies, and most appropriate statements of the intent of the City's Comprehensive Plan. It is the purpose of this title, therefore, to provide the principal means for the implementation of the Comprehensive Plan. Specifically, the proposed Area is located within the General Commercial, Industrial, Light Industrial, Open Space/Public Facility, and Columbia River Recreational/Commercial zones.

General Commercial (C-2): The General Commercial zone allows for most uses except large scale industrial. It supports small residential developments and commercial uses such as bed and breakfasts, daycares and home businesses. With a site review, it will allow larger residential complexes (15 or more people), parking lots, and industrial uses that are essential to an on site commercial business. Conditional uses include, but are not limited to, hospitals, schools, public parks, churches and town-homes.

Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. Plan projects will support additional General Commercial uses.

Industrial (I): This zone allows for, pending a site plan review, industrial uses such as manufacturing, processing, warehousing, outside storage, and parking lots. It also allows for commercial uses that incidental and essential to on site industrial uses.

Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. Plan projects will

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support additional Industrial uses. The proposed Economic Development Fund will provide for marketing and recruitment of companies to develop these sites.

Light Industrial (LI): This zone allows for, pending a site plan review, light industrial uses such as manufacturing, processing, warehousing, outside storage, and parking lots. It also allows for commercial uses that are incidental and essential to on site light industrial uses.

Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. Plan projects will support additional Light Industrial uses. The proposed Economic Development Fund will provide for marketing and recruitment of companies to develop these sites.

Open Space/Public Facility (OS/PF): The purpose of the Open Space/Public Facilities Zone is to provide land areas for parks and other necessary public facilities. This zone is also intended to serve as the mechanism to implement the public parks land use designation of the Comprehensive Plan. Permitted uses not subject to site plan review in this zone shall include, but are not limited to: recreational activities, parks, non-profit community activities, and arts festivals.

Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. Proposed projects will enhance the open space areas and provide connectivity to those areas and to the downtown core.

Columbia River Recreational/Commercial (RC): The purpose of this zone is to provide an area within the City to promote recreational Columbia River waterfront uses and limited accessory commercial activities. The zone is intended to increase and protect public access, including visual access, to the Columbia River waterfront and related recreational opportunities and to contribute to an aesthetically pleasing urban environment. The uses permitted in this zone are intended to be consistent with visual and pedestrian access and include wildlife viewing areas, public bike and jogging paths, fishing sites, swimming beaches, and numerous others.

Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. Proposed projects will enhance the open space areas and provide connectivity to those areas and to the downtown core.

Each of these districts contain specific development standards, intended to promote site planning and design that consider the natural environment; maintain the required dimensional standards while promoting energy conservation, privacy, safe and efficient parking areas; and improve the general living environment and economic life of a development.

Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for each of these zoning districts. The Plan

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will support the development of underdeveloped industrial land, thereby providing employment opportunities, which will in turn encourage development on adjacent parcels. It will provide for upgrades of open space and recreational sites and provide the connectivity of those sites to each other and to the downtown retail core.

APPENDIX A: LEGAL DESCRIPTION
DESCRIPTION

EXHIBIT A

City of Hood River Waterfront URA Legal Description

A tract of land and road rights-of-way located in the Southeast and Southwest One-Quarters of Section 25, Township 3 North, Range 10 East, Willamette Meridian, City of Hood River, Hood River County, Oregon, and being more particularly described as follows:

Beginning at the northwest corner of Lot 1 of the plat of "Waterfront Business Park", also being on the southerly right-of-way line of Portway Avenue (Assessor's Map 3N.10E.25D-01);

1. Thence along said southerly right-of-way line, Easterly 1,279 feet, more or less, to the westerly right-of-way line of N 2nd Street (Assessor's Map 3N.10E.25D-01);
2. Thence along said westerly right-of-way line, Southerly 261 feet, more or less, to the easterly corner of Parcel 2 of Partition Plat Number 2018-15P (Assessor's Map 3N.10E.25D-01);
3. Thence leaving said westerly right-of-way line, on a line perpendicular to said westerly right-of-way line, Easterly 64 feet, more or less, to the easterly right-of-way line of said N 2nd Street (Assessor's Map 3N.10E.25D-01);
4. Thence along said easterly right-of-way line, Northerly 274 feet, more or less, to the southerly right-of-way line per Instrument Number 750715 (Assessor's Map 3N.10E.25);
5. Thence along said southerly right-of-way line, Easterly 781 feet, more or less, to the southerly west line of Parcel 3 of Partition Plat Number 2011-12P, also being on the northerly extension of the easterly line of Parcel 2 of said Partition Plat Number 2011-12P (Assessor's Map 3N.10E.25);
6. Thence along said southerly west line, Southerly 949 feet, more or less, to the northerly line of Partition Plat Number 2015-05P (Assessor's Map 3N.10E.25DB);
7. Thence along said northerly line, Westerly 141 feet, more or less, to the westerly line of said Partition Plat Number 2015-05P (Assessor's Map 3N.10E.25DB);
8. Thence along said westerly line and the southerly extension thereof, Southerly 50 feet, more or less, to the northeast corner of the Nichols Parkway right-of-way, also being the beginning of Reference Line 'A' (Assessor's Map 3N.10E.25DB);
9. Thence along said Reference Line 'A' on a bearing of South 01°32'52" East 121 feet, more or less, to the southerly right-of-way line of said Nichols Parkway, a point which bears southeasterly 8 feet, more or less, from the northeast corner of Parcel 2 of Partition Plat Number 2015-05P (Assessor's Map 3N.10E.25DB);
10. Thence along said southerly right-of-way line, Southeasterly 632 feet, more or less, to the easterly line of Parcel 1 of said Partition Plat Number 2015-05P (Assessor's Map 3N.10E.25DB);
11. Thence along said easterly line, Southerly 238 feet, more or less, to the northerly right-of-way line of U.S. Interstate 84 (Assessor's Map 3N.10E.25DB);

12. Thence along said northerly right-of-way line, Northwesterly 1,062 feet, more or less, to the westerly north line of said Parcel 2 of Partition Plat Number 2015-05P (Assessor's Map 3N.10E.25DB);
13. Thence along said westerly north line, Easterly 122 feet, more or less, to a line parallel with, and 3.00 feet westerly of, said Reference Line 'A' (Assessor's Map 3N.10E.25DB);
14. Thence along said parallel line on a bearing of North 01°32'52" West 119 feet, more or less, to the southerly line of the Oregon Department of Transportation right-of-way described in Microfilm Number 970715 (Assessor's Map 3N.10E.25DB);
15. Thence along said southerly line, Westerly 145 feet, more or less, to the westerly line of said right-of-way (Assessor's Map 3N.10E.25DB);
16. Thence along said westerly line, Northerly 132 feet, more or less, to the westerly extension of the most southerly line of Parcel 2 of said Partition Plat 2011-12P (Assessor's Map 3N.10E.25DB);
17. Thence along said westerly extension, Southeasterly 53 feet, more or less, to the easterly right-of-way line of N 1st Street (Assessor's Map 3N.10E.25DB);
18. Thence along said easterly right-of-way line, Northerly 248 feet, more or less, to the northerly right-of-way line of Riverside Drive (Assessor's Map 3N.10E.25DB);
19. Thence along said northerly right-of-way line, Westerly 291 feet, more or less, to a point on said northerly right-of-way line which bears northeasterly 94 feet, more or less, along said northerly right-of-way line from the southwesterly corner of Parcel 2 of said Partition Plat Number 2011-12P (Assessor's Map 3N.10E.25DB);
20. Thence leaving said northerly right-of-way line, Southeasterly 60 feet, more or less, to a point on the southerly right-of-way line of said Riverside Drive which bears westerly 42 feet, more or less, along said southerly right-of-way line from a point of tangency (Assessor's Map 3N.10E.25DB);
21. Thence along said southerly right-of-way line and the easterly right-of-way line of N 2nd Street, Southwesterly 117 feet, more or less, to a point on said easterly right-of-way line which bears southeasterly 16 feet, more or less, along said easterly right-of-way line from a point of reverse curvature (Assessor's Map 3N.10E.25);
22. Thence leaving said easterly right-of-way line on a line bearing South 41°33'33" West 59 feet, more or less, to a line parallel to, and 5 feet southerly of, the edge of pavement of Riverside Drive (Assessor's Map 3N.10E.25);
23. Thence along said line, Northwesterly 1,744 feet, more or less, to the southerly extension of the westerly right-of-way line of N 8th Street (Assessor's Map 3N.10E.25);
24. Thence along said southerly extension and said westerly right-of-way line, Northerly 658 feet, more or less, to the southerly right-of-way line of Portway Avenue (Assessor's Map 3N.10E.25);
25. Thence along said southerly right-of-way line, Westerly 72 feet, more or less, to the southerly extension of the easterly line of Book 54, Page 537 (Assessor's Map 3N.10E.25);
26. Thence along said southerly extension and said easterly line, Northerly 385 feet, more or less, to the northerly line of said Book 54, Page 537 (Assessor's Map 3N.10E.25);
27. Thence along the easterly extension of said northerly line, Easterly 51 feet, more or less, to the westerly line of Parcel 2 of Partition Plat Number 2005-26P (Assessor's Map 3N.10E.25);

28. Thence along said westerly line, Southerly 305 feet, more or less, to the northerly right-of-way line of said Portway Avenue (Assessor's Map 3N.10E.25);
29. Thence along said northerly right-of-way line, Easterly 85 feet, more or less, to the northerly extension of the westerly line of Lot 1 of said plat of "Waterfront Business Park" (Assessor's Map 3N.10E.25);
30. Thence along said northerly extension, Southerly 80 feet, more or less, to the Point of Beginning.

Excepting the following described area:

Beginning at the southeast corner of Lot 5 of the plat of "Waterfront Business Park" (Assessor's Map 3N.10E.25D-01);

31. Thence along the southerly line of said Lot 5, Westerly 607 feet, more or less, to the southeasterly right-of-way line of Anchor Way (Assessor's Map 3N.10E.25D-01);
32. Thence along said southeasterly right-of-way line, Northeasterly 63 feet, more or less, to a point on said southeasterly right-of-way line which bears Easterly 9 feet, more or less, from a point of tangency on said southeasterly right-of-way line (Assessor's Map 3N.10E.25D-01);
33. Thence leaving said southeasterly right-of-way line, on a line perpendicular to said southeasterly right-of-way line, Northerly 39 feet, more or less, to the northerly right-of-way line of said Anchor Way (Assessor's Map 3N.10E.25D-01);
34. Thence along said northerly right-of-way line, Westerly 43 feet, more or less, to the westerly line of Parcel 1 of Partition Plat Number 2012-05P (Assessor's Map 3N.10E.25D-01);
35. Thence along said westerly line, Northerly 200 feet, more or less, to the northerly line of said Parcel 2 (Assessor's Map 3N.10E.25D-01);
36. Thence along said northerly line, Easterly 288 feet, more or less, to the westerly line of Parcel 3 of Partition Plat Number 2018-15P (Assessor's Map 3N.10E.25D-01);
37. Thence along said westerly line, Northerly 39 feet, more or less, to the northerly line of said Parcel 3 (Assessor's Map 3N.10E.25D-01);
38. Thence along said northerly line, Easterly 223 feet, more or less, to the easterly line of said Parcel 3 (Assessor's Map 3N.10E.25D-01);
39. Thence along said easterly line, Southerly 203 feet, more or less, to the northerly right-of-way line of Anchor Way (Assessor's Map 3N.10E.25D-01);
40. Thence along said northerly right-of-way line, Easterly 100 feet, more or less, to the southerly southeast corner of Parcel 2 of said Partition Plat Number 2018-15P (Assessor's Map 3N.10E.25D-01);
41. Thence leaving said northerly right-of-way line, Southerly 40 feet, more or less, to the northerly northeast corner of said Lot 5 of "Waterfront Business Park", also being on the southerly right-of-way line of said Anchor Way (Assessor's Map 3N.10E.25D-01);
42. Thence along said southerly right-of-way line, Southeasterly 17 feet, more or less, to the westerly right-of-way line of N 2nd Street (Assessor's Map 3N.10E.25D-01);
43. Thence leaving said westerly right-of-way line on a line perpendicular to said right-of-way line, Easterly 64 feet, more or less, to the easterly right-of-way line of said N 2nd Street (Assessor's Map 3N.10E.25D-01);

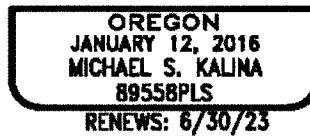
44. Thence along said easterly right-of-way line, Southeasterly 460 feet, more or less, to a point which bears southeasterly 13 feet, more or less, from a point of compound curvature along said easterly right-of-way line (Assessor's Map 3N.10E.25D-01);
45. Thence leaving said easterly right-of-way line, Southwesterly 81 feet, more or less, to a point on the westerly right-of-way line of N 2nd Street which bears southeasterly 16 feet, more or less, along said westerly right-of-way line from a point of reverse curvature (Assessor's Map 3N.10E.25D-01);
46. Thence along said westerly right-of-way line, Northwesterly 463 feet, more or less, to the Point of Beginning.

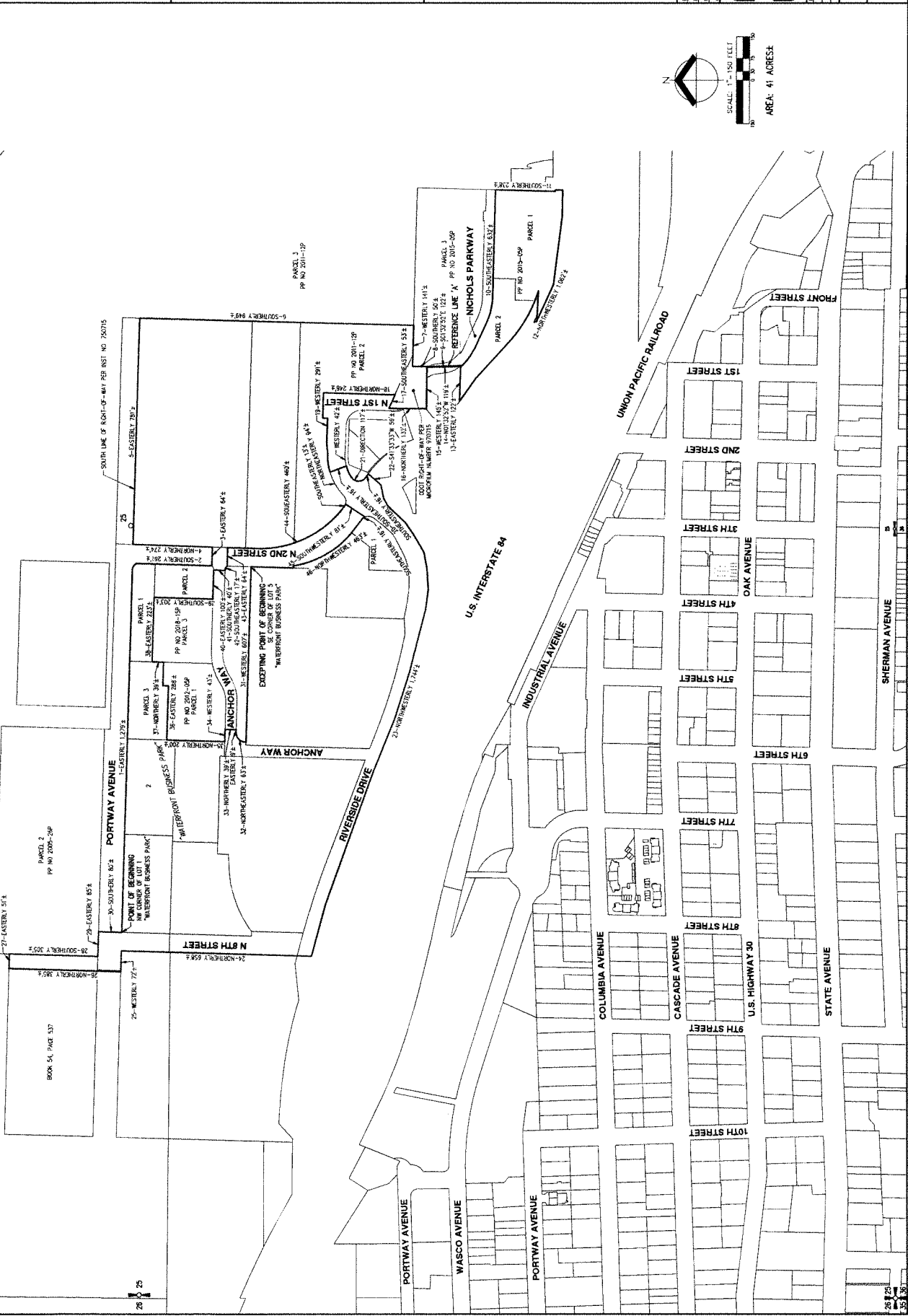
The above described tract of land contains 41 acres, more or less.

6/8/2023



Michael S. Kalina





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HOOD RIVER
& INDEX

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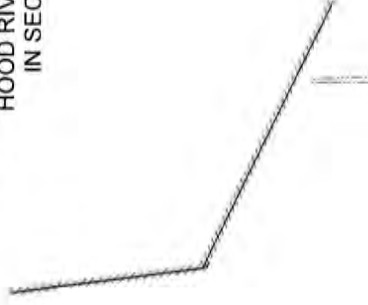
& INDEX
HOOD RIVER
03N10E25

THIS MAP WAS PREPARED FOR
ASSESSMENT PURPOSE ONLY



DETAIL MAP NO. 1
SEC. 25 T.3N. R.10E. W.M.
HOOD RIVER COUNTY
1" = 200'

03N10E25
DETAIL MAP NO 1
HOOD RIVER
IN SEC 25



Revised: TK
12/17/2018

IN SEC 25
HOOD RIVER
DETAIL MAP NO 1
03N10E25

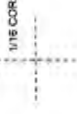
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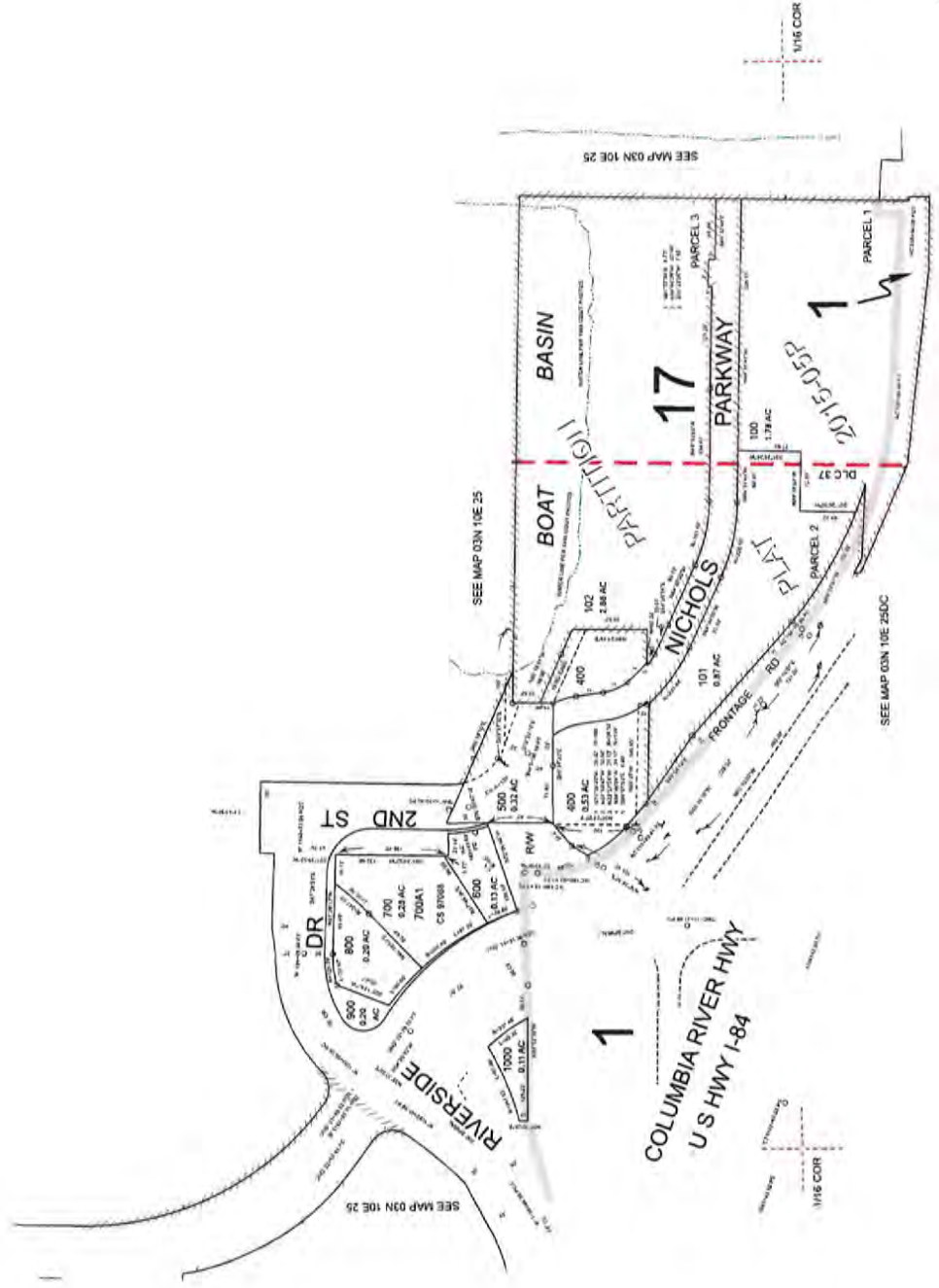
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HOOD RIVER COUNTY
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REPORT ACCOMPANYING THE HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

As required by ORS 457.087
Inclusive of Boundary Change, Res. 2023-URA-01



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I. INTRODUCTION

The Hood River Waterfront Urban Renewal Report (the “Report”) contains background information and project details for the Hood River Urban Renewal Plan (the “Plan”). The Report is not a legal part of the Plan but is intended to provide public information and a basis for the findings made by the City Council as part of its approval of the Plan.

The Hood River Waterfront Urban Renewal Plan was initially created in 2008 by Ordinance 1959. The boundary of the Waterfront Urban Renewal District was reduced in 2023 by Resolution 2023-URA-01. This report supports a Substantial Amendment to the Waterfront Urban Renewal Plan. This Substantial Amendment increases the Waterfront Urban Renewal District’s authorized Maximum Indebtedness by \$2.15 Million to support the replacement of the Waterfront Stormwater Line.

The Report provides the information required in ORS 457.087. The format of the Report is based on this statute.

II. EXISTING PHYSICAL AND ECONOMIC CONDITIONS AND IMPACT ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Hood River Waterfront Urban Renewal Area (the “Area”), documenting the occurrence of “blighted areas” as defined by ORS 457.010(1).

A. Physical Conditions

Zoning

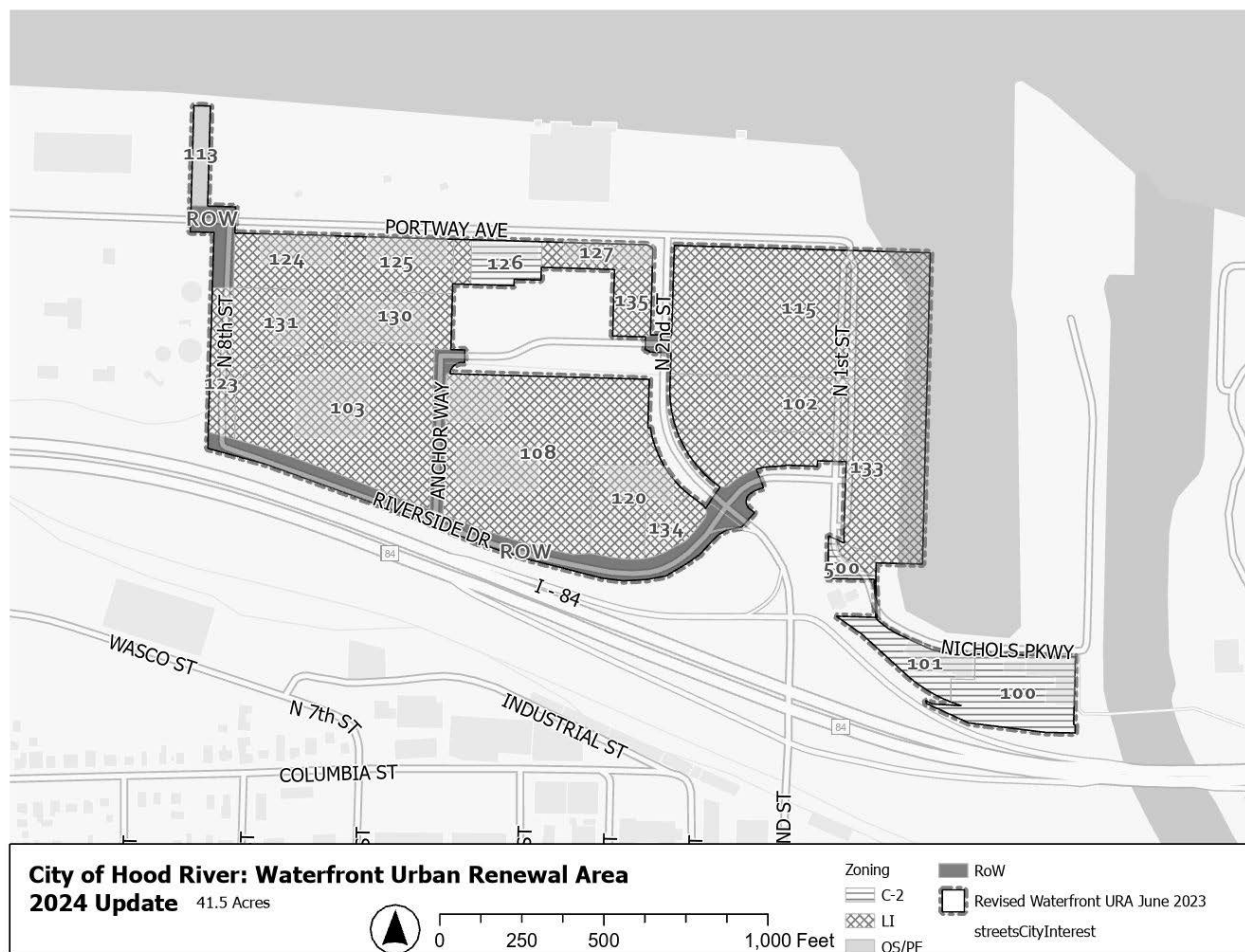
The Area, shown in Figure 1 below, contains approximately 41.5 acres. This includes public right-of-way. It includes 19 individual tax lots with the following use classifications as determined by the County assessor: light industrial, general commercial, open space/public facility and one unzoned property which encompasses the right of way. All of the Area is inside Hood River city limits and within the Urban Growth Boundary.

The Area is served by one major transportation corridor, Highway I-84 via the City Center/ 2nd Street Exit. Highway I-84 runs east and west along the southern border of the Area and provides all major access to the Hood River area. The Hood River Bridge, to the east of the Area, provides access to the State of Washington. 2nd Street is the major route to the Area. Transportation within the Area is conducted along six streets, Portway Avenue, Riverside Drive, Anchor Way, 1st Street, 2nd Street and 8th Street.

Table 1. Existing Zoning of Proposed Area

| Zoning Classification | Parcels | Acres | % of Total (Acres) |
|------------------------------|-----------|-------------|--------------------|
| General Commercial | 4 | 3.8 | 9.2 |
| Light Industrial | 14 | 33.9 | 91.5 |
| Open Space/Public Facilities | 1 | 0.4 | 0.1 |
| Unzoned ROW | | 3.4 | 8.2 |
| <i>Total</i> | <i>19</i> | <i>41.5</i> | <i>100</i> |

Figure 1. Hood River Waterfront Urban Renewal Area and Zoning



Riparian Habitat

The Area borders Nichols Basin which is a converted natural area and former dock yard. The Waterfront Urban Renewal District purchased the parcel on the southern bank of Nichols Basin to preserve as a passive park. This parcel is no longer within the Area after 2023 boundary changes. The Port of Hood River intends additional recreational improvements along the western bank of Nichols

Basin which are also included in the Waterfront Plan. The Area itself is built on fill from the creation of Columbia River dams and the natural habitat has only been partially restored.

B. Infrastructure

Transportation

2nd Street is designated as a Major Arterial in the Hood River Transportation System Plan (TSP). All other streets within the Area are classified as local streets. The Riverfront Pedestrian Trail System follows the Columbia River to Nichols Basin and then connects via a walking bridge to the Port of Hood River's Marina.

The two main east and west streets within the area are Riverside Drive and Portway Avenue. The Urban Renewal Agency built Anchor Way which primarily serves freight traffic.

Riverside Drive varies in its improvement levels. The section from 2nd Street west is an improved two-lane street with sidewalks on each side up to the Hood River Distillers. It continues to a lower improvement level with no sidewalks to 8th street.

Portway Avenue has been significantly improved with Waterfront Urban Renewal investments. Sidewalks were replaced, lighting installed, and diagonal parking built by the Urban Renewal Agency.

The numbered streets have a north south orientation. 1st Street has an island in between the north and south flowing traffic. 2nd Street is a fully improved two lane street with sidewalks, street trees and decorative lighting on both sides of the street. 8th Street is a two-lane street with sidewalks on the east side of the street.

The road system in the Area is generally adequate for the anticipated development in the Area except for 2nd and Riverside. Improvements at this intersection are needed to allow Lot 1 to develop.

Wastewater, Water, Sewer, and Storm Drainage Facilities

The City of Hood River wastewater treatment plant is located on City property at the west end of the Port of Hood River. Wastewater systems are adequate for the existing and future development potential of the Area. Urban Renewal investments have made substantial improvements to the smell from the Wastewater Treatment Plant. The odor from the Wastewater Treatment Plant has been largely remediated.

Water: The City of Hood River's water is of extremely high quality from a pristine groundwater source consisting of three springs located approximately 15 miles southwest of town on the slopes of Mount Hood. Cold Spring, Stone Spring I, and Stone Spring II are located on approximately 23 acres of City-owned property near Lost Lake. It is estimated that the springs can continuously provide at least 10 million gallons of water per day. They are currently providing up to five million gallons of water per day, which is carried from the source to the City's primary five-million gallon reservoir in a 14-inch steel transmission main that was constructed in 1929. From the five-million gallon reservoir, the water travels through approximately three more miles of parallel 14-inch and 16-inch mains to serve the City's distribution system and two more reservoirs. The three reservoirs provide a total of nearly six million gallons of storage capacity for fire fighting and service outages.

The water service is adequate for the existing and future development potential of the Area.

Stormwater: The City of Hood River maintains an extensive storm drainage system in conjunction with the City streets. The system consists primarily of catch basins, manholes and underground piping except in some of the older parts of town and in areas recently annexed into the City where drainage ditches still exist.

There are significant stormwater deficiencies in the Area. The primary stormwater line was installed in the 1960s and is at the end of its useful life. A section of this pipe collapsed in 2019 creating a sinkhole near the foundation of Hood River Distillers. Stormwater was routed around the collapse section but the existing line is still threatening overhead businesses along Riverside Drive and 8th Street. The aged stormwater line needs to be fully decommissioned and replaced with a new stormwater line placed in the right-of-way. The development of Lot 1 also requires the installation of stormwater drainage infrastructure. Neither of these projects are included in the City's Capital Improvement Plan.

Parks and Open Space: There are four parks in the original boundaries Area: the Hook, the Spit, the Event Site and Hood River Waterfront Park, though none of these are inventoried under Goal 8. The revised boundaries of the Area now only includes a section of trail which runs along the western edge of Nichols Basin. The Port of Hood River intends to more fully develop the recreational amenities of this area as Lot 1 is further developed.

Public Spaces: Other than the parks above, there are no other public spaces in the area.

Public Parking: There is paid public parking at the Event Site and several smaller parking areas managed by the Port of Hood River. All parking located on public streets is free, but some is time-limited.

Public Buildings – The original 2008 boundary of the Area included a now removed Expo Center, the City's Wastewater Treatment Plant. No public buildings are currently within the existing boundaries of the Area.

C. Social Conditions

The Area contains no residential dwellings. Therefore, social conditions do not need to be further examined.

D. Economic Conditions

Taxable Value of Property within the Area - The estimated total assessed value of the Area, including all real, personal, personal manufactured and utility properties, is \$92,554,130 or 7.3% of Hood River City's total assessed value, which is up from 2.1% when the Waterfront Plan was first enacted.

Building to Land Value Ratios -

The table below evaluates the economic condition of the Area by comparing improvement value to property values. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Ratio" or "I:L". The values used are real market values. In urban renewal areas, the I:L may be used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 2. I:L Ratio of Non-Park and Right-of-way Parcels in the Area

| I:L Ratio | Parcels | Acres | % of Total (Acres) |
|-----------------|-----------|--------------|--------------------|
| No Improvements | 1 | 0.54 | 1.45% |
| 0 - 0.5 | 6 | 14.56 | 39.05% |
| 0.51 – 1 | 0 | 0 | 0.00% |
| 1.1 - 1.5 | 1 | 5.12 | 13.73% |
| 1.6 – 2 | 0 | 0 | 0.00% |
| 2.1- 2.5 | 0 | 0 | 0.00% |
| 2.6- 3 | 0 | 0 | 0.00% |
| 3.1 – 4 | 1 | 1.58 | 4.24% |
| 4.1 – 5 | 0 | 0 | 0.00% |
| >5 | 9 | 15.49 | 41.54% |
| <i>Total</i> | <i>18</i> | <i>37.29</i> | <i>100.00%</i> |

The Area has developed substantially from 2008 when only 19.23% of properties had an I:L value over 5.0. The parcels that collectively constitute Lot 1 and the undeveloped field along 2nd Street are the properties with the lowest I:L ratios and therefore the highest potential for future taxable value increases.

E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (“affected taxing districts”) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The 2024 Substantial Amendment is focused on the decommissioning of a 1960s Stormwater Line and replacing it with a new line located within the right-of-way. The current line is located underneath existing businesses and threatens their long-term survival if not decommissioned. The Plan may also improve the developable potential of Lot 1 by making investments in roadway, sewer, water, stormwater, and park infrastructure if funds remain after the Area’s primary stormwater line is replaced.

New industrial and commercial development will generate new taxes sufficient to pay for additional public services, such as Police and Fire/EMS.

III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

There is one urban renewal area in the Plan and it was selected to improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECT AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

This section describes the relationship between the urban renewal projects called for in the Plan and conditions generally described in Section II of this Report and more particularly described below.

The Waterfront Urban Renewal District has greatly improved the Waterfront District's infrastructure. The District remediated odor issues at the wastewater treatment plant, built Anchor Way, and substantially improved Portway. Deficiencies in urban infrastructure in the Area remain. Deficiencies include inadequate transportation improvements, water, sewer and storm water facilities. Urban renewal funds will be combined with existing and other future sources of funding to finance project costs. These projects are identified in priority order and will be completed as funding allows.

1. Waterfront Stormwater Line

The existing stormwater line in the Area which runs underneath existing buildings will be decommissioned and a new replacement line placed in the right-of-way.

Relationship to Existing Conditions – The existing stormwater line in the district was built in the 1960s, is at end-of-life, and in danger of collapsing again as it did in 2019.

2. Recreational Site Development, Access and Enhancements

Improvements to the various recreational sites may be undertaken as funds are available. These improvements may include but are not limited to improved access roads, signage, utilities, drainage structures (eg. bio swales) and support structures (eg. changing rooms) to accommodate increased recreational use and larger programmed events.

Relationship to Existing Conditions – Concept plans call for the enlargement of recreational areas on the Westbank of Nichols Basing, including the addition of amenities like rental vendors, food, and other concessions.

3. Roadway, Drainage, Water, and Sewer Improvements to Lot 1

Improvements may be undertaken as funds are available to improvement the development potential of Lot 1.

Relationship to Existing Conditions - Lot 1 is the largest remaining undeveloped parcel in the Area. It has a very low I:L ratio indicating the potential for increased growth in taxable value. The site is devoid of public utilities and requires improvements to the intersection of 2nd and Riverside to fully develop.

V. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEY TO PAY SUCH COSTS

The table below shows the estimated total costs of each project and the estimated source of funds to address such costs. No future loans are anticipated as annual revenues are sufficient to pay for the anticipated costs.

Table 3. Total Estimated Cost and Estimated Sources of Funds

| Projects | Estimated Costs | TI Funding | Other Funding | Other Source |
|--|-----------------|------------|---------------|---------------------|
| Waterfront Stormwater Line Replacement | 4,165,709 | 1,070,756 | 3,094,953 | BizOR & ARPA Grants |
| Materials and Services | 511,720 | 511,720 | - | |
| Contingency | 1,823,607 | 1,823,607 | - | |
| TOTAL | 6,501,035 | 3,406,082 | 3,094,953 | |

Table 4. Estimated Project Expenditures and Revenues

| FY Ending June 30 | 2024 | 2025 | 2026 | 2027 |
|--|----------------|------------------|------------------|----------------|
| RESOURCES | | | | |
| Beginning Balance | - | - | - | - |
| Tax Increment Debt Proceeds - Loans | - | - | - | - |
| Tax Increment Debt Proceeds - Current Receipts | 857,324 | 1,125,325 | 1,209,201 | 214,232 |
| Other Resources | | | | |
| Total | 857,324 | 1,125,325 | 1,209,201 | 214,232 |
| EXPENDITURES | | | | |
| Materials and Services | 120,505 | 125,325 | 130,338 | 135,552 |
| Subtotal Infrastructure | 120,505 | 125,325 | 130,338 | 135,552 |
| Waterfront Stormwater Line Replacement | 686,819 | 383,937 | - | - |
| Subtotal Economic Development | 686,819 | 383,937 | - | - |
| Contingency | 50,000 | 616,064 | 1,078,863 | 78,680 |
| Total | 857,324 | 1,125,325 | 1,209,201 | 214,232 |
| Balance | - | - | - | - |

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

Projects will be ongoing and accomplished in increments. Estimated timeframes for the projects are shown in Table 4.

VII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUE REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 5 below shows the yearly tax increment revenues and their allocation to debt service and debt service reserve funds. It is anticipated that all debt will be retired by the end of FY 2027. The total amount of tax increment revenues required to service debt is \$7,845,124. The maximum indebtedness is Seven Million and Nine Hundred Thousand Dollars (\$7,900,000).

Table 5. Tax Increment Revenues, Debt Service and Debt Service Reserves

| FY Ending June 30 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|------------------------------|-----------|---------|---------|---------|---------|---------|-----------|-----------|-----------|
| REVENUES | | | | | | | | | |
| Beginning Balance | - | - | 111,114 | 186,168 | 266,752 | 545,437 | 801,255 | 1,181,753 | 1,504,421 |
| Tax Increment Revenues | 31,921 | 31,635 | 97,880 | 109,966 | 201,502 | 297,329 | 347,816 | 420,370 | 467,759 |
| | | | | | | | | | |
| Total Revenues | 31,921 | 31,635 | 208,994 | 296,134 | 468,254 | 842,766 | 1,149,070 | 1,602,122 | 1,972,179 |
| | | | | | | | | | |
| Par Amount of Financing | 1,231,737 | 21,458 | 25,054 | 129,225 | 193,757 | 73,345 | 467,522 | 67,672 | 530,513 |
| | | | | | | | | | |
| Interest | - | - | - | - | - | 16,966 | 8,919 | 49 | 4,814 |
| Principle - Loans | - | 89,656 | 50,000 | 45,000 | 216,287 | 165,507 | 299,057 | 254,946 | 336,648 |
| Principle - Current Receipts | - | 21,458 | 25,054 | 35,584 | 62,398 | 73,345 | 72,522 | 67,672 | 61,513 |
| | | | | | | | | | |
| Balance | - | 111,114 | 186,168 | 266,752 | 545,437 | 801,255 | 1,181,753 | 1,504,421 | 1,907,396 |

| FY Ending June 30 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | |
|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| REVENUES | | | | | | | | | | |
| Beginning Balance | 1,907,396 | 2,152,002 | 2,571,325 | 3,256,255 | 4,066,745 | 4,553,006 | 5,410,330 | 6,535,655 | 7,744,856 | |
| Tax Increment Revenues | 534,578 | 696,783 | 13,854 | 811,654 | 883,233 | 906,000 | 871,869 | 906,744 | 214,232 | 7,845,124 |
| | | | | | | | | | | |
| Total Revenues | 2,441,974 | 2,848,785 | 2,585,179 | 4,067,909 | 4,949,979 | 5,459,006 | 6,282,199 | 7,442,399 | 7,959,088 | |
| | | | | | | | | | | |
| Par Amount of Financing | 147,139 | 303,538 | 1,180,500 | 64,500 | 57,958 | 857,324 | 1,125,325 | 1,209,201 | 214,232 | |
| | | | | | | | | | | |
| Interest | 3,685 | 5,816 | 4,396 | 10,454 | 3,989 | - | - | - | - | |
| Principle - Loans | 93,783 | 109,968 | 250,034 | 735,537 | 424,314 | - | - | - | - | |
| Principle - Current Receipts | 147,139 | 303,538 | 430,500 | 64,500 | 57,958 | 857,324 | 1,125,325 | 1,209,201 | 214,232 | |
| | | | | | | | | | | |
| Balance | 2,152,002 | 2,571,325 | 3,256,255 | 4,066,745 | 4,553,006 | 5,410,330 | 6,535,655 | 7,744,856 | 7,959,088 | |

VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues of \$7,845,124 are based on actual revenues received through FY2023 and existing development. The estimates do not include significant additional buildout in the Area. The incremental value (exception value) of the district declines in FY2024 due to the boundary reduction approved under 2023-URA-01. The exception value decreases again in FY2025 as only a partial collection is required to meet total authorized Maximum Indebtedness.

Table 6 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (not adjusted for under collection, penalties, and interest). These, in turn, provide the basis for the projections in Table 5.

Table 6. Tax Rate Analysis

| FY Ending June 30 | 2024 | 2025 | 2026 | 2027 |
|------------------------|-------------|------------|------------|--------------|
| Base Assessed Value | 11,872,754 | 11,872,754 | 11,872,754 | 11,872,754 |
| Appreciation | 3% | 3% | 3% | 3% |
| Appreciation Amount | 2,776,624 | 2,690,768 | 2,771,491 | 2,854,635 |
| Exception Value | (5,638,503) | - | - | (66,597,241) |
| | | | | |
| Total | 89,692,251 | 92,383,018 | 95,154,509 | 31,411,903 |
| Incremental AV | 77,819,497 | 80,510,264 | 83,281,755 | 19,539,149 |
| Tax Rate per \$1,000 | 11.1880 | 11.1880 | 11.1880 | 11.1880 |
| Tax Increment Revenues | 870,645 | 900,749 | 931,756 | 218,604 |

IX. IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAID, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value. The table below calculates the amount of revenues forgone due to the 1st Substantial Amendment to the Waterfront Plan that increases Maximum Indebtedness by \$2.15 Million. The impact to the Hood River County School Education Service District is indirect as they are funded through the State School Fund on a per pupil basis. The Community College is funded through the Community College Fund.

Table 7. Projected Impact on Taxing District Permanent Rate Levies

| Taxing Jurisdiction | Tax Rate per \$1,000 of Assessed Value | Revenue Forgone due to Substantial \$2.15M Amendment |
|--|--|--|
| Hood River County | 1.4171 | 272,324 |
| 911 Communications District | 0.5644 | 108,461 |
| City of Hood River | 2.8112 | 540,229 |
| Port of Hood River | 0.0332 | 6,380 |
| Hood River Parks & Recreation District | 0.3498 | 67,221 |
| Hood River County Transit District | 0.0723 | 13,894 |
| Hood River County Library District | 0.3900 | 74,946 |
| Columbia Gorge Community College | 0.2703 | 51,944 |
| Columbia Gorge Educational School District | 0.4678 | 89,897 |
| Hood River County School District | 4.8119 | 924,704 |

Table 8 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2028. The Frozen Base is the assessed value of the Area established by the county assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

Table 8. Additional Revenues Obtained after Termination of Tax Increment Financing

| Taxing District | Permanent Rate | FY2028 Additional Annual Revenue |
|--|----------------|----------------------------------|
| Hood River County | 1.4171 | 143,055 |
| 911 Communications District | 0.5644 | 56,976 |
| City of Hood River | 2.8112 | 283,789 |
| Port of Hood River | 0.0332 | 3,352 |
| Hood River Parks & Recreation District | 0.3498 | 35,312 |
| Hood River County Transit District | 0.0723 | 7,299 |
| Hood River County Library District | 0.3900 | 39,370 |
| Columbia Gorge Community College | 0.2703 | 27,287 |
| Columbia Gorge Educational School District | 0.4678 | 47,224 |
| Hood River County School District | 4.8119 | 485,759 |

X. RELOCATION REPORT

There are no businesses, residents, or homes to be relocated, destroyed, or altered.

XI. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE, SIZE OF URBAN RENEWAL AREA, AND MAXIMUM INDEBTEDNESS

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. The table below summarizes the Hood River Urban Renewal Agency's compliance with this requirement.

Table 9. Acreage and Assessed Value Limitations

| Urban Renewal Area | Acreage | Assessed Value | Excess Value |
|--------------------------|---------|-----------------|---------------|
| Hood River Waterfront | 42 | \$11,872,754 | \$80,681,376 |
| Heights | 96 | \$54,455,226 | \$26,900,284 |
| Hood River Westside Area | 406 | \$149,755,979 | |
| Total | 544 | \$216,083,959 | \$107,581,660 |
| City of Hood River | 2,180 | \$1,273,624,325 | |
| 25% of City | 545 | | |
| % in urban renewal | 24.95% | 18.53% | |

ORS 457.220 allows an increase of 20% of an urban renewal district's original maximum indebtedness (MI), inflated by the inflation rate assumed in the district's plan. The Waterfront District's original MI when it was created 16 years ago was \$5.75M and the plan's assumed inflation rate is 4%. The table below lists the amount of available Maximum Indebtedness increase by fiscal year under this statutorily prescribed formula. The Waterfront District's 1st Substantial Amendment increases Maximum Indebtedness by \$2,150,000 to \$7,900,000. This is within the \$2,153,928 increase allowed under ORS 457.220

Table 10. Calculation of Potential Maximum Indebtedness Amount:

| Fiscal Year | Potential Maximum Indebtedness Increase | Total Potential Maximum Indebtedness |
|-------------|---|--------------------------------------|
| 2008 | 1,150,000 | 6,900,000 |
| 2009 | 1,196,000 | 6,946,000 |
| 2010 | 1,243,840 | 6,993,840 |
| 2011 | 1,293,594 | 7,043,594 |
| 2012 | 1,345,337 | 7,095,337 |
| 2013 | 1,399,151 | 7,149,151 |
| 2014 | 1,455,117 | 7,205,117 |
| 2015 | 1,513,322 | 7,263,322 |
| 2016 | 1,573,854 | 7,323,854 |
| 2017 | 1,636,809 | 7,386,809 |
| 2018 | 1,702,281 | 7,452,281 |
| 2019 | 1,770,372 | 7,520,372 |
| 2020 | 1,841,187 | 7,591,187 |
| 2021 | 1,914,835 | 7,664,835 |
| 2022 | 1,991,428 | 7,741,428 |
| 2023 | 2,071,085 | 7,821,085 |
| 2024 | 2,153,928 | 7,903,928 |
| 2025 | 2,240,086 | 7,990,086 |
| 2026 | 2,329,689 | 8,079,689 |

Memorandum

To: Hood River County Transportation District – Board of Directors
From: Emily Becktold, CPA
Date: April 11, 2024
Re: Quarterly Financial Report Analysis

Statement of Financial Position (Balance Sheet)

Cash Balance – Total available cash at the end of March 2024 was about \$1.3m – a \$400k increase over this time last year. Management is still working on redistributing the cash between several new accounts, which can be seen in the change in individual account balances between years. The County LGIP funds should be transferred to the new District LGIP account by the end of the year.

Credit Cards & Other Current Liabilities – The credit card balance was \$1.3k as of March 31, 2024, which is the close of the credit card billing cycle; this balance has now been paid. There was no credit card balance at the end of March on the prior year. The accrued payroll balance of \$7k is related to employee and employer retirement contributions that were paid at the beginning of April.

Fund Balance (Equity) – The total fund balance (or “equity”) of the District as of March 31, 2024 was just over \$1.26m, a \$400k increase from this time last year. This includes a \$377k negative adjustment in FY23 related to the change in basis of accounting from accrual to modified cash basis. This adjustment was moved into the unassigned fund balance account for FY24. There is also a \$200k restricted fund balance carried into the current year from the prior year, related to the STIF funds.

Statement of Activity (Income Statement)

Total Revenue – Total revenue earned fiscal-year-to-date through the end of March was \$2.1m, which is \$138k less than earnings at this time last year.

Cost of Goods Sold – Total cost of goods sold for the first nine months of FY24 was approximately \$468k, which is \$66k less than at this point in FY23 and \$141k under budget. The sub-accounts for the cost of goods sold include:

Vehicle Expense – Vehicle janitorial expenses for July through March totaled \$4.3k, which is \$1k more than the prior year, but \$1k under budget.

Fuel – Fuel expenses through March 2024 totaled \$162k, which is \$72k under both the budget and the prior year comparative expense.

Operation Expenses – Repairs and preventative maintenance, tires, shop supplies and bus repair expenses through the end of March totaled \$70k, which is \$57k under budget and \$80k under the amount spent at this time in FY23.

Communication – Dispatch, GPS software, 2-way radio software, and cellular data expenses through the end of March 2024 were \$39k. This amount is \$14k more than comparative expenses in the prior year, but still \$12k under the amount budgeted.

Vehicle Insurance – The annual insurance premium was paid in February 2024, and was \$1k under budget for the year.

Driver Expenses – For the first nine months of FY24, driver expenses were \$7.5k, which is \$4k and \$6.5k below both the budget and the FY23 expense for the same time period, respectively.

Advertising & Marketing – Advertising expense so far in FY24 totaled \$16k, \$14k under the budgeted amount. With the Gorge Pass partnership alleviating the need for the District to advertise individually, the FY24 expense is \$33k under the comparative FY23 expense.

Grant / Contract Match Funds – Grant and contract match funds for FY24 were \$125k as of March 2024, a \$71k increase over this time last year and \$20k over the prorated budget. This is attributed to an increase in partner distributions related to the Gorge Transit Pass program.

Gross Profit – Gross profit through the end of March 2024 was \$1.6m, which is approximately \$72k less than FY23 and \$382k less than the budget.

Administrative Expenses – Administration expenses through the end of March totaled \$228k which is \$53k more than the prior year and \$45k more than the budget. The differences are largely due to the \$68k HVAC replacement that was completed in February and the accounting support contract with Merina & Co.

Personnel – Total personnel expenses through the end of March 2024 were \$1.1m which is \$98k less than last year at this time and \$181k less than the prorated budget amount of \$1.3m. The budget variance is approximately 26% administrative and 74% operating.

Capital Outlay – There have yet to be any vehicles leased or purchased in the current year. The only capital outlay so far in FY24 was \$2k for a bike rack. Management anticipates the majority of capital outlay will occur in the last quarter of FY24.

Net Income – Net income for the first nine months of FY24 was \$270k, which is \$504k more than this time last year and \$531k less than budget.

Other Notes and Comments

Accounts Receivable – On an accrual basis, the outstanding A/R at the end of March was \$5.7k. All receivables are within 60 days of being billed.

Accounts Payable – The amount due to vendors and not yet paid at the end of March 2024 was \$9.6k. Most of these were paid the beginning of April, with a few bills awaiting additional information.

Budget – FY25 budget process is well underway and achieved the targeted deadline, with the first budget hearing scheduled for this month; this is ahead of last year’s schedule. FY24 budget appears to be on target to stay within the approved budget appropriations. A summary of the remaining FY24 budget as of March 31,2024 is as follows:

| | <u>Actual</u> | <u>Budget</u> | <u>Difference</u> | <u>Remaining%</u> |
|-----------------------|---------------|---------------|-------------------|-------------------|
| Administrative | | | | |
| Materials & Services | 227,631 | 227,700 | 69 | |
| Personnel Expense | 176,789 | 299,636 | 122,847 | |
| Capital Outlay | - | - | - | |
| Total Administrative | 404,420 | 527,336 | 122,916 | 23.3% |
| Operating | | | | |
| Materials & Services | 467,990 | 1,008,050 | 540,060 | |
| Personnel Expense | 956,814 | 1,453,144 | 496,330 | |
| Capital Outlay | 1,810 | 1,530,020 | 1,528,210 | |
| Total Operating | 1,426,614 | 3,991,214 | 2,564,600 | 64.3% |

Other Updates

- The Financial Management Policy update is completed and ready for Board review and approval.
 - Merina & Co. has been working with management on streamlining and updating financial procedures. These include:
 - Organizing a matrix detailing the separation of duties.
 - Updating the payroll entry process to allow for a clearer reconciliation between payroll reports from the third-party payroll processor, Gusto, and the Quickbooks reports.
 - Starting to utilize Quickbooks class codes to track grant expenditures.
- All these changes should help with tracking, reconciliations, and future reporting requirements.



Columbia Area Transportation

Monthly Financial Reports - Cash Basis
July 1, 2023 - March 31, 2024

Prepared on
April 11, 2024

Columbia Area Transit

Statement of Financial Position Comparison

As of March 31, 2024

| | TOTAL | | | |
|--|-----------------------|-------------------------|---------------------|----------------|
| | AS OF MAR 31, 2024 | AS OF MAR 31, 2023 (PY) | CHANGE | % CHANGE |
| ASSETS | | | | |
| Current Assets | | | | |
| Bank Accounts | | | | |
| 1000 Umpqua - Operating (6906) | 28,872.78 | 146,521.81 | (117,649.03) | (80.29 %) |
| 1001 Umpqua - Money Market - STIF Funds (4890) | 245,749.54 | | 245,749.54 | |
| 1005 Umpqua - Savings (3232) | 0.00 | 29,996.13 | (29,996.13) | (100.00 %) |
| 1020 Hood River County - LGIP | 1,000,576.15 | 700,365.70 | 300,210.45 | 42.86 % |
| 1050 Petty Cash | 100.00 | 229.25 | (129.25) | (56.38 %) |
| Total Bank Accounts | \$1,275,298.47 | \$877,112.89 | \$398,185.58 | 45.40 % |
| Total Current Assets | \$1,275,298.47 | \$877,112.89 | \$398,185.58 | 45.40 % |
| TOTAL ASSETS | \$1,275,298.47 | \$877,112.89 | \$398,185.58 | 45.40 % |
| LIABILITIES AND EQUITY | | | | |
| Liabilities | | | | |
| Current Liabilities | | | | |
| Credit Cards | | | | |
| 2120 Umpqua - Credit Card | 1,321.61 | | 1,321.61 | |
| Total Credit Cards | \$1,321.61 | \$0.00 | \$1,321.61 | 0.00% |
| Other Current Liabilities | | | | |
| 2500 Accrued Payroll | 6,921.06 | 0.00 | 6,921.06 | |
| Total Other Current Liabilities | \$6,921.06 | \$0.00 | \$6,921.06 | 0.00% |
| Total Current Liabilities | \$8,242.67 | \$0.00 | \$8,242.67 | 0.00% |
| Total Liabilities | \$8,242.67 | \$0.00 | \$8,242.67 | 0.00% |
| Equity | | | | |
| 3005 Prior Period Adjustments | 0.00 | (376,694.51) | 376,694.51 | 100.00 % |
| 3010 Fund Balance - Unassigned | 797,349.72 | 1,488,339.00 | (690,989.28) | (46.43 %) |
| 3020 Fund Balance - Restricted | 200,000.00 | | 200,000.00 | |
| Net Revenue | 269,706.08 | (234,531.60) | 504,237.68 | 215.00 % |
| Total Equity | \$1,267,055.80 | \$877,112.89 | \$389,942.91 | 44.46 % |
| TOTAL LIABILITIES AND EQUITY | \$1,275,298.47 | \$877,112.89 | \$398,185.58 | 45.40 % |

Columbia Area Transit

Statement of Activity Comparison

July 2023 - March 2024

| | TOTAL | | | |
|---|-----------------------|--------------------------|------------------------|------------------|
| | JUL 2023 - MAR 2024 | JUL 2022 - MAR 2023 (PY) | CHANGE | % CHANGE |
| Revenue | | | | |
| 4001 Fare Revenue | 171,471.48 | 169,066.85 | 2,404.63 | 1.42 % |
| 4100 Contract Revenue | 102,484.00 | 98,044.00 | 4,440.00 | 4.53 % |
| 4200 Federal Funds | 529,659.00 | 760,946.00 | (231,287.00) | (30.39 %) |
| 4700 State Funds | 1,038,291.22 | 960,712.36 | 77,578.86 | 8.08 % |
| 4800 Tax Revenue | | | | |
| 4870 Property Taxes | 214,715.43 | 209,187.41 | 5,528.02 | 2.64 % |
| Total 4800 Tax Revenue | 214,715.43 | 209,187.41 | 5,528.02 | 2.64 % |
| 4900 Other Revenue | | | | |
| 4902 Interest Income | 30,065.75 | 13,284.31 | 16,781.44 | 126.33 % |
| 4903 Property Tax - Interest on Unseg Taxes | 68.05 | 63.61 | 4.44 | 6.98 % |
| 4905 Investment Earnings | | 2.04 | (2.04) | (100.00 %) |
| 4910 Sales of Equipment | 12,815.99 | 27,940.76 | (15,124.77) | (54.13 %) |
| 4920 Misc Revenue | 1,168.25 | | 1,168.25 | |
| Total 4900 Other Revenue | 44,118.04 | 41,290.72 | 2,827.32 | 6.85 % |
| Total Revenue | \$2,100,739.17 | \$2,239,247.34 | \$ (138,508.17) | (6.19 %) |
| Cost of Goods Sold | | | | |
| 5005 Vehicle Expense | 4,314.78 | 3,310.03 | 1,004.75 | 30.35 % |
| 5019 Fuel | 162,320.41 | 234,762.89 | (72,442.48) | (30.86 %) |
| 5020 Operation Expenses | 69,680.61 | 148,743.60 | (79,062.99) | (53.15 %) |
| 5100 Communication Expense | 39,096.90 | 24,859.74 | 14,237.16 | 57.27 % |
| 5200 Vehicle Insurance | 43,607.00 | 4,863.00 | 38,744.00 | 796.71 % |
| 5500 Driver Expenses | 7,448.45 | 13,918.20 | (6,469.75) | (46.48 %) |
| 5600 Advertising & Marketing | 15,942.43 | 49,243.19 | (33,300.76) | (67.63 %) |
| 5700 Grant/Contract Match Funds | 125,476.09 | 54,123.65 | 71,352.44 | 131.83 % |
| 5800 Passes Purchased for Resale | 103.12 | | 103.12 | |
| Total Cost of Goods Sold | \$467,989.79 | \$533,824.30 | \$ (65,834.51) | (12.33 %) |
| GROSS PROFIT | \$1,632,749.38 | \$1,705,423.04 | \$ (72,673.66) | (4.26 %) |
| Expenditures | | | | |
| 7000 Administrative Expenses | 0.00 | | 0.00 | |
| 7003 Building Expenses | 115,682.65 | 32,624.34 | 83,058.31 | 254.59 % |
| 7100 Office Supplies & Expenses | 14,653.99 | 18,201.80 | (3,547.81) | (19.49 %) |
| 7300 Professional Fees | 88,648.81 | 115,114.75 | (26,465.94) | (22.99 %) |
| 7400 Other Administrative Expense | 8,645.27 | 8,661.33 | (16.06) | (0.19 %) |
| Total 7000 Administrative Expenses | 227,630.72 | 174,602.22 | 53,028.50 | 30.37 % |

Columbia Area Transit

Statement of Activity Comparison

July 2023 - March 2024

| | TOTAL | | | |
|--|-----------------------|--------------------------|------------------------|------------------|
| | JUL 2023 - MAR 2024 | JUL 2022 - MAR 2023 (PY) | CHANGE | % CHANGE |
| 8000 Personnel Expense | | | | |
| 8003 Administrative Personnel Expense | 0.00 | | 0.00 | |
| 8005 Administrative Wages & Salary | 158,299.50 | 168,264.56 | (9,965.06) | (5.92 %) |
| 8030 Administrative Employer Taxes | 15,340.13 | 14,903.93 | 436.20 | 2.93 % |
| 8080 Administrative Benefits | 3,149.18 | 5,251.39 | (2,102.21) | (40.03 %) |
| Total 8003 Administrative Personnel Expense | 176,788.81 | 188,419.88 | (11,631.07) | (6.17 %) |
| 8103 Direct Service Personnel Expense | 0.00 | | 0.00 | |
| 8105 Direct Service Wages & Salary | 753,686.26 | 838,477.77 | (84,791.51) | (10.11 %) |
| 8130 Direct Service Employer Taxes | 106,169.48 | 94,846.60 | 11,322.88 | 11.94 % |
| 8180 Direct Service Benefits | 96,958.43 | 109,978.32 | (13,019.89) | (11.84 %) |
| Total 8103 Direct Service Personnel Expense | 956,814.17 | 1,043,302.69 | (86,488.52) | (8.29 %) |
| Total 8000 Personnel Expense | 1,133,602.98 | 1,231,722.57 | (98,119.59) | (7.97 %) |
| 9000 Capital Outlay | | | | |
| 9010 Vehicles & Operational Items | 1,809.60 | 5,946.85 | (4,137.25) | (69.57 %) |
| 9020 Vehicles Lease or Purchase | | 523,874.00 | (523,874.00) | (100.00 %) |
| 9030 Maintenance Improvements | | 3,809.00 | (3,809.00) | (100.00 %) |
| Total 9000 Capital Outlay | 1,809.60 | 533,629.85 | (531,820.25) | (99.66 %) |
| Total Expenditures | \$1,363,043.30 | \$1,939,954.64 | \$ (576,911.34) | (29.74 %) |
| NET OPERATING REVENUE | \$269,706.08 | \$ (234,531.60) | \$504,237.68 | 215.00 % |
| NET REVENUE | \$269,706.08 | \$ (234,531.60) | \$504,237.68 | 215.00 % |

Columbia Area Transit

Budget vs. Actuals: FY24 Adopted Budget

July 2023 - March 2024

| | TOTAL | | | |
|--|-----------------------|-----------------------|------------------------|-----------------|
| | ACTUAL | BUDGET | OVER BUDGET | % OF BUDGET |
| Revenue | | | | |
| 4001 Fare Revenue | 171,471.48 | 162,000.00 | 9,471.48 | 105.85 % |
| 4100 Contract Revenue | 102,484.00 | 78,167.97 | 24,316.03 | 131.11 % |
| 4200 Federal Funds | 529,659.00 | 594,547.67 | (64,888.67) | 89.09 % |
| 4700 State Funds | 1,038,291.22 | 1,546,402.75 | (508,111.53) | 67.14 % |
| 4800 Tax Revenue | 214,715.43 | 210,000.00 | 4,715.43 | 102.25 % |
| 4900 Other Revenue | | | | |
| 4902 Interest Income | 30,065.75 | 0.00 | 30,065.75 | |
| 4903 Property Tax - Interest on Unseg Taxes | 68.05 | 0.00 | 68.05 | |
| 4905 Investment Earnings | | 15,000.03 | (15,000.03) | |
| 4910 Sales of Equipment | 12,815.99 | 10,000.00 | 2,815.99 | 128.16 % |
| 4920 Misc Revenue | 1,168.25 | 7,499.97 | (6,331.72) | 15.58 % |
| Total 4900 Other Revenue | 44,118.04 | 32,500.00 | 11,618.04 | 135.75 % |
| Total Revenue | \$2,100,739.17 | \$2,623,618.39 | \$ (522,879.22) | 80.07 % |
| Cost of Goods Sold | | | | |
| 5005 Vehicle Expense | 4,314.78 | 5,400.00 | (1,085.22) | 79.90 % |
| 5019 Fuel | 162,320.41 | 234,000.00 | (71,679.59) | 69.37 % |
| 5020 Operation Expenses | 69,680.61 | 126,750.01 | (57,069.40) | 54.97 % |
| 5100 Communication Expense | 39,096.90 | 51,480.00 | (12,383.10) | 75.95 % |
| 5200 Vehicle Insurance | 43,607.00 | 45,000.00 | (1,393.00) | 96.90 % |
| 5500 Driver Expenses | 7,448.45 | 11,475.00 | (4,026.55) | 64.91 % |
| 5600 Advertising & Marketing | 15,942.43 | 29,999.97 | (14,057.54) | 53.14 % |
| 5700 Grant/Contract Match Funds | 125,476.09 | 105,000.00 | 20,476.09 | 119.50 % |
| 5800 Passes Purchased for Resale | 103.12 | | 103.12 | |
| Total Cost of Goods Sold | \$467,989.79 | \$609,104.98 | \$ (141,115.19) | 76.83 % |
| GROSS PROFIT | \$1,632,749.38 | \$2,014,513.41 | \$ (381,764.03) | 81.05 % |
| Expenditures | | | | |
| 7000 Administrative Expenses | 0.00 | | 0.00 | |
| 7003 Building Expenses | 115,682.65 | 75,100.00 | 40,582.65 | 154.04 % |
| 7100 Office Supplies & Expenses | 14,653.99 | 13,500.00 | 1,153.99 | 108.55 % |
| 7300 Professional Fees | 88,648.81 | 82,525.06 | 6,123.75 | 107.42 % |
| 7400 Other Administrative Expense | 8,645.27 | 11,554.97 | (2,909.70) | 74.82 % |
| Total 7000 Administrative Expenses | 227,630.72 | 182,680.03 | 44,950.69 | 124.61 % |
| 8000 Personnel Expense | | | | |
| 8003 Administrative Personnel Expense | 0.00 | | 0.00 | |
| 8005 Administrative Wages & Salary | 158,299.50 | 181,171.53 | (22,872.03) | 87.38 % |
| 8030 Administrative Employer Taxes | 15,340.13 | 27,018.81 | (11,678.68) | 56.78 % |
| 8080 Administrative Benefits | 3,149.18 | 16,536.78 | (13,387.60) | 19.04 % |
| Total 8003 Administrative Personnel Expense | 176,788.81 | 224,727.12 | (47,938.31) | 78.67 % |
| 8103 Direct Service Personnel Expense | 0.00 | | 0.00 | |
| 8105 Direct Service Wages & Salary | 753,686.26 | 814,695.75 | (61,009.49) | 92.51 % |
| 8130 Direct Service Employer Taxes | 106,169.48 | 127,134.72 | (20,965.24) | 83.51 % |

Columbia Area Transit

Budget vs. Actuals: FY24 Adopted Budget

July 2023 - March 2024

| | TOTAL | | | |
|--|-----------------------|-----------------------|--------------------------|----------------|
| | ACTUAL | BUDGET | OVER BUDGET | % OF BUDGET |
| 8180 Direct Service Benefits | 96,958.43 | 148,027.50 | (51,069.07) | 65.50 % |
| Total 8103 Direct Service Personnel Expense | 956,814.17 | 1,089,857.97 | (133,043.80) | 87.79 % |
| Total 8000 Personnel Expense | 1,133,602.98 | 1,314,585.09 | (180,982.11) | 86.23 % |
| 9000 Capital Outlay | 1,809.60 | 0.00 | 1,809.60 | |
| Total Expenditures | \$1,363,043.30 | \$1,497,265.12 | \$ (134,221.82) | 91.04 % |
| NET OPERATING REVENUE | \$269,706.08 | \$517,248.29 | \$ (247,542.21) | 52.14 % |
| Other Revenue | | | | |
| 9910 Beginning Fund Balance | | 1,245,000.00 | (1,245,000.00) | |
| Total Other Revenue | \$0.00 | \$1,245,000.00 | \$ (1,245,000.00) | 0.00% |
| Other Expenditures | | | | |
| 9950 Contingency | | 261,381.00 | (261,381.00) | |
| 9960 Restricted Funds | | | | |
| 9961 Restricted Funds - STIF | | 100,000.00 | (100,000.00) | |
| Total 9960 Restricted Funds | | 100,000.00 | (100,000.00) | |
| 9970 Reserve for Future Use | | 600,000.00 | (600,000.00) | |
| Total Other Expenditures | \$0.00 | \$961,381.00 | \$ (961,381.00) | 0.00% |
| NET OTHER REVENUE | \$0.00 | \$283,619.00 | \$ (283,619.00) | 0.00% |
| NET REVENUE | \$269,706.08 | \$800,867.29 | \$ (531,161.21) | 33.68 % |

Columbia Area Transit

A/R Aging Summary

As of March 31, 2024

| | CURRENT | 1 - 30 | 31 - 60 | 61 - 90 | 91 AND OVER | TOTAL |
|--------------------------|-------------------|---------------|-------------------|---------------|---------------|-------------------|
| Columbia Gorge Tourism | | | 887.00 | | | \$887.00 |
| MCEDD (The Link) | 4,440.00 | | 260.00 | | | \$4,700.00 |
| Project Access Now - CAP | | | 120.00 | | | \$120.00 |
| TOTAL | \$4,440.00 | \$0.00 | \$1,267.00 | \$0.00 | \$0.00 | \$5,707.00 |

Note: This is exclusively an accrual basis report, and therefore not included in any of the cash basis reports provided.

Columbia Area Transit

A/P Aging Summary

As of March 31, 2024

| | CURRENT | 1 - 30 | 31 - 60 | 61 - 90 | 91 AND OVER | TOTAL |
|-------------------------------|-------------------|-------------------|-------------------|-----------------|---------------|-------------------|
| Bohn's Printing | 62.76 | | | | | \$62.76 |
| H2 Oregon | 8.00 | | | | | \$8.00 |
| Jubitz Fleet Services | | 64.31 | | 81.74 | 3.21 | \$149.26 |
| Napa Auto Parts | 315.45 | | | | | \$315.45 |
| Nick Herman | 3,692.50 | 1,031.00 | | 479.50 | | \$5,203.00 |
| Schetky Northwest Sales, Inc. | | 47.19 | | | | \$47.19 |
| Valencia Lawn Care LLC | 600.00 | | | | | \$600.00 |
| Valic | | 1,708.63 | 1,560.89 | | | \$3,269.52 |
| TOTAL | \$4,678.71 | \$2,851.13 | \$1,560.89 | \$561.24 | \$3.21 | \$9,655.18 |

Note: This is exclusively an accrual basis report, and therefore not included in any of the cash basis reports provided.

Columbia Area Transit

Bill Payment List

March 2024

| DATE | NUM | VENDOR | AMOUNT |
|--|-------|---|----------------|
| 1000 Umpqua - Operating (6906) | | | |
| 03/11/2024 | 22501 | Nick Herman | (2,334.00) |
| 03/21/2024 | 22502 | Napa Auto Parts | (1,627.02) |
| 03/21/2024 | 22503 | Bohn's Printing | (101.74) |
| 03/21/2024 | 22504 | H2 Oregon | (87.50) |
| 03/21/2024 | 22505 | Amalgamated Transit Union | (375.14) |
| 03/21/2024 | 22506 | Greg Pack | (30.00) |
| 03/21/2024 | 22507 | Meghan Larivee | (30.00) |
| 03/21/2024 | 22508 | Point S Tire & Auto Service | (1,023.28) |
| 03/21/2024 | 22509 | Downtowner App, LLC | (1,000.00) |
| 03/21/2024 | 22510 | UniteGPS LLC | (767.00) |
| 03/21/2024 | 22511 | CDR Labor Law, LLC | (502.50) |
| 03/21/2024 | 22512 | O'Reilly Automotive | (587.75) |
| 03/21/2024 | 22513 | VanKoten & Cleaveland, LLC | (87.50) |
| 03/21/2024 | 22514 | Gorge Electric | (530.64) |
| 03/21/2024 | 22515 | Gorge Area Business Assistance | (586.58) |
| 03/21/2024 | 22516 | Weatherly Printing | (99.18) |
| 03/21/2024 | 22517 | Valencia Lawn Care LLC | (600.00) |
| 03/21/2024 | 22518 | PSE Environmental, Inc. | (9,698.50) |
| 03/21/2024 | 22519 | Jubitx Fleet Services | (64.63) |
| 03/21/2024 | 22520 | Special Districts Insurance | (13,298.79) |
| 03/21/2024 | 22521 | Cintas | (114.91) |
| 03/21/2024 | 22522 | Merina & Co | (4,400.00) |
| 03/28/2024 | 22523 | MCEDD | (2,845.31) |
| 03/28/2024 | 22524 | Mount Adams Transportation Service - MATS | (1,394.31) |
| 03/28/2024 | 22525 | Skamania County | (1,432.31) |
| 03/28/2024 | 22526 | Amalgamated Transit Union | (375.14) |
| Total for 1000 Umpqua - Operating (6906) | | | \$ (43,993.73) |



Memo

To: HRCTD - BOARD OF DIRECTORS
From: Tiah Mayhew, Office Manager
Date: April 17, 2024
Re: Transfer Funds to District LGIP Account

Background

At the September 2023 Board meeting the Board approved CAT staff to open an LGIP account for the Reserve/Contingency funds. Staff is asking the board to approve transferring the funds from the Hood River County (LGIP) account to CAT's independent LGIP account. Staff would like to transfer the current documented amount of \$995,748.69 however this amount does not reflect the current month's interest as that amount has not been released. Staff would also like to set the account up, so the tax funds collected from Hood River County automatically transfer to CAT's LGIP account.

Action Required

The board should discuss and vote to approve the transfer of funds as well as the automatic transfer.

Attachments:

None



Memo

To: HRCTD - BOARD Of DIRECTORS
From: Tiah Mayhew, Office Manager
Date: April 17, 2024
Re: Financial Management Policy

Background

Staff is asking the board to review the attached updated Financial Management Policy that reflects policy and procedure changes that have been implemented after suggestions from our financial auditor.

Action Required

The board should discuss and vote to approve or not the attached Financial Management Policy.

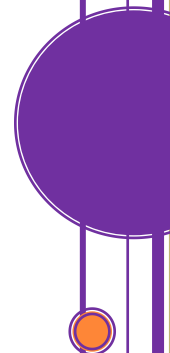
Attachments:

Financial Management Policy

FINANCIAL MANAGEMENT POLICIES

Financial Management Policies

4/3/2024



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Financial Management Policies

The purpose of these policies is to establish guidelines for developing financial goals and objectives, making financial decisions, reporting the financial status of the Hood River County Transportation District and managing their funds.

1. GENERAL OVERVIEW

The Hood River County Transportation District (HRCTD) is a special district which was created to develop, finance, organize, and provide transit services throughout Hood River County. Revenues are derived principally from property taxes, state and federal grants, and transit fare revenue. HRCTD is governed by a Board of Directors (the Board) comprised of seven elected citizens that reside within Hood River County.

1.1 Financial Responsibility

It is the responsibility of the Board of Directors to formulate financial policies and review operations and activities on a periodic basis. This responsibility is shared through delegation with the HRCTD Executive Director. The Executive Director acts as the primary fiscal agent, implementing all financial policies and procedures. The Executive Director, with oversight from the Board is responsible for the coordination of the following: Annual budget presentation, selection of an outside auditor, and approving revenue and expenditure objectives in accordance with the Board approved long-term plans, State of Oregon guidelines and standard SDAO policies. Additionally, the Executive Director is responsible for overseeing the day-to-day operations: managing funds, ensuring the accuracy of the accounting records, internal controls, financial objectives and policies, financial statement preparation, review journal entries, and bank reconciliation review and approval.

The Office Manager is directly supervised by the Executive Director and is responsible for managing funds, ensuring accuracy of the accounting records, internal controls, adhering to financial objectives and policies, financial statement preparation, bank reconciliations, grant reimbursement requests, and processing payroll. The Office Manager works with the Executive Director to prepare the District's budget and submit the finalized documents to ODOT, State of Oregon, and Hood River County. The Office Manager will also review and approve journal entries that are entered by the outside Accounting firm.

The Administrative Assistant is directly supervised by the Office Manager and is responsible for entering accounts payable, Gorge Transit Pass reconciliation, entering

credit card charges, cash counting, preparing bank deposits, and other miscellaneous duties as assigned.

The District's outside Accountant Team is responsible for the preparation of the Chart of Accounts, reporting Financial Statements & Ad hoc Report; bank reconciliations, prepare and post Journal Entries to the General Ledger, Form 1099 review, ensuring Grant funds are recognized in the appropriate GL account and will assist with the preparation of the Form 5500 reporting, as needed. The outside Accountant team also helps the Executive Director and Office Manager prepare budget documents for the Board and Budget committee.

1.2 Conflict of Interest

Members of the Board of Directors are prohibited from activities that might present conflicts of interest. The powers of directorship may not be used to personally benefit the Executive Director or any close friends or family members. If a Board Member has a financial interest in a contract or transaction, the Board Member must fully disclose the interest and abstain from voting. Loans to Directors are prohibited. The full conflict of interest policy is outlined in the District's Procurement Plan.

1.3 Basis of Accounting

HRCTD uses the Modified Cash basis of accounting, recording revenues when received, and recording expenses at the time the liability is paid. Grant revenue is recognized when funds are received in accordance with the grant program guidelines.

1.4 Non-Allocated Funds

HRCTD has three different types of non-allocated funds identified in the Annual Budget:

1. Contingency, 2. Restricted Funds (STIF), and 3. Reserve for Future Use.

1. Contingency funds mitigate current and future risk of revenue shortfalls and unanticipated expenditures. Contingency balance levels are defined to minimize disruptions to the District's services due to fluctuation in funding and in accordance with the Government Finance Officers Association (GFOA) recommendations and is available to maintain current service levels during short-term periods of declining revenue or slower than anticipated revenue growth.

2. Restricted Funds (STIF) are STIF monies that have already been received, but not expended and must be saved for specific expenses per the District's current STIF plan.

3. Reserve for Future Use funds shall maintain enough funds to ensure that the District can meet financial obligations for a minimum of 3 months. Staff cannot use these funds without an approved Supplemental Budget.

1.5 Internal Control

Hood River County Transportation District is committed to carrying out internal controls that promote accountability, facilitate achievement of agency goals and objectives, and ensure compliance with state and federal laws, rules, and regulations.

As a small agency, Hood River County Transportation District assigns work duties and procedures that maximize internal controls in five key area: control environment, risk assessment, control activities, information and communication, and monitoring. HRCTD utilizes the following controls.

- Segregation of duties: assigning key accounting tasks to different people to provide a structured check-and-balance system.
- Invoice Approval: Invoices require a supervisor's approval, ensuring that all expenses have been reviewed, allowing less room for error.
- Consistent Reviews: The Office Manager and outside Accountant meet weekly to review the general ledger and discuss any questions, changes, or upcoming accounting issues.
- Reconciliations: All expenses are reviewed at a minimum monthly to identify and resolve any potential discrepancies.

1.6 Reporting

HRCTD keeps and maintains complete and accurate financial records for at least three years or as otherwise required by state or federal law and prepares required reports by the uniform system of accounts and records adopted by the State of Oregon. Basic financial reports are presented to the Board on a monthly basis and a more detailed report and analysis is provided on a quarterly basis by the outside Accountant. The Board, with help from the Budget Committee also approves and submits an Annual Budget (LB-20) before the beginning of the new fiscal year and the Board approves and submits the final audit by December 31st of the end of the fiscal year.

1.7 Accounting Software

HRCTD utilizes project-based fund accounting software to record and report on revenues and expenditures, assist with monthly financial reports, and record, report and manage grant invoices. The accounting software used by HRCTD can restrict user access

to allow for appropriate segregation of duties and multiple approval layers. Accounting software user rights are granted by the Executive Director.

1.8 Accounts

Hood River County Transportation District maintains four bank accounts to provide transparency within funding sources; They included:

- Umpqua Bank, Checking Account - Operating Account – the main account for the day-to-day expenditures for the District. It also receives direct grant fund deposits as well as revenues from other revenue contracts. Online access to this account is limited to the Board of Directors approved staff and contractors.
- Umpqua Bank, Money Market Account - STIF Funds --this account solely holds the Districts dedicated STIF funds. The money market account allows the Executive Director to transfer funds to/from the operating account without Board Approval. Online access to this account is limited to the Executive Director.
- Umpqua Bank, Money Market Account – Vehicle Fund – This account solely holds funds that the District receives from the sale of District vehicles with the purpose to use for future vehicle purchases.
- State of Oregon LGIP (Local Government Investment Pool) – Reserve/Contingency Fund – The reserve/contingency account allows the Executive Director to move funds from the reserve/contingency account into the operating account without Board approval as long as it aligns with the approved budget. The majority of the District’s savings are held in this account in order to get a higher rate of interest on District funds and keep the operating account within the FDIC insurance limit.

Bank reconciliations are performed on a monthly basis for each account by the outside Accountant and reviewed by the Office Manager and Executive Director.

1.9 Audit

The Agency will have an audit of its financial statements annually, within 6 months of the end of each the fiscal year. The audit shall be completed by a firm of Independent Certified Public Accountants. The Executive Director, Office Manager and outside Accounting firm shall have direct responsibility for overseeing the the annual audit.

1.9.1 Selection of the Audit firm

The Board is responsible for selecting the Audit Firm and will follow standard HRCTD procurement policies but must ensure selection criteria meet 2 § CFR 200.509a which includes:

- Responsiveness to the RFP
- Relevant experience
- Availability of staff with professional qualifications & technical abilities,
- The results of peer review & external quality control reviews, and
- Price

1.9.2 Reporting Results

The Executive Director and Office Manager will report the results to the Board of Directors. A representative of the audit firm shall be invited to attend the annual presentation to Board and shall be required to make a presentation to the Board if the Audit Report is other than unqualified, or if the Auditor's Report identifies material weaknesses in internal controls or reportable conditions.

The Board may opt to include a Board letter regarding the findings in the Audit file for the year.

1.9.3 Audit Findings Follow Up

HRCTD is responsible for ensuring that there is follow up and corrective action on any significant findings (as outlined in 2 § CFT 200.516(a)). HRCTD will follow the federal requirements outlined in 2 § CFT 200.511 and State of Oregon Audit Finding requirements. Including, but not limited to developing a corrective action plan, a summary schedule of prior audit findings and submittal of the plan to the Oregon Secretary of State.

2. REVENUES

2.1 Grants

It is the responsibility of the Executive Director to oversee applications for all applicable federal, state, and regional funding grants, and to manage contracts received, account for funds and maintain records in accordance with grantor requirements.

The Executive Director may sign and enter into a financial contract for a State or Federal Grant, that is less than \$250,000, for the District if Board approval has been previously provided. Contracts over \$250,000 must be approved and signed by the Executive Director and the Board Chair.

2.1.1 Allowable Costs

All costs incurred by Hood River County Transportation District under a grant award from the U.S. Department of Transportation, Federal Transit Administration, and/or ODOT shall be subject to the cost allowability standards articulated in OMB's *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*.

Prior to entry into the general ledger, the Office Manager shall determine the nature of the expense and determine if the expense:

Allowability – meets the general requirements established in 2 CFR § 200.403(a) through §200.403(g). Hood River County Transportation District will maintain a system of internal controls over federal expenditures to provide reasonable assurance that federal awards are expended only for allowable activities and that the costs of goods and services charged to federal awards are allowable and in accordance with the above referenced cost principles.

Those controls will meet the following general criteria:

- Be necessary and reasonable for the performance of the federal award and be allocable thereto under these principles.
- Conform to any limitations or exclusions set forth in these principles or in the federal award as to types or amount of cost items.
- Be consistent with policies and procedures that apply uniformly to both federally financed and other activities of the district.
- Be accorded consistent treatment.
- Be determined in accordance with generally accepted accounting principles.
- Not be included as a cost or used to meet cost sharing or matching requirements of any other federally financed program in either the current or a prior period.
- Be adequately documented.

Selected Items of Costs – is consistent with one of the allowability factors for selected items of costs articulated in 2 CFR § 200.420 through § 200.475.

Grant Budget – is consistent with the allowable expenses provided for in the grant agreement.

2.1.2 Direct and Indirect Costs

Two categories of costs may be charged to a state & federal award.

- Direct costs, which are costs that directly benefit the activity and are easy to identify.
- Indirect costs are costs that either benefit the activity in an indirect manner or directly benefit the activity but the complexity of adequately identifying the costs as such outweighs the benefit of charging them directly.

2.1.3 Cost Allocation Plan

In most cases, HRCTD will have direct costs only. In circumstances where there are indirect costs staff will disburse the expenses to all applicable grants based on the percentage of service hours for administrative and direct service wages and administrative expenses. Operational expenses are disbursed based on the percentage of service miles. Staff utilizes an Excel spreadsheet and QuickBooks class codes to complete these calculations.

2.1.4 Period of Performance

Grant funds will require a contract before expenditures can begin. Most federal and state grants reimburse based on expenditures made against the grant – and no money is provided upfront – though not always. The Executive Director and Board should be made aware of HRCTD’s responsibilities, obligations and any specific reimbursement terms and end date before signing a grant contract. Typically, grant funds may not be expended subsequent to the end date of the grant except to liquidate allowable obligations that were made on or before that date. All liquidations of prior obligations must be made within 90 days of the grant end-date, or an earlier date established by the granting agency.

2.1.5 OPTIS reporting

HRCTD is a subrecipient of the Federal Transit Administration (FTA) because of this it receives all FTA funds through the Oregon Public Transit Division (OPTD) and must report on the status of and request all federal and state grants on a quarterly basis through Oregon Public Transit Information System (OPTIS). OPTIS is a comprehensive electronic grant management system created for the OPTD to help facilitate the administration of the federal and state grant programs it manages.

OPTD has put out an OPTIS Users Guide which highlights how reporting requirements are entered and reimbursement sought through the OPTIS program.

(<https://www.oregon.gov/ODOT/RPTD/RPTD%20Document%20Library/OPTIS-User-Guide.pdf>)

Quarterly Reporting is done on the Federal Fiscal Year (October 1st - September 30th)

- First-quarter reporting can begin on the 1st of January and is due no later than the 15th of February.
- Second-quarter reporting can begin on the 1st of April and is due no later than the 15th of May.
- Third-quarter reporting can begin on the 1st day of July and is due no later than 15th of August.
- Fourth-quarter reporting is due on the 1st of October and is due no later than the 15th of November.

The periodic report must be completed before a reimbursement request may be sought. All reports and invoices submitted to OPTIS must be reviewed for compliance and approved by the Executive Director.

2.1.6 Grant Program Financial Reporting

The financial management system must have the ability to account for funds in accordance with the terms and conditions outlined in the awards received. Reports must illustrate the receipt of funds as well as funded and match expenditures.

Costs must meet the following general criteria in order to be allowable under federal awards:

- Be necessary and reasonable for the performance of the state and federal grant awarded and be allocable thereto under these principles;
- Conform to any limitations or exclusions set forth in these principles or in the state & federal grant award as to types or amount of cost items;
- Be consistent with policies and procedures that apply uniformly to both federally financed and other activities of the district;
- Be accorded consistent treatment;
- Be determined in accordance with generally accepted accounting principles;
- Not be included as a cost or used to meet cost sharing or matching requirements of any other federally financed program in either the current or a prior period; and
- Be adequately documented.

Shared costs or matching funds and all contributions, including cash and third-party in-kind contributions meet all of the following criteria:

- Are not included as contributions for any other federal award.
- Are necessary and reasonable for accomplishment of project or program objectives.
- Are not paid by another award, except where specifically allowed.

2.2 Invoicing and Accounts Receivable

Unless otherwise stipulated by contract or necessity, HRCTD invoices for accounts receivable at least on a monthly basis.



2.3 Fares, Fare Payment & Collection

General fares and fare payment options are detailed on our website and can be found in most District brochures. Updates or changes to the fare policy may be made by the Board at any time but must follow FTA guidelines.

2.3.1 Fare Increase

A major change (increase or decrease of 25% or more) in fares requires staff to perform a fare Equity Analysis that ensure the changes will not have an undue burden on low-income, minority, disabled or aging populations. In addition, HRCTD is require to provide reasonable public notice (including but not limited to rider alerts, newspapers, website information, etc.) a public hearing in front of the Board, public input in other forms and a Board Meeting to formally adopt the changes. The public meeting and the formal adoption must be held at separate meetings to allow for ample public input.

2.3.2 Fare Collection

Fare payment options include an online system, pre-paid tickets, and on-board collection through a fare box.

Online payments are linked directly to the Operating Account and show up as online deposits, which are then logged and recorded as fares in the general ledger.

Pre-paid fares can be purchased at the HRCTD office. The passengers pay the fare price (either with credit card, cash, or checks) and receive tokens. They may use the tokens in lieu of cash on the bus. The Dispatcher who takes the payment records the purchase through the POS system– and puts the cash or check in the safe to be added with the deposit.

Fare box payments are emptied every Sunday, Wednesday, and Friday by the Field Supervisor or Office Manager in their absence. The Administrative Assistant along with the Office Manager counts the money. Once the funds have been counted and verified the Administrative Assistant prepares the deposit for the bank.

The Dial-A-Ride driver will deposit the funds in the bank. The bank counts the money and provides a receipt. The receipt is given to the Office Manager where it is placed with the deposit log and scanned into QuickBooks. – Any discrepancies over \$10.00 are noted and the Executive Director is notified.



2.4 Vehicle Wraps or Other Media Sales

Marketing and advertising space on the vehicles may be purchased. Revenue received from this service will be attributed to fare revenue but may be used as match funds for grants. Rates are listed below for local and regional services.

| Length of Contract Term | Local Service Vehicle | Regional Service Vehicle |
|-------------------------|-----------------------|--------------------------|
| 3 Month | \$3,000 | \$4,000 |
| 6 Month | \$5,500 | \$6,500 |
| 12 Month | \$7,500 | \$8,000 |

Approved non-profit organizations can purchase marketing and advertising on buses at cost.

All submissions must be reviewed and approved. Political campaigns are allowed to use this service but a stamp must be included that states “This is not an endorsement “.

2.5 Recording Payment Receipts

The following procedures for cash received through the mail or given to a staff person shall be in place:


- All mail is received and opened by the Office Manager and dispersed as addressed.
- All checks shall be endorsed with the District’s official stamp and a copy made for recording purposes. The payment will then be recorded in QuickBooks by the Office Manager under the appropriate vendor.
- A copy of the bank deposit slip is retained in chronological order with copies of the deposited checks. All cash and checks shall be deposited as needed but at a minimum on a bi-weekly basis into the District’s bank account.
- The Office Manager shall reconcile all logs of incoming cash/checks with the deposit slips.

3. EXPENDITURES

All non-contractual expenditures within the existing budget line item that are over \$250 and under \$500 must be approved through Jotform by the Operations Manager or Office Manager. Anything over \$500 must be approved by the Executive Director. Any expense under \$250 must have verbal approval by a member of the management team (Executive Director, Office Manager, Operations Manager, Field Supervisors). All expenditures shall be coded by account number using budget line items. The Office Manager and outside Accountant will maintain standard accounting records containing all aspects of the HRCTD's financial operations. They include but are not limited to: A general ledger, a check register, and a payroll register.

3.1 Invoice Recording & Payment

All invoices shall be stamped by the Accounting Dept at the time they are received and forwarded to the appropriate supervisor for payment approval. Once approved they will be forwarded to the Accounting team for processing in QuickBooks.

- When payment processing is needed, the Office Manager or Administrative Assistant will provide the Executive Director with the unpaid bill report and the associated invoices & back-up as well as properly coding the invoice to a line item in the budget.
- The Executive Director will review the list and get any additional information required for payment back up and then approve items for payment.
- Once approved, this unpaid bill list is returned to the Office Manager or  Administrative Assistant so checks can be issued for the approved bills.
- The issued checks will then be given to the Executive Director to endorse. All invoices are kept electronically both in QuickBooks under the appropriate vendor and in HRCTD company shared drive under the Accounting tab.

Any non-contractual payments over \$10,000 must be approved by the Board, paid by check, and follow the two-signature policy (see Section 3.2.)

3.1 Expenditure Approval Authority

The Executive Director may, without Board approval, enter into a vendor or consultant contract, provide payment, or commit HCRTD resources for a service or purchase that

does not exceed \$10,000 within the fiscal year, provided that such a contract or commitment is consistent with and does not exceed existing budget limits. Contracts or purchases that exceed this purchase level must be purchased in compliance with the District's written Procurement Policy.

Please note the signature authority for contractual obligations related to grants is spelled out in Section 2.1 above and allows the Executive Director, **with prior Board approval**, signature authority for contractual obligations that do not exceed \$250,000.

3.2 Signature Policy

Any non-contractual check written by HRCTD must be signed by the Executive Director and a Board Member (two signatures) if the check amount is greater than \$10,000. If the check is over \$10,000 and is for a budgeted approved expense, it only requires the Executive Director's signature. If the check amount is less than \$10,000 it need only be signed by the Executive Director or approved representative.

3.3 Electronic Fund Transfer (EFT) Policy (includes online bill pay or automated clearing house (ACH) transfers as well as Autopay (Automatic Payments))

EFTs may be used when a payment is less than \$20,000 and associated with a legal or formal contract or agreement that is in the budget, has been approved by the Board, and has been signed by the Executive Director. EFT may also be used for other payments under \$10,000 if there is prior approval from the Board. The Board will annually review and approve the auto-pay vendors. No vendor shall be added to the auto-pay vendor list without approval from the Board.

In order to initiate an EFT for bill payment the Office Manager will:

- Verify that the payment is eligible for EFT payment.
- Ensure with the Vendor that the District has the correct payment information on file.
- If applicable, ensure the contract number is on the invoice and confirm that the payment requested is in keeping with contract requirements.
- Ask for and receive signed approval from the Executive Director for payment.
- Prepare the EFT for payment, place the invoice number, and (if applicable, contract number) in the EFT memo field and pay the vendor.

3.3. Compensation and Payroll

Paychecks or direct deposits will be provided to each employee by the Office Manager. Bi-weekly payroll expenses shall be verified by the Office Manager against payroll reports and reconciled through QuickBooks. The compensation of the Executive Director shall be determined by the Board of Directors. The salaries of all other employees shall be determined by the Executive Director and Office Manager through the budget process and union agreements, as applicable. Compensation ranges for all staff positions shall be approved by the Executive Director. No employee of the District may be compensated outside of the approved range, without the approval of the Executive Director.

Drivers' salaries may be subject to a union contract if one is in effect.

3.4 Employee Expenses

Employees requesting reimbursement for personal expenditures must do so by submitting a HRCTD reimbursement form through Jotform. Documentation in the form of a receipt is required for all expenditures itemized on the expense report other than mileage. Mileage reimbursement rates are set by the Internal Revenue Service (IRS) and updated annually. Any employee-claimed expense that is found to not be for HRCTD business will be rejected. Expenditures that have not been pre-approved may also be rejected.

Examples of typical reimbursable expenses include (but are not limited to): mileage, transportation, lodging, meals, conference fees, memberships, tolls, and supplies. Meals are reimbursed on actual expenses only, in an amount not to exceed the U.S. General Services Administration (GSA) rates for per diem & incidental expenses in the location of the expenditure in the given year. Expenditures for alcoholic beverages cannot be reimbursed due to federal government regulations.

Reimbursement forms are available from the Office Manager or on the website <http://www.ridecatbus.org/employees/> and are to be completed as soon as possible after the expenditure. Expenses are to be reported at least monthly and any expense over two months old may be rejected. Each expense report is to be signed and dated by the employee completing the report.

3.5 Credit Cards

The Executive Director and management team have been provided HRCTD Credit Cards with a maximum credit limit of \$3,000. HRCTD Credit Cards may only be used for approved HRCTD expenses and may not be used for expenses of a personal nature.

3.5.1 Responsibilities

Management holding HRCTD credit cards are responsible for:

- Receiving approval before a purchase is complete from the Executive Director, Office Manager or Operations Manager (in writing) for any expenditures over \$100 unless it is for an emergency at which time a notice of the expenditure explaining the reason and cost must be submitted in writing to the Executive Director and Office Manager.
- Using the cards or allowing use of the card, only for their intended purpose.
- Submitting receipts and providing explanations for all credit card transactions; and,
- Notifying the appropriate authority if the credit card is lost or stolen.

On a monthly basis, credit card expenses are reviewed for appropriateness and coded in the general ledger by the Office Manager or Administrative Assistant, reconciled by the outside Accountant, and reviewed and paid by the Executive Director. The Office Manager will review all charges and any mismanagement of credit cards will be brought to the attention of the Executive Director and placed in the monthly financial statement to the Board.

3.5.2 Violations of Use

Discipline, up to and including termination, will be considered for any violation of the credit card policy.

Accidental use of a HRCTD credit card for personal expenses will result in the following:

- First offense – the violator will be responsible to immediately reimburse the District for the personal expense charged, will have to reread, and sign section 3.5 of this document, and will be required to store the HRCTD card in a district-provided credit card sleeve at all times to reduce the likelihood of accidental use again.
- Second offense – the violator will be responsible for immediately reimbursing the district for the personal expense and all credit card privileges will be revoked.

4. PAYROLL

HRCTD employees are hired directly by HRCTD. The Office Manager oversees the payroll process within the accounting software. The submitted timesheets are to be verified by the supervisor within one business day of submittal and certified by Department Manager as correct. Timesheets are required to be submitted by all District staff every two weeks on a Friday. Payment will occur the Friday following time sheet submittal.

The Executive Director must approve the time sheet batch prior to the final submission in the payroll system.

Once the Office Manager receives the timesheet approval, they are submitted into the payroll system for payment. The Office Manager uses the third party payroll reports to enter the payroll expenses and liabilities into the accounting software via a journal entry, which the outside Accountant reviews for accuracy.

Payroll tax reports and payments are generated according to the timelines established by the State of Oregon and the Internal Revenue Service by HRCTD's third party payroll provider.

Policies regarding retirement, benefits, and other employment-related guidelines can be found in HRCTD Employee Handbook.

5. FIXED ASSETS

Fixed assets are governed by HRCTD's Fixed Asset Policy.

5.1. Depreciation Recognition

For the purposes of this policy – fixed-asset are assets (land, vehicles, equipment, computer software, etc.) costing over \$5000 and with an estimated useful life in excess of one year. The cost of normal maintenance and repairs that do not add to the value of an asset or materially extend its useful life are not capitalized. All assets meeting the definition of a fixed asset shall be considered a long-term asset and the HRCTD internal control structure will ensure the condition of such assets are reliably reported, maintained and in compliance with applicable laws and regulations.

5.1.1 Salvage Value

The salvage value of an asset is the value it is expected to have when it is no longer useful for its intended purpose. In other words, the salvage value is the amount for which the asset could be sold at the end of its useful life. This value can be based on (1) general professional guidelines like those provided by FTA, (2) professionals such as engineers, architects, etc. or other reasonable estimation methods.

5.1.2 Depreciation Method

HRCTD has established the straight-line methodology for depreciating all fixed assets. Depreciation is calculated as outlined in the Notes of the annual financial statements.

5.1.3 Disposition of Property

If the property was purchased with federal funds, HRCTD must notify the state of its intent to dispose of the property.

Replacement after useful life is met - All property that has met its useful life will be disposed of so as to ensure the highest possible return on the item if sold. Items of property with a current per unit fair market value of \$5,000 or less may be retained, sold or otherwise disposed of with no further obligation to the federal government – provided that any revenues received are used for transit purposes.

Replacement before useful life is met - If a vehicle is replaced before it has achieved its minimum normal service life, the grantee has the option of returning to FTA and the state, an amount equal to the remaining federal/state interest in the vehicle or applying the "Like-Kind Exchange" policy (discussed below) and placing an amount equal to the remaining federal/state interest in the vehicle into a newly purchased vehicle. To determine the federal/state interest in a federally funded vehicle during its minimum normal service life, a straight-line depreciation formula is used: for example, for a bus with a 12-year minimum normal service life, the bus's value decreases each year by 1/12 of its original purchase price. Similarly, the federal/state interest in the bus decreases each year by 1/12 of the amount of the federal grant that was awarded for its purchase.

5.1.4 Disposal Procedures

Any disposal of district capital assets that was donated or purchased with state, federal, or local funds should follow ODOT disposal procedures. Any vehicle revenue received will be placed in the Vehicle Money Market fund. The Executive Director can choose for non-capital assets to follow the same process but not required.

6. PURCHASING & CONTRACTS

Purchasing and contracts are governed by HRCTD Procurement Policy.

7. BUDGET ADMINISTRATION

7.1 Annual Budget Adoption

The HRCTD follows Oregon's local budget law requirements for the annual adoption of its budget. The HRCTD Board of Directors adopts an annual budget for HRCTD's fiscal year starting July 1 and ending June 30.

Under the direction of the Executive Director, staff develops a balanced budget for the Board of Directors that meets State Special District Budget Requirements and provides sufficient and sustainable funding for local transit service needs using the following guidelines:

- Preserve a balance of revenues and expenditures over a ten-year horizon
- Provide for Short Range Transit Plan (SRTP) adopted service levels
- Allow for innovative growth

The proposed budget is then presented to the Budget Committee for applicable hearings and approval, after which it is submitted to the Board. The Board adopts the annual budget for the coming fiscal year no later than the June Board of Director's meeting.

7.2 Budget Adjustments, Amendments and Supplemental

Budget control occurs at the organizational unit level. Deviation from or transfers between budgeted line item amounts are acceptable as long as the total organizational unit expenses do not exceed the budget authority. Board should be made aware of the transfer between budget lines, but it does not require their approval.

If expenditures for a given organizational unit are going to exceed the adopted budget, staff must present a supplemental or amended budget to the Board for approval prior to the over expenditure. Requests for supplemental budgets or budget amendments to the Board must include adequate supporting documentation and the identification of available revenue to support the expenditure. If circumstances require immediate action, the Executive Director may act in place of the Board of Directors but must present the expenditure to the Board of Directors at the next possible opportunity.

If a supplemental budget or budget amendment is approved, HRCTD must follow the applicable process outlined in Oregon's local budget law. HRCTD may follow budget amendment exception rule for gift, grant, or other revenue if applicable.

8. FINANCIAL RECORDS RETENTION

Hood River County Transportation District recognizing its responsibility to the public to ensure the preservation of records documenting the activities of the District, adheres to the following policy for the collection, preservation and maintenance of records concerning the financial operation of HRCTD.

Financial records retention policies and practices have been established to provide consistent operational practices and to ensure compliance with government regulations. HRCTD conducts business under the rules and regulations of federal, state and local municipalities and as such follows the guidelines of and is consistent with Federal CFR 2 § 200.333 and State of Oregon Achieves 166 which specifically require documented policies and procedures regarding the retention of records. If there is a conflict between these documents HRCTD will default to the longest retention requirements.

It should be noted that the record retention requirements for the new Oregon State Transportation Improvement Funds is six years.

This document has been adopted by the Board at their April 17, 2024, Board Meeting

Signed

Date

Greg Pack, Board Chair

Tamra Taylor, Board Secretary

Amy Schlappi, Executive Director





Memo

To: HRCTD - BOARD Of DIRECTORS
From: Amy Schlappi, Executive Director
Date: April 17, 2024
Re: Harassment Policy

Background

Staff was required to update the Hood River County Transportation District Harassment Policy by WSDOT to reflect a more clearly defined investigation process. The document has been reviewed by WSDOT and is considered in compliance.

Action Required

The board should discuss and vote to approve or not approve the draft Harassment Policy. If approved this will be updated in the Employee handbook.

Attachments:

Harassment Policy

Harassment

To build a happy and productive workplace, we need everyone to treat others with respect and keep our workplace safe. Each of us should do our part to prevent harassment and workplace violence.

HRCTD has “zero-tolerance” for violence or harassment in the workplace. HRCTD will not tolerate conduct by any employee, elected official, board member, volunteer or intern, customer or member of the public that harasses, disrupts, or interferes with an employees work performance or which creates an intimidating, offensive, or hostile work environment. All forms of harassment are prohibited. We want to maintain a working environment free from all forms of harassment, whether based upon race, age, religion, color, sex, national origin, physical or mental disability, marital or veteran status, sexual orientation, gender identity, on-the-job injury, genetic information, or any other legally protected characteristic or status. Retaliation associated with a complaint of harassment is also prohibited.

Behavior such as telling ethnic jokes; using religious slurs or offensive slang, or other derogatory terms regarding a person’s race, sexual orientation, age, sex, national origin, or disability; or mimicking one’s speech, accent, or disability are examples of prohibited conduct and will not be tolerated. Harassing individuals by making derogatory comments regarding protected status or characteristics is strictly prohibited, as well as using any other words or conduct that might create a hostile or offensive work environment.

Sexual harassment or assault is also a form of harassment. The following conduct is considered to be sexual harassment.

- Submission to the conduct is in any way deemed to be a term or condition of employment;
- Submission to or rejection of the conduct is used as a basis for employment-related decisions; or,
- The conduct has the purpose or effect of unreasonably interfering with an individual’s work performance or creating an intimidating, hostile, or offensive work environment.

Sexual harassment can also consist of unwelcome sexual advances, requests for sexual favors, and other verbal or physical conduct of a sexual nature. Conduct such as sexual or sexist language, jokes, or innuendoes; nude, profane, or obscene cartoons, drawings, or photographs; whistling; staring; and inappropriate touching are not tolerated at HRCTD. Cell phone use, including text messages and other similar electronic communications, can also be considered harassing behavior.

Sexual Assault is defined as unwanted conduct of a sexual nature that is inflicted upon a person or compelled using physical force, manipulation, threat, or intimidation.

Each manager/supervisor has a responsibility to maintain a workplace free of any form of sexual harassment. No person shall threaten or insinuate, either explicitly or implicitly, that an employee's refusal to submit to sexual advances will adversely affect the employee's employment, evaluation, wages, advancement, assigned duties, shifts, or any other condition of employment or career development. Sexual harassment in the workplace, whether by managers/supervisors, non-managerial employees, or outside individuals (vendors, customers, etc.) is prohibited.

This policy explicitly applies to conduct in the workplace, at social functions sponsored by the organization, and at business functions (conventions, trade shows, etc.). This policy applies to any conduct, however, as described above, which impacts the organization or work environment, regardless of where it occurs.

Management provides and supports a dispute resolution procedure for receiving and resolving complaints alleging discriminatory practices in employment relations. As an employee of HRCTD, you have the responsibility to immediately report any actions or words which you find to be harassing. The organization will not retaliate against you for filing a complaint or cooperating in an investigation and will not tolerate or permit retaliation by anyone.

Reporting Incidents of Harassment

If you believe that you have been harassed, have witnessed harassment, or suspect any violation of our harassment policy, you must immediately report the matter to your direct supervisor, Office Manager, or Executive Director. The Executive Director and the Office Manager are responsible for ensuring that all complaints are promptly and thoroughly investigated without prejudice or retaliation. The investigation will be conducted promptly, but no specific timeframe can be guaranteed because each situation is likely to be different, and individuals may have varying schedules. Every effort will be made to complete the investigation within two weeks.

Once a report of harassment has been made the Office Manager and Executive Director will open an investigation into the incident. Investigation procedures may vary due to the nature of the claim, but the general investigation will include:

1. The Office Manager, Executive Director, and Operations Manager (if appropriate) will have an investigatory meeting with all involved individuals and witnesses (employees and non-employees).
2. The Office Manager, Executive Director, and Operations Manager (if appropriate) will pull cameras from vehicles, the facility, and other entities.
3. The Office Manager, Executive Director, and Operations Manager will have follow-up conversations as appropriate.

4. The Office Manager, Executive Director, and Operations Manager (if appropriate) will consult with the District's 3rd party HR consultant to understand the best practice for next steps depending on the circumstances of the investigation.
5. Disciplinary actions will be made based on investigation findings. Any employee or manager who is found, after appropriate investigation, to have engaged in harassment or to have retaliated against an individual for reporting harassment will be subject to appropriate corrective action, depending on the circumstances, up to and including termination.
6. The reporter of the harassment will be notified as appropriate of the outcome of the investigation.
7. The Office Manager, Executive Director, and Operations Manager (if appropriate) will follow up with the impacted individuals regularly to ensure the issue has been resolved.

All complaints of harassment will be investigated promptly and impartially. Discretion will be used during the investigation to maintain as much confidentiality as possible while effectively completing the investigation, however, confidentiality cannot be guaranteed.

External Complaint Procedure

We encourage employees to bring their concerns and complaints to the organization, and understand that, at times, this may not be the choice of the employee. Below is a list of the external complaint options. Please reach out to the preferred choice to determine the appropriate timelines for their processes.

- Oregon Bureau of Labor and Industries at the following web address:
https://www.oregon.gov/boli/CRD/Pages/C_Crcompl.aspx
- Civil or Criminal Action. In these circumstances, a Notice of Claim must be provided to us in accordance with ORS 30.275.

Employment Agreements

No employee will be required or invited to sign an agreement requiring the non-disclosure of information related to discrimination or sexual assault as a condition of employment, continued employment, promotion, compensation, or the receipt of benefits. An employee may request this type of agreement and, upon request, will be provided at least seven (7) days to change their mind.

Additional Employee Support Services

HRCTD provides information regarding legal resources and counseling support that may be available to you. Contact the Office Manager for more information.



Memo

To: HRCTD - BOARD OF DIRECTORS
From: Amy Schlappi, Executive Director
Date: April 17, 2024
Re: ADA Complementary Paratransit Plan

Background

Staff was required to update the Hood River County Transportation District ADA Complementary Paratransit Plan by ODOT and WSDOT per the recently completed compliance reviews. The document has been reviewed by ODOT and WSDOT and is considered in compliance.

Instead of updating the current ADA Complementary Paratransit Plan staff used a WSDOT template to create a new more comprehensive plan.

Action Required

The board should discuss and vote to approve or not approve the draft ADA Complementary Paratransit Plan.

Attachments:

ADA Complementary Paratransit Plan



Hood River County Transportation District

ADA and Paratransit Policy

Revision Date: April 17, 2024

Americans with Disabilities Act (ADA) Information

Hood River County Transportation District is committed to providing equal access to its facilities, programs, and services for persons with disabilities. This material can be made available in an alternate format by emailing ADA Coordinator at info@ridecatbus.org or by calling 541-386-4202. People who are deaf or hard of hearing may make a request by calling the Oregon Relay Service at 800-735-2900.

Title VI Notice to the Public

In compliance with US Department of Transportation Title VI regulations (49 CFR part 21), CAT operates programs without regard to race, color, and national origin. Contact Hood River County Transportation District at 224 Wasco Loop, Hood River, OR 97031, (541) 386-4202 or email info@ridecatbus.org to request additional information regarding CAT non-discrimination obligations.

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Change log

| Date | Section | Description |
|------------|---------|---------------------|
| April 2024 | | New Policy Document |

Acronyms and abbreviations

| | |
|------|---|
| ADA | Americans with Disabilities Act |
| WLAD | Washington's Law Against Discrimination |

Definitions

The following definitions from 49 CFR 37, the [National RTAP ADA Toolkit Glossary](#), and [FTA ADA Circular 4710.1](#) may be useful while using this policy:

- **Commuter bus service:** Fixed route bus service characterized by service predominantly in one direction during peak periods, limited stops, use of multi-ride tickets, and routes of extended length, usually between the central business district and outlying suburbs. Commuter bus service may also include other service, characterized by a limited route structure, limited stops, and a coordinated relationship to another mode of transportation.
- **Disability:** With respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of such individual; a record of such an impairment; or being regarded as having such an impairment.
- **Fixed Route Service:** System of transporting individuals which operates along a prescribed route according to a fixed (regular) schedule.
- **Mobility Device or Aid:** A device designed to assist an individual with disabilities with locomotion. Examples include wheelchairs, canes, crutches, and walkers.
- **Deviated Fixed Route Service:** Transit service that operates along established routes that typically have designated stops. Between these stops, vehicles deviate (depart) from an established route to pick up or drop off riders within a defined off-route service area.
- **Securement Area or Station:** On a vehicle, a designated location for riders using wheelchairs, equipped with a securement system.
- **Securement Device, Equipment or System:** On a vehicle, equipment used for securing a wheelchair against uncontrolled movement during transport.
- **Service Animal:** Any guide dog, signal dog, or other animal individually trained to work or perform tasks for an individual with a disability, including, but not limited to, guiding individuals with impaired vision, alerting individuals with impaired hearing to intruders or sounds, providing minimal protection or rescue work, pulling a wheelchair, or fetching dropped items.
- **Wheelchair:** A mobility aid belonging to any class of three- or more- wheeled devices, usable indoors, designed or modified for and used by individuals with mobility impairments, whether operated manually or powered.

ADA policy introduction

Hood River County Transportation District (HRCTD), which does business as Columbia Area Transit - CAT is committed to compliance with Section 504 of the Rehabilitation Act of 1973, as amended; Americans with Disabilities Act (ADA), signed into law on July 26, 1990; and applicable State of Oregon and State of Washington laws.

These civil rights legislations prohibit discrimination based on disability and require transportation service options be provided to persons with disabilities comparable to those available to people without disabilities.

It is the policy of HRCTD that, when viewed in its entirety, services, programs, facilities, and communications provided by HRCTD, directly or by a contracted service provider, are readily accessible to and usable by individuals with disabilities to the maximum extent possible.

New construction and facility alterations completed by HRCTD will be ADA compliant. If full ADA compliance is unfeasible due to structural impracticability, facility alterations will be ADA compliant to the maximum extent feasible. For information on upcoming projects and an opportunity to comment on plans, please visit our website (www.ridecatbus.org) or contact our ADA Coordinator at info@ridecatbus.org.

HRCTD provides ADA related training to staff every two years and as-needed basis to ensure staff are trained to proficiency, as appropriate to their duties, so they operate vehicles and equipment safely and properly assist and treat people with disabilities in a respectful and courteous way.

1. Fares

See HRCTD's website (www.ridecatbus.org/buy-fares/) for current fares.

HRCTD's fixed route and ADA complementary paratransit fare structure as of publication:

- Fixed route:
 - Adult (Local): \$1.00
 - Adult (Columbia Gorge Express): \$10.00
 - Adult (Gorge-to-Mountain Express): \$5.00
 - Reduced fares:
 - Youth (defined as 10 and under): free
 - Monthly pass: \$40.00
- ADA complementary paratransit trip:
 - Adult: \$2.00
 - Monthly pass: \$80.00

If a passenger cannot physically pay the fare by the established means, HRCTD staff will grant the passenger's request to handle the fare while assisting with payment. HRCTD staff are not required to reach into customer pockets, backpacks, or other personal belongings to extract the fare.

Personal care attendants may travel on HRCTD ADA complementary paratransit services or HRCTD Dial-A-Ride service at no cost when accompanying a person with a disability. Personal care attendants must pay the applicable fare when riding fixed route services. Personal care attendants must board and disembark at the same locations as the ADA complementary paratransit rider.

Companion or guests pay the applicable fare for those individuals on fixed route services and general public demand responsive services. Companion or guests pay the same fare as the paratransit-eligible passenger on ADA complementary paratransit services. Companions or guests are not the same as personal care attendants.

For more information about personal care attendants and companions or guests, see [5. Personal care attendants](#) and [12. ADA complementary paratransit services](#).

2. Approved mobility devices

HRCTD can accommodate mobility devices that meet the following definitions and minimum standards:

- A wheelchair is a mobility aid belonging to any class of three- or more-wheeled devices; that is usable indoors; and is designed or modified for and used by individuals with mobility impairments, whether manually or power operated.
- A mobility device is equipment designed or intended to assist people with mobility disabilities (i.e., walkers, canes, braces, crutches).
 - HRCTD may not be able to accommodate equipment that is not primarily designed for use by people with mobility impairments (i.e., shopping carts, skateboards).
 - Mobility devices must be stored out of the path of travel for other passengers.

HRCTD will transport riders with their mobility devices, unless:

- Doing so is inconsistent with safety requirements in this policy or by the vehicle's manufacturer specifications (e.g., the combined weight of the wheelchair and occupant exceeds that of the vehicle's lift specifications).
- The use of the mobility devices poses a direct threat. For more information, see [11. Denial of service](#).

It should be noted that FTA's definition of a wheelchair does not require specific elements or equipment such as front rigging (i.e., footplates, leg rests); wheel locks or brakes; push handles; or positioning belts or harnesses. Per FTA Circular 4710.1, and HRCTD cannot require wheelchairs to be equipped with specific features in order to be transported or allowing for the denial of service because of the perceived condition of a passenger's mobility device is not permitted under § 37.165(b) and would be a discriminatory policy prohibited by § 37.5(a).

For more information, see 49 CFR 37.3, 37.165, and Appendix D and FTA Circular 4710.1, chapter 2.4.1).

3. Mobility device securement

Operators will do the following when securing mobility devices:

- Use front and rear tie-downs.
- Secure mobility devices at the strongest parts of the device. However, the passenger can indicate the most optimal tie-down spot.
- Secure the mobility device front-facing unless the manufacturer specifications of the securement system requires otherwise or if otherwise requested by the passenger.
- Assist riders with securement systems, ramps, and seatbelts. The adjustable lap/shoulder seatbelt is for convenience and comfort and is optional not mandatory.

HRCTD does not require but recommends that riders apply brakes on their mobility devices when on a lift or in securement areas. For power chairs or scooters, HRCTD recommends riders turn the power switch to the “off” position on lifts or in securement areas. Operators cannot assist riders using power chairs or scooters with the operation of their equipment.

HRCTD requires that passengers in mobility devices ride with their devices secured while in the vehicle. All mobility devices must be secured to the floor of HRCTD vehicles during transportation. Passengers who do not comply with this policy may be denied transportation, as allowed under the ADA 49 CFR Part 38. Section 37.165(c)(3) of the DOT ADA regulations. This policy applies to all mobility devices HRCTD is able to secure. It does not apply to those devices that cannot be secured. If tie-down equipment does not fit or is broken, the passenger will be allowed to ride.

HRCTD operators must verify that all mobility devices are secured while the vehicle is in motion, except as stated earlier. The operator must secure the mobility device or must ensure proper securement if it is performed by the passenger or personal care attendant (PCA).

HRCTD recommends, but does not require, that the mobility device user utilize lap and/or shoulder belts available on all buses. The operator will assist with lap and shoulder seatbelt if desired.

All HRCTD vehicles accommodate wheelchairs, scooters, and similar mobility devices up to 30 inches wide & 48 inches long (based on the available space on the vehicle).

The mobility device and passenger together must not exceed the weight limits of the lift or the ramp which is set at 600 pounds. Mobility devices exceeding these limits may be denied access if they create any safety, maneuverability or mechanical problems.

For their safety, passengers using three-wheeled scooters are strongly encouraged, but not required, to transfer to a regular bus seat whenever possible, as recommended by most scooter manufacturers. The scooter will then be secured in the wheelchair securement area.

The marking and tether strap program is voluntary, and wheelchairs without markings or straps will be secured to the best of the ability of HRCTD operators.

HRCTD will not refuse to transport someone whose mobility device cannot be satisfactorily restrained as long as the mobility device fits within the definitions in [2. Approved mobility devices](#).

4. Portable oxygen equipment

HRCTD allows riders to travel with respirators and portable oxygen supplies, consistent with applicable U.S. Department of Transportation rules on the transportation of hazardous materials in [49 CFR Subtitle B, Chapter 1, Subchapter C](#). Riders must secure portable oxygen equipment safely and the equipment must not obstruct the aisle.

5. Personal care attendants

A personal care attendant is someone who travels with and assists a rider with their personal needs due to a disability. HRCTD cannot require personal care attendants. However, if used, customers must provide their own personal care attendant.

A personal care attendant differs from a companion or guest. A guest or companion is anyone who accompanies the rider who is not designated as their personal care attendant.

Operators cannot provide attendant services, such as assisting a rider with use of oxygen, medical equipment, administering medication, or other personal needs. Riders who require attendant services should travel with a personal care attendant.

For information on fares for personal care attendants, guests, and companions, see [1. Fares](#). For information on scheduling ADA complementary paratransit rides with personal care attendants, guests, and companions, see [12. ADA complementary paratransit services](#).

6. Service animals

A service animal is any guide dog, signal dog, miniature horse, or other animal individually trained to work or perform tasks for a person with a disability. HRCTD allows service animals to accompany people with disabilities in all organization vehicles and facilities. Riders may use more than one service animal.

HRCTD does not charge a fare for service animals. If a service animal causes damage to HRCTD vehicles or facilities, the user of the service animal may be charged for those damages.

To ride HRCTD services, service animals:

- Must be on a leash, tether, or harness unless use of such a device would interfere with the task the service animal performs, or the person's disability prevents use of such devices. In these cases, the handler must use voice, signal, or other effective means to maintain control of the service animal.
- Must not be aggressive toward or pose a direct threat to the health or safety of HRCTD staff, other riders, or other animals.
- Must be potty-trained.
- Must remain at the rider's feet or on the rider's lap. The animal may not sit on a vehicle seat.

HRCTD staff will not request written certification that a rider's animal is a service animal or request demonstration of service animal's task(s). However, HRCTD staff may ask users of service animals the following questions:

- Is your animal a service animal?
- Is the service animal required because of a disability?
- What work or task has the animal been trained to perform?

HRCTD may deny a service animal service if the animal is out of control of the handler, posing a direct threat, not potty-trained, or if its handler refuses to answer the questions about the animal noted above.

If HRCTD denies the service animal service, the handler/person with a disability may still use HRCTD services. HRCTD staff will provide the handler/person with a disability information on how to appeal the service animal's service denial and, if applicable, options to remedy the situation so the service animal can be allowed to use HRCTD vehicles and facilities.

HRCTD staff will not take charge of riders' service animals. Riders are welcome to use a personal care attendant or companion to assist with caring for a service animal.

Federal and state law do not consider emotional support animals and service animals-in-training "service animals." Refer to HRCTD's rider's guide for policies about emotional support animals, service animals-in-training, and pets accessing HRCTD vehicles and facilities.

7. Boarding assistance

HRCTD operators will position the vehicle to make boarding and disembarking as easy as possible for everyone, minimize the slope of the ramp, and use the vehicle's kneeling option as needed. Operators will allow riders with disabilities adequate time to board and disembark the vehicle.

Operators will use vehicle accessibility equipment to assist customers (i.e., vehicle annunciators, lifts/ramps). For information on procedures when vehicle accessibility equipment is not functioning, see [8. Maintenance of lifts or ramps](#).

When necessary or upon request, operators will provide riders assistance using lifts, ramps, and securement systems. Upon request by the rider, operators may assist riders using manual wheelchairs up vehicle ramps if doing so does not constitute a direct threat to the health or safety of the operator. For more information, see [11. Denial of service](#).

Riders using wheelchairs may board the vehicle lift separately from their wheelchair. Riders may use the vehicle lift facing toward or away from the vehicle. HRCTD does not require operators to assume the controls of a power wheelchair or assist a passenger in/out of their wheelchair. Riders are welcome to ride with a personal care attendant to accomplish these tasks. For more information, see [5. Personal care attendants](#).

8. Maintenance of lifts or ramps

HRCTD will use and maintain vehicle and facility accessibility features and repair malfunctioning features promptly.

When an operator discovers a vehicle's lift/ramp is out of order, the operator will report it immediately to the on-duty Field Supervisor.

HRCTD will take the following steps for services with malfunctioning features:

- HRCTD will remove fixed route vehicles with inoperable lifts/ramps from service as soon as possible and no later than before the vehicle's next service day. If a fixed route vehicle is operating with an inoperable lift/ramp and a rider requires the lift/ramp and if the next vehicle on the route is not scheduled to arrive at the stop for over 30 minutes, HRCTD will dispatch alternative transportation immediately to transport that rider.
- Demand responsive service vehicles with an inoperable lift/ramp may remain in service for the remainder of the day if HRCTD can assign riders requiring this accessibility equipment to another vehicle.
- All vehicles found to have an inoperable lift/ramp will not be returned to service until the lift/ramp is repaired, with the FTA-permitted exception of the following: if HRCTD does not have a spare vehicle to replace the vehicle with an inoperable lift/ramp, HRCTD may return the vehicle to service temporarily, for a maximum of 3 days while making preparations to repair the lift/ramp.

HRCTD will work with riders who require reasonable modifications due to an accessibility feature being out of order. See the [14. Reasonable modification](#) for information on making these requests.

Riders who notice accessibility features that are not in working order are obstructed should notify the vehicle operator immediately or call HRCTD customer service at 541-386-4202.

9. Priority/reserved seating

All HRCTD fixed route vehicles contain signage designating priority/reserved seating at the front of

the vehicle for older adults and people with disabilities and at all wheelchair securement locations. The signage instructs riders to comply with the operator's request to make these seats available to older adults and people with disabilities who prefer to use them.

HRCTD drivers will allow riders using mobility aids to board if securement areas are not otherwise occupied by a mobility device, regardless of the number of riders on the vehicle. Operators will ask other riders sitting in priority and reserved seating areas to move to other available seats or stand. Vehicle operators may ask ambulatory people with a disability to vacate a wheelchair securement site seat. Operators cannot enforce the priority and reserved seating designation beyond making the request.

10. Stop announcements

HRCTD's fixed route services will make on-board announcements at all stops and announce transfer points with other fixed routes and destination points.

11. Denial of service

HRCTD may deny, suspend, or exclude any rider from its facilities and/or services for engaging in conduct that is violent, seriously disruptive, illegal, considered a "direct threat" to others, or for other behaviors/actions as described in HRCTD's Rules of the Road - Rider Code of Conduct policy.

A direct threat is a significant risk to the health or safety of others that cannot be eliminated by a reasonable modification to HRCTD's policies, practices, procedures, or by the provision of auxiliary aides or services, such as traveling with a personal care attendant. A direct threat does not occur when a person's disability results in an appearance or involuntary behavior that may offend, annoy, or inconvenience others.

Riders suspended or excluded from HRCTD's property and/or services may request an appeal of this decision by contacting HRCTD. See [13. Complaint process](#) for HRCTD's contact information.

12. ADA complementary paratransit services

HRCTD offers ADA complementary demand response, comingled demand response, and/or deviated fixed route services. Comingled demand response and deviated fixed route services are available upon request by ADA complementary paratransit eligible individuals and/or the general public. This section provides details on HRCTD's ADA complementary paratransit services.

Any route deviations for ADA complementary paratransit demand response, comingled demand response (Dial-A-Ride), and/or deviated fixed route services must be requested at least a day in advance. Customers must call 541-386-4202 to request a deviation.

ADA complementary paratransit services may only be requested by approved HRCTD ADA complementary transit riders or visiting riders who have been approved by their local transit agencies. ADA complementary paratransit services are available for approved riders to origins and destinations within $\frac{3}{4}$ of a mile of local fixed route services during service operating hours.

Paratransit trip requests are taken Monday-Friday from 8:00 a.m. to 5:00 p.m. For next-day service on Saturday or Sunday, please call on Friday by 5:00 p.m. All requested paratransit trips received after hours can be left on voicemail and the rider will be notified the following morning whether the ride can be accommodated or negotiated. Trip reservations can be made up to 14 days in advance. At the time of reservation the rider should inform HRCTD if they will be traveling with a mobility device, service animal or personal care attendant.

12.1. Eligibility requirements

People with a disability or disabling health condition that prevents them from independently using HRCTD fixed route buses some or all of the time may access HRCTD paratransit.

Presence of a disability or a disabling health condition by itself does not automatically make a person eligible for paratransit service. The ability to use HRCTD services is the basis for eligibility.

HRCTD will review applications for paratransit eligibility based on the following qualifications.

People are eligible for HRCTD's paratransit service if they:

- Are unable to board, ride, or exit a ramp/lift-equipped bus without assistance.

OR

- Need to use a ramp/lift but it cannot be deployed safely at their bus stop.

OR

- Have a disability that prevents travel to and from their bus stop under certain conditions.

AND

- Are certified to use HRCTD paratransit.

HRCTD will respond to paratransit eligibility applicants in writing. If the applicant does not receive an eligibility answer within 21 days of submitting a completed application, HRCTD will treat the applicant as eligible and provide paratransit services until the organization makes a final eligibility determination.

12.2. Categories of eligibility

HRCTD will classify an applicant's paratransit eligibility as conditional, unconditional, or temporary. The table below shows descriptions of eligibility types and circumstances for eligibility types.

| Eligibility Type | Circumstances | Description |
|--|--|--|
| Unconditional | A person with a disability who cannot independently ride fixed route transit. | Permitted to make all trips using paratransit. |
| Conditional | Including, but not limited to, a person prevented from riding fixed route transit by: <ul style="list-style-type: none">• Disability or combination of disability and architectural/path-of-travel barriers from getting to/from the boarding area. Specific inaccessible routes or stops. | Eligible to use paratransit for some trips, but not all. |
| Temporary (unconditional or conditional) | A person is prevented from using all or some, fixed routes or stops during a certain amount of time. | Temporary eligibility to use paratransit based on circumstances. |

12.3. Eligibility application process

Applicants may obtain a paratransit eligibility application online at www.ridecatbus.org or by calling HRCTD at 541-386-4202 to request that a paper application be mailed or emailed. Any questions regarding the application process should be directed towards the HRCTD ADA coordinator at 541-386-4202 or info@catransit.org.

HRCTD requires that the completed application, signed applicant agreement/release and a Healthcare Professional Verification of Eligibility be submitted by email to info@catransit.org or mailed to:

ADA Coordinator
Columbia Area Transit
224 Wasco Loop
Hood River, OR 97031

Once a completed application is received it will be reviewed and an eligibility decision will be made within 21 days. If a decision has not been made by the 21st day HRCTD will honor ADA paratransit status until a determination can be made.

If the paratransit eligibility application is approved HRCTD requires that the status must be recertified on an annual basis.

Applicants may appeal the denial or conditional decision by submitting a request in writing, sixty (60) days within receipt of the denial letter to:

Executive Director
Columbia Area Transit
224 Wasco Loop
Hood River, OR 97031

The Executive Director's appeal decision will be sent to the applicant within thirty (30) days of the submittal of the denial.

12.4. Service area

HRCTD provides paratransit within 3/4 miles of local fixed route service. The map below shows the service area for the ADA paratransit program. This is also HRCTD's Dial-A-Ride service area.



HRCTD does not provide ADA complementary paratransit service along commuter routes. “Commuter routes” are defined by the Federal Transit Administration and the Code of Federal Regulations as routes “characterized by service predominantly in one direction during peak periods, limited stops, use of multi-ride tickets, and routes of extended length, usually between the central business district and outlying suburbs.” It may also include routes with a “coordinated relationship to another mode of transportation.” HRCTD’s commuter routes include the Columbia Gorge Express, Gorge-to-Mountain, and the Dog Mountain Shuttle.

12.5. Origin-to-destination service

ADA complementary paratransit trips are a “origin-to-destination” service. They can take one of two forms, described in the table below:

| Trip type | Descriptions |
|--------------|--|
| Curb to curb | Service takes rider from curb of pickup location to curb of destination. |
| Door to door | Service takes rider from door of pickup location to door of destination. |

HRCTD provides curb-to-curb service. If a rider requires door-to-door service, the rider must request this service at the time of reservation and only eligible for ADA paratransit trips.

HRCTD will review requests on a case-by-case basis.

If a rider makes a curb-to-curb reservation, but at the time of service an otherwise unknown barrier is discovered and the rider requires additional assistance, the rider may request door-to-door assistance from the driver.

HRCTD cannot take actions that would fundamentally alter the nature of its service or create undue burdens.

For more information, [5. Personal care attendants](#), [7. Boarding assistance](#), and [14. Reasonable modification](#).

12.6. Days and hours of operation

HRCTD's ADA complementary paratransit is available on the same days and hours as HRCTD's local fixed route services. Holiday operating days and hours for ADA complementary paratransit are the same as fixed route service.

12.7. Trip purpose

HRCTD provides ADA paratransit service for trips of any purpose and does not prioritize or deny specific types of trips.

12.8. Trip scheduling

Riders may request a paratransit trip in-person, by phone, or voicemail.

Paratransit trip requests are taken Monday-Friday from 8:00 a.m. to 5:00 p.m. For next day service on Saturday or Sunday, please call on Friday by 5:00 p.m. All requested paratransit trips received after hours can be left on voicemail and the rider will be notified the following morning whether the ride can be accommodated or if it needs to be negotiated. Riders should call 541-386-4202 with any questions they may have.

Depending on schedule availability HRCTD may negotiate a trip within 1 hour before or after the ADA paratransit rider desired departure time. HRCTD will pick up the ADA paratransit rider within - 15/+15 minutes the negotiated pickup time.

HRCTD will not accept trip reservations made the day of the trip. Rides must be scheduled at a minimum, on the day prior to the requested trip. Trip reservations can be made up to 14 days in advance. At the time of reservation the rider should inform HRCTD if they will be traveling with a mobility device, service animal or personal care attendant.

Any trip denials made by HRCTD will be documented and used to ensure resources are allocated appropriately to reduce amount of trip denials.

12.9. Companions and personal care attendants on ADA complementary paratransit services

When arranging for a trip on ADA complementary paratransit services, riders should notify the HRCTD scheduler if they are traveling with a personal care attendant.

Additionally, HRCTD will accommodate one non-personal care attendant companion in addition to a personal care attendant if the rider notifies the scheduler of the companion when arranging the trip. HRCTD will accommodate additional non-personal care attendant companions on a space-available basis.

See [1. Fares](#) and [5. Personal care attendants](#) for fares and general information for personal care attendants and guests/companions.

12.10. Visitor certification

Visitors are people with disabilities who live outside Hood River County and would like to use HRCTD ADA complementary paratransit. Visitors are eligible for a total of 21 days (does not have to be concurrent) of paratransit service in a 365-day period beginning the first day the visitor uses the service. For additional days of service, visitors must apply for ADA complementary paratransit service with HRCTD.

HRCTD will certify a visitor using the following process:

ADA paratransit rider will send the HRCTD ADA coordinator documentation of ADA paratransit eligibility from another transit agency or proof that they are a visitor and disability if not apparent. Documentation may be sent by email to info@catransit.org or mailed to:

ADA Coordinator
Columbia Area Transit
224 Wasco Loop
Hood River, OR 97031

HRCTD ADA coordinator will send an email or letter (if requested) to rider confirming the eligibility to use HRCTD ADA paratransit services for a total of 21 days within 365 days.

12.11. Trip denials

HRCTD will try to meet all requests for ADA complementary paratransit service.

If HRCTD cannot schedule or negotiate a requested trip within one hour before or after the requested trip, this constitutes a trip denial, even if the rider accepts a trip that is beyond the negotiated window. HRCTD will document trip denials of ADA paratransit riders and will monitor trip denials and missed trips to ensure ADA complementary paratransit service capacity is adequate.

12.12. No-show/late-cancellation policy

HRCTD may suspend riders who “establish a pattern or practice of missing scheduled trips” after providing a rider due process. A “pattern or practice” involves “intentional, repeated or regular actions, not isolated, accidental, or singular incidents.”

HRCTD may count late cancellations as no-shows for trips canceled less than one hour prior to the scheduled pick-up time. No-shows or late cancellations for reasons that are beyond the rider’s control will not be counted. Within a 30-day period, three (3) or more no-shows/late cancellations that also represent at least 50 percent of scheduled trips will be grounds for temporary suspension of service.

HRCTD cannot impose a mandatory financial penalty, including charging for the fare for the no-show trip.

The duration of the suspension will be for a reasonable period of time but will not be longer than 30 days. Rider will receive a written Notice of Suspension, citing which trips were no-shows and/or late cancellations and the date of proposed suspended service. Additionally, the written notice will inform riders facing suspension that they have the right to appeal the proposed suspension (with an option for an in-person appeal).

HRCTD riders have the right to appeal the notice of no-show or suspension. Appeals must be sent in writing to the ADA Coordinator at 224 Wasco Loop, Hood River, OR 97031 within 14 days of the notice date.

Step 1: Please provide your response in writing, including a copy of the notice submitted to you. The appeal should state the reason you believe the no-show/late cancellation notice or suspension is invalid.

Step 2: Upon receipt of the request for appeal, the ADA Eligibility Coordinator will determine whether the no-show/late cancellation penalty or suspension should be withdrawn. The coordinator’s investigation and decision will consider the rider’s trends and patterns, medical

emergencies, or situations outside the rider's or caregiver's control.

Step 3: If you are not satisfied with the ADA Eligibility Coordinator's investigation or decision, you may request a meeting with CAT's Executive Director or their designee to review your concerns. A suspension will not occur until all appeal remedies that you have requested have been exhausted.

The Executive Director shall report all suspensions to the Board of Directors at the next following Board meeting.

13.Complaint process

HRCTD is committed to providing safe, reliable, and accessible transportation services and welcomes customer feedback. ADA complaints and questions about HRCTD's ADA complaint process may be submitted to HRCTD's ADA Coordinator using the following methods:

- Email: info@catransit.org
- Call: 541-386-4202
- Send mail to: ADA Coordinator, Columbia Area Transit, 224 Wasco Loop, Hood River OR 97031
- Online: A link is provided on this webpage <https://www.ridecatbus.org/civil-rights/#ADA/Accessibility>

HRCTD will respond promptly to all complaints that have valid contact information. Official HRCTD Title VI or ADA complaint paper or online form should be used if submitting an official complaint.

HRCTD will retain copies of complaints, investigation and resolution documentation; and HRCTD's response to the complainant in accordance with the complaint record retention requirements of the ADA, Washington State Archives Office, Washington State Department of Transportation Consolidated Grant Program, and ODOT.

To share information about its ADA complaint process, HRCTD will use the same means it uses to inform the general public about its policies and procedures. This includes through the organization's website.

14.Reasonable modification

Requests for modifications of HRCTD policies, practices, or procedures to accommodate a person with a disability may be made either in advance or at the time of service. HRCTD is best able to address and accommodate requests when made in advance.

Advance requests for reasonable modifications may be made to HRCTD by emailing info@catransit.org or calling 541-386-4202. The request should contain an explanation of the modification needed.

For requests at the time of service, HRCTD operators will determine if the modification can be provided. Operators may consult with HRCTD management before deciding to grant or deny the request.

HRCTD will only deny requests based on one or more of the following:

- Granting the request would fundamentally alter the nature of HRCTD's services, programs, or activities.
- Granting the request would create a direct threat to the health or safety of others.

- Without the requested modification, the person with a disability can fully use HRCTD's services, programs, or activities for their intended purpose.

When HRCTD denies a request for a reasonable modification, the organization will take other actions to ensure that the person with a disability receives the services provided by HRCTD, to the maximum extent possible.

HRCTD commits to sharing information with the public about its ADA reasonable modification request procedures using the same means used to inform the public about other organization policies and procedures, including on the organization's website.



Memo

To: HRCTD - BOARD OF DIRECTORS
From: Amy Schlappi, Executive Director
Date: April 17, 2024
Re: Hood River County Coordinated Transportation Plan

Background

The district is required to update the Hood River County Coordinated Transportation Plan every 3 years or as conditions change. The 2024 update was informed by the 2023 Transit Master Plan Community Outreach and additional outreach completed in the past year. The plan is expected to be updated again in early 2027.

The Hood River County Coordinated Transportation Plan is important as any grant application projects must be included in the priorities section of the plan to be considered for the award.

Action Required

The Board should discuss and vote to approve or not approve the draft Hood River County Coordinated Transportation Plan.

Attachments:

Hood River County Coordinated Transportation Plan



HOOD RIVER COUNTY TRANSPORTATION DISTRICT

**HOOD RIVER COUNTY
COORDINATED
TRANSPORTATION
PLAN - 2024**

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EXECUTIVE SUMMARY

Hood River County Coordinated Transportation Plan Update 2024

The Hood River County Coordinated Transportation Plan was prepared by the Hood River County Transportation District (HRCTD) to serve state and federal agency requirements (Special Transportation Improvement Fund (STIF), 5311 and 5310). This plan focuses on addressing the transportation needs of four target populations residing in Hood River County: seniors, low-income individuals, individuals with disabilities, and Limited English Proficiency (LEP) individuals.

The transportation plan looks at challenges and gaps in existing services to prioritize needs to assist in:

1. Improving transportation services for the four target populations by identifying opportunities to coordinate existing resources.
2. Providing a strategy to guide investment of financial resources.
3. Guiding the acquisition of future funds and grants.

This plan is developed as a tool to help local transportation providers and communities improve transportation services, increase efficiency of service delivery, and expand outreach to meet growing needs. It provides a framework to guide the investment of transportation resources.

As such a resource, this plan:

1. Evaluates existing community resources.
2. Assesses and documents transportation needs of the four target populations.
3. Identifies strategies to address gaps in transportation services as well as in efficiencies of service delivery.
4. Establishes relative priorities of the strategies.

This document is an update to the 2020-2023 Hood River County Coordinated Transportation Plan. The priorities and strategies identified in this plan were informed through the comprehensive planning and outreach process that was part of the 2023 Hood River County Transportation Transit Master Plan Update, which was adopted May 17, 2023. Since the Transit Master Plan Update outreach was completed recently and included the four target populations it was felt that it was appropriate to use the feedback collected as part of the Coordinated Transportation plan as well.

HRCTD staff working in coordination and partnership with the Hood River County Transportation District STIF Advisory Committee, MCEDD, and regional partners prepared this plan update. It was updated using information collected from available demographic information, the HRCTD STIF Plan, MCEDD's Gorge Regional Transit Strategy, Coordinated Transportation Plans from neighboring counties (eg. Wasco, Skamania, Klickitat and Multnomah Counties), data from the 2023 Transit Master Plan Update surveys and outreach efforts, and an updated service resource analysis.

Coordinated Transportation Plan Priorities

The coordinated transportation plan is intended to define and prioritize general strategies that the transit service providers can use to address transportation challenges and gaps in existing service. The below graph displays the priorities which were identified by stakeholders and community members.

| Identified Priorities | |
|---|--|
| Education – Improved Awareness of Public Transportation Services | Increase awareness and ridership of the free Student Gorge Pass. |
| | Increase awareness and ridership of the free Downtown Employee Gorge Pass. |
| | Improve information regarding routes, programs, schedules, bikes on buses and rider rules. |
| | Increase the comfortability of riders from marginalized communities |
| | Increase multicultural awareness and bi-lingual staff. |
| | Riders need to feel safe and secure at bus stops and while riding the bus. |
| Services – Maintain and Expand Services to Ensure Equity and Meeting Community Needs. | Sustain existing transportation services. |
| | Sustain existing transportation programs. |
| | Expanded service hours, service area and frequency. |
| | Dependable and efficient local services. |
| | Access to senior center and educational institutions using transit. |
| | Expanded transportation services for vulnerable populations including door through door service. |
| | Access to transit for Westside of City of Hood residents. |
| | Creation of multi-modal transportation options (e.g. bike-share, car-share, or shared-ride taxi, and vanpool. |
| | Off shift and late-night transportation options. |
| Capital – Maintain and Expand Capital Assets to Improve Efficiency of Transportation System and Enhance Rider Experience | Increase identifiable bus stops with permanent shelters, sign, and seating at each bus stop. |
| | Improve access to bus stops for those with mobility challenges. Make stops safer to access. |
| | Fleet is maintained and serviced per manufacturer's recommendation. |
| | Improve dispatching technology designed for fixed-route and DAR services with mobile booking capabilities. |
| | Improve fleet sustainability by increasing the number of electric vehicles. |
| | Expand CAT facility to accommodate district fleet and larger vehicles. |
| | |
| Coordination | NEMT coordination. |
| | Foster partnerships and relationships with local jurisdictions. |
| | Strong civic engagement and connections throughout the County by partnering with employers, tourism organizations, business and community-based organizations. |
| | Strong partner in various Transportation Alliances (Gorge TransLink Alliance, Mt. Hood Transportation Alliance, Gorge Pass) |

Performance measures linked to the above strategies were created to help the public transportation provider assess how it is meeting these strategies over time. This plan is intended to be updated in three years, or as conditions change.

INTRODUCTION

Why is a Coordinated Transportation Plan Needed?

The State of Oregon requires Special Transportation Improvement Fund agencies to prepare a coordinated transportation plan to guide the investment of Special Transportation Improvement Fund moneys. The State directs that this plan be utilized to maximize the benefit to the elderly and individuals with disabilities within that area. Correspondingly, with the passage of the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) transportation authorization, Congress required a “locally developed, coordinated public transit-human services transportation plan” intended to improve transportation services for individuals with disabilities, seniors, and low-income individuals. Any projects selected for funding under the Section 5310 program must be included in this locally developed plan. Additionally, the plan must be developed and approved through a process that included participation of the target populations and representatives of public, private, and nonprofit transportation and human services providers.

Because Hood River, Wasco and Sherman Counties also have a higher than average number of Limited English Proficiency (LEP) individuals and many of these individuals also fall into one of the three categories, HRCTD began including LEP as a fourth focal point in 2016.

The Hood River County Coordinated Transportation Plan Update 2024 meets both federal and state requirements for preparation and adoption of a Coordinated Transportation Plan.

Plan Purpose and Intent

The purpose of the plan is to meet federal and state requirements and to provide a framework for transportation providers and the Special Transportation Improvement Fund agency to maximize transportation investments to assist the four target populations: seniors, low-income individuals, individuals with disabilities, and LEP individuals. It covers a three-year timeframe (2024-2027) and is intended to be updated at least every three years or as conditions change. The 2023 Hood River County Transportation District Transit Master Plan Update which was used to help inform the 2024 Coordinated Transportation Plan and was adopted May 17, 2023 and is expected to cover an eight to ten year timeframe.

Planning Area

The planning area covered under this Coordinated Transportation Plan Update is Hood River County, Oregon. Hood River County is located on the northern border of Oregon along the Columbia River. The county covers 533.301 square miles with an average of approximately 44.96 people per square mile. The 2020 U.S. Census indicates Hood River County has a total estimated population of 23,977 with a Latino population of over 30%. The incorporated cities include Hood River (population 8,313) and Cascade Locks (population 1,379). Unincorporated communities can be found in the County’s “Upper Valley” (north of the Columbia River, south of Mount Hood). They include Parkdale CDP (population 299), Odell CDP (population 2,328),

and Mt. Hood CDP (population 400) (U.S. Census Bureau, American Community Survey 1-Year Estimates). The City of Hood River is the seat of the County government and is also the most populated city in the county. The nearest metropolitan area is Portland, Oregon, 62 miles to the west.

PLANNING PROCESS

The Coordinated Transportation Plan Update 2024 planning process was driven by the involvement of key stakeholders within the target populations as well as agencies that serve the needs of or provide transportation services for seniors, low-income individuals, individuals with disabilities and Limited English Proficiency (LEP) individuals.

As previously stated, the Coordinated Transportation Plan Update 2024 was mostly informed by the outreach that was completed as part of the 2023 Transit Master Plan Update that was adopted on May 17th, 2023. Input for the 2023 Transit Master Plan Update was gathered through diverse methods and strategies and included partnering with local human service organizations to reach historically underrepresented voices, going to where people gathered (school events, grocery stores, places of work, coffee shops, public meetings, and community gatherings) and capturing current transit riders through on-board intercept surveys. 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. This strategy resulted in a broad spectrum of perspectives from current and potential system users, Hood River County's jurisdictions, tribes, local and regional businesses, social service agencies, educational institutions, and recreation stakeholders.

There were two advisory committees (Technical Advisory Committee and Community Advisory Committee) and stakeholder interviews that helped inform the 2023 Transit Master Plan. The four targeted populations were all represented. The Transit Master Plan Public Engagement Report is in Appendix B.

Transit Master Plan Technical Advisory Committee

Comprised of CAT staff, regional jurisdictions, state and federal agencies, and quasi-public entities, the CAT Technical Advisory Committee (TAC) served as the plan's core technical advisors on project deliverables. Providing timely review and input toward the development of the draft and final HRCTD Transit Master Plan, the TAC met three times to review and discuss the following items:

- Meeting #1: Project Overview, TAC Role, and Responsibilities, PEP Review, Existing Conditions
- Meeting #2: Draft TMP Strategies, Options, and Land Use
- Meeting #3: Draft TMP Plan

The TAC included:

- Dustin Nielsen, City of Hood River
- Jordon Bennett, City of Cascade Locks
- Stephen Elgart, U.S. Forest Service
- Jeremy Evans, Mt. Hood Meadows
- Valerie Egon, Oregon Department of Transportation
- Genevieve Scholl, Port of Hood River
- Olga Kaganova, Port of Cascade Locks
- Eve Nilender, Multnomah County
- Dan Spatz, Columbia Gorge Community College
- Krystyna Wolniakowski, Columbia River Gorge Commission

- Todd Rainwater, Hood River County School District
- Kathy Fitzpatrick, Mid-Columbia Economic Development District (MCEDD)

Transit Master Plan Community Advisory Committee

Appointed by the CAT Board, a group of community members with CAT Board representation served as advisors to TMP staff and CAT Board with the tasks of:

- Guiding the development of the TMP
- Assisting with public outreach
- Monitoring the scope of the public input
- Reviewing draft deliverables and input from the Technical Advisory Committee (TAC) and other CAT committees' input

The CAC met four times with the following tasks:

- Meeting #1: Project Overview, TAC Role, and Responsibilities, PEP Review, Existing Conditions
- Meeting #2: Public Outreach Evaluation
- Meeting #3: Review of draft TMP Strategies, Options, and Land Use
- Meeting #4: Review of draft TMP Plan

The CAC included:

- Lara Dunn, HRCTD Board
- White Buffalo Calf Wannassay, Business
- Wendy Lin-Kelly, Current Rider
- Beth Hart, Current Rider
- Britta Wilson, Current Rider
- Melvin Richardson, Current Rider
- Jody Behr, Real Estate
- Taylor England, Social Services
- Ivy Collins, Youth

Note: Several of the CAC members are also part of HRCTD's STIF Advisory Committee.

List Transit Master Plan Stakeholders

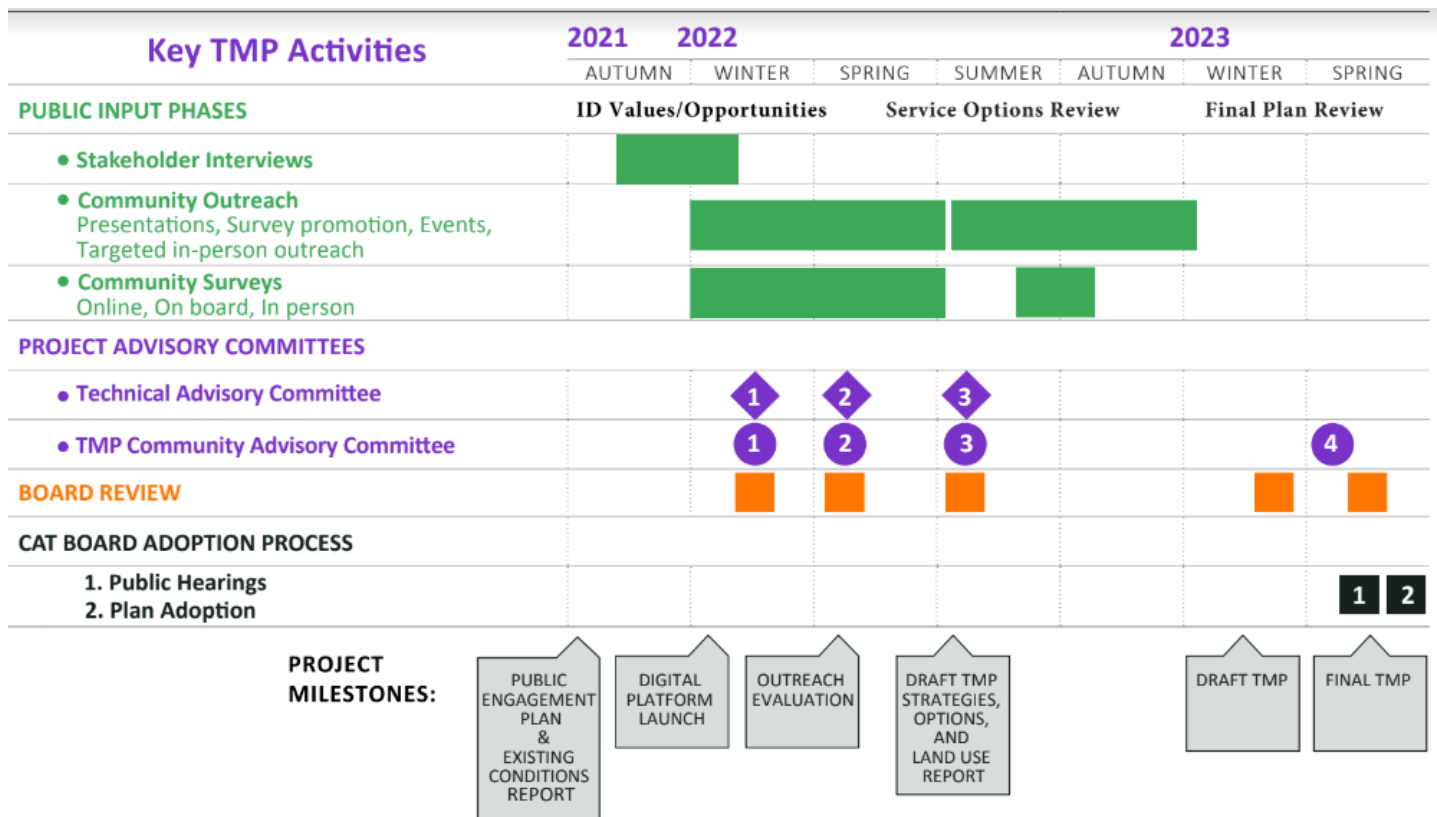
Staff contacted community stakeholders to affirm the proposed public engagement approach, explore additional opportunities for outreach leveraging, and understand the most appropriate and effective ways to reach historically underrepresented community voices. As a result, representatives from the following stakeholder groups enhanced, broadened, and deepened the public reach:

- **Mid-Columbia Housing Authority:** Provides safe and affordable housing for low-income families in Hood River, Wasco, Sherman, Skamania and Klickitat counties. Serves senior populations, persons with disabilities on fixed incomes, low-income individuals, and Limited English Proficiency individuals.

- **The Next Door, Inc.:** Focuses on meeting needs of high-risk youth and building healthy families. Serves low income and Limited English Proficiency individuals.
- **One Community Health:** A Federally Qualified Health Center. Serves low-income, senior, disabled and Limited English Proficiency populations.
- **Hood River County School District:** K-12 public schools within Hood River County. Student population includes students from low-income and Limited English Proficiency families.
- **U.S. Forest Service:** Manages public lands, such as national forests and grasslands, provide technical and financial assistance to state, private, and tribal forestry agencies. Sustains the health, diversity, and productivity of the nation's forests and grasslands to meet the needs of present and future generations.
- **Port of Hood River:** Promotes and maintains a healthy economy and strong quality of life in the Port District and throughout the Gorge.
- **Hood River County:** Established in 1908, with a population of 23,977 and CAT's main service area. Includes several cities and unincorporated areas.
- **City of Hood River:** Located in and the seat of Hood River County with a population of 8,313. The city is located on the Columbia River and known for windsurfing and as a tourist destination.
- **City of Cascade Locks:** Historic town located in Hood River County on the Columbia River with a population of 1,379.
- **Columbia River Inter-Tribal Fish Commission:** Provides the tribes and the region with biological research, fisheries management, hydrology, climate change analysis, and other science to support the protection and restoration of the Columbia Basin salmon, lamprey, and sturgeon.
- **Columbia Gorge Community College:** Public community college in Hood River and The Dalles.
- **Mid-Columbia Economic Development District (MCEDD):** Promotes the creation of family-wage jobs, the diversification of the economic base, and the growth, development and retention of businesses and industry within Sherman, Wasco, Hood River, Klickitat, and Skamania counties.
- **The Link Public Transit:** Public transit provider for Wasco County, Oregon.
- **Skamania County Transit:** Public transit provider for Skamania County, Washington which offers Dial-Ride and Fixed-Route services. Services are operated by Skamania County Senior Services.
- **Mt. Adams Transportation Services:** Public transit provider for Klickitat County, Washington offering Dial-A-ride and Fixed-Route services. Mt. Adams will transport passengers to The Dalles and Hood River, Oregon. Services are operated by Klickitat County Senior Services.
- **Sherman County Community Transit:** Public transit provider for Sherman County offering Dial-A-Ride and Fixed-Route services. Offers regularly scheduled routes to The Dalles and Portland.

Public Meetings

HRCTD held public meetings in person, but also offered virtual options by using Zoom Conferencing technology. Public meetings were held Autumn of 2021 through Summer of 2023 for the plan update. The two formal hearings were held on April 17, 2023, and May 19, 2023 at HRCTD board meetings. The below graph represents public input opportunities. All committee meetings and board meetings were public meetings and the public was notified per public meeting law.



Public Process

Two community surveys were distributed to the community as part of the 2023 Transit Master Plan. The first survey's purpose was to identify community values and what opportunities exist for public transportation in the region. Based on those responses staff developed a range of transit service options to share with the public and understand community preferences. The two surveys were distributed and collected between February 2022 – November 2022. All data was compiled into a draft plan that was distributed to the advisory committees for review. Additionally, the public had two formal public hearing opportunities on April 17, 2023, and May 19, 2023. Surveys were available on the CAT Website, in the CAT office, on CAT buses, local businesses, and at outreach events held in partnership with community-based organizations including Gorge Native American Collaboration, the Next Door, One Community Health, Hood River Public Library, and Hood River County School District. Surveys were available online and in paper format, written in English and in Spanish. There were 481 responses for Survey #1 and 229 for Survey #2. The survey tools used to inform the plan can be found in the Public Engagement Report located in Appendix B and highlights from the surveys in Appendix A. In addition to the public participation described above staff also referred to recent data collected by local organizations regarding transportation and community needs.

Separate from the 2023 Transit Master Plan outreach staff have conducted rider interviews and held an outreach event at the Mid-Valley market to have targeted discussions with Upper Valley riders to gain more insight on the needs for Upper Valley residents. Information gathered from the additional outreach efforts is documented in Appendix I.

STIF Advisory Committee

The STIF Advisory Committee while not the primary advisory committee of the 2023 Transit Master Plan was concurrently involved in the 2023-2025 STIF Plan that was created partially from the initial feedback received from the Transit Master Plan Community Surveys. STIF Advisory Meeting Minutes and the approved 2023-2025 STIF Plan are included in Appendix C.

The HRCTD Statewide Transportation Improvement Fund (STIF) Committee Members are appointed by Hood River County Transportation District Board of Directors. Members include:

- Kevin Liburdy – City of Hood River (Jurisdictional Representative)
- Gisela Ayala Echeverria – CAT Board Member (Latino, Low-Income Individuals, Individuals with a Disability, and Public Transit Provider Representative)
- Dr. Meghan Larivee –CAT Board Member (Community and Public Transit Provider Representative)
- Eleazar Reyes – CAT Board Member (Latino, Low-income, Seniors, Individuals with a Disability, Public Transit Provider Representative)
- Lexi Stickel – Pacific Source (Low-Income, Seniors, and Individuals with Disabilities Representative)
- Taylor England – Providence Dethman House (Seniors and Individuals with Disabilities Representative)
- Ivy Collins – Hood River Valley High School (Youth Representative)
- Rachelle Begay – Columbia River Inter-Tribal Fish Commission (Native American Representative)

DATA ANALYSIS

Planning for special transportation services is contingent upon the need for the service, thus understanding Hood River County population demographics and future population projections are important. Data from the U.S. Census Bureau's American Community Survey estimates, as well as 2020 U.S. Census were used to provide a larger snapshot of Hood River County's special needs populations. Census Longitudinal Employer-Household Dynamics, The Columbia Gorge Health Council's Community Health Assessment, CAT ridership data, MCEDD's Transportation Innovations Through Collective Impact project and stakeholder information offered insight into key travel destinations for these populations. The following information was compiled to give a general overview of where the target populations for this study live and primary areas or corridors of travel.

This information will help identify any critical service gaps and key transportation challenges.

Demographic Data Overview

Hood River County, Oregon is 62 miles east of Oregon's largest City, Portland, and bordered by Wasco County to the east, Klickitat County and Skamania County to the north, Clackamas County to the south, and Multnomah County to the east."

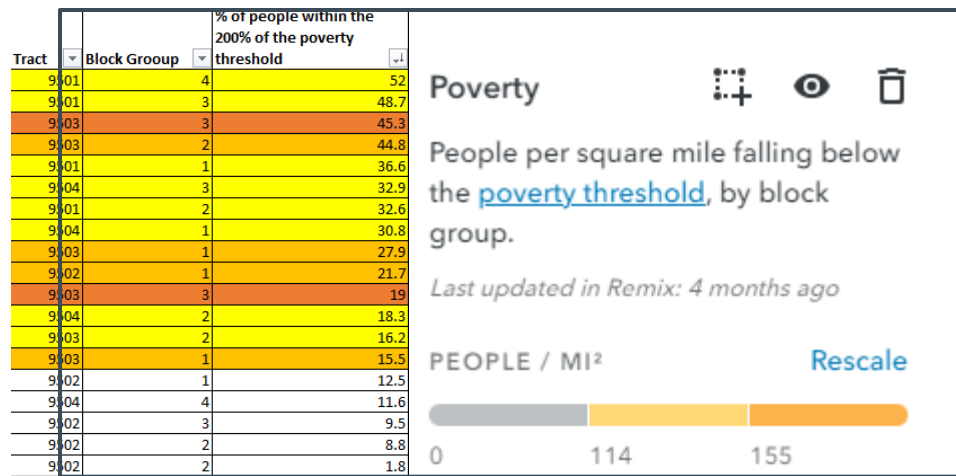
Covering 522.2 square miles, Hood River County, Oregon is the 35th-largest county in Oregon by area. The County has a median age of 40 and a median household income of \$80,254. The table that follows provides a general comparison between the County and the rest of Oregon.

| Population Estimates | Hood River County | Oregon |
|---|-------------------|-----------|
| Total Population | 23,977 | 4,237,256 |
| % of Seniors (individuals 65 years and over) | 17.1% | 19.3% |
| % of Veterans | 5.3% | 7.4% |
| % Living at or Below Poverty | 6.6% | 12.1% |
| % of Hispanic/Latino | 29.8% | 13.8% |
| % Who Speak Language Other than English at Home | 28.7% | 15.3% |
| Median Household Income | \$80,254 | \$75,657 |

(U.S. Census Bureau, American Community Survey 1-Year Estimates, 2022)

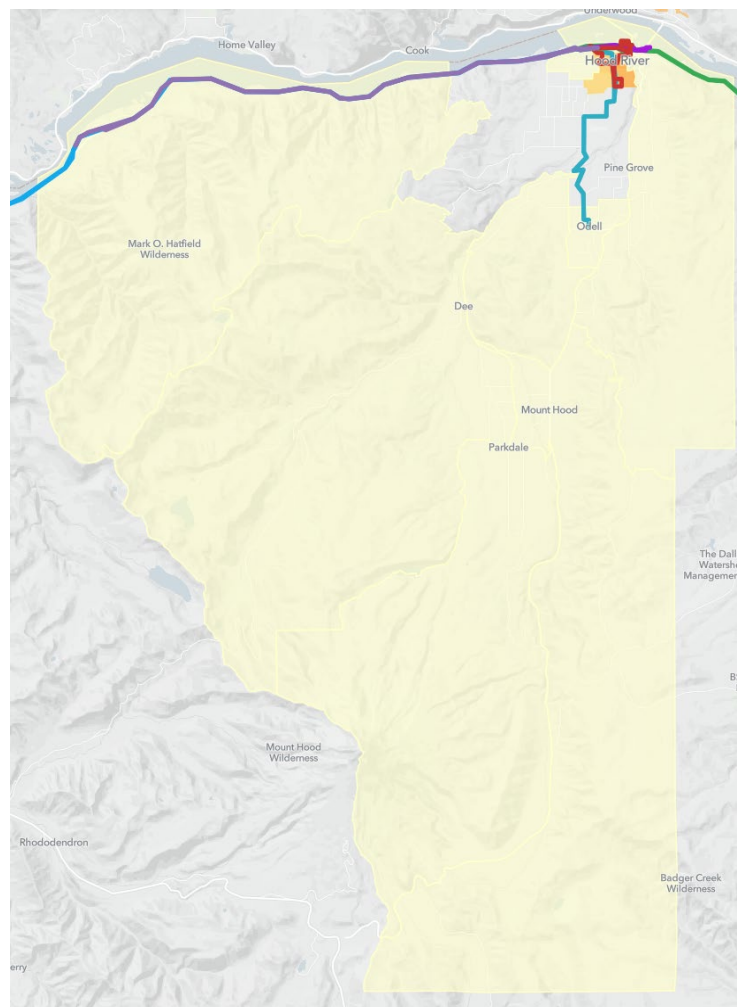
Since the previous Coordinated Transportation Plan Update (2020-2023), according to the U.S. Census Bureau Hood River County has not seen the same growth as Oregon overall. It should be noted that the Hood River County Hispanic/Latino population is significantly more than the State of Oregon. While the percentage of seniors (individuals 65 years and over), veterans and those living in poverty are also slightly lower than statewide numbers a more nuanced look at census block group data, shows a broader picture of poverty levels within the county.

Poverty is defined by the STIF Advisory Committee and approved by the Hood River County Transportation District Board of Directors as part of the 23-25 STIF Plan as census block groups within the County that have 15% or more of households with an income level that is 200% or less of the federal poverty standards. The below graph shows the block groups with the percentage of individuals who earn a household income of 200% of the FPL or less and people per square mile falling below the poverty threshold. The dark orange color depicts a higher concentration of individuals per square mile who are below the poverty threshold by block group.

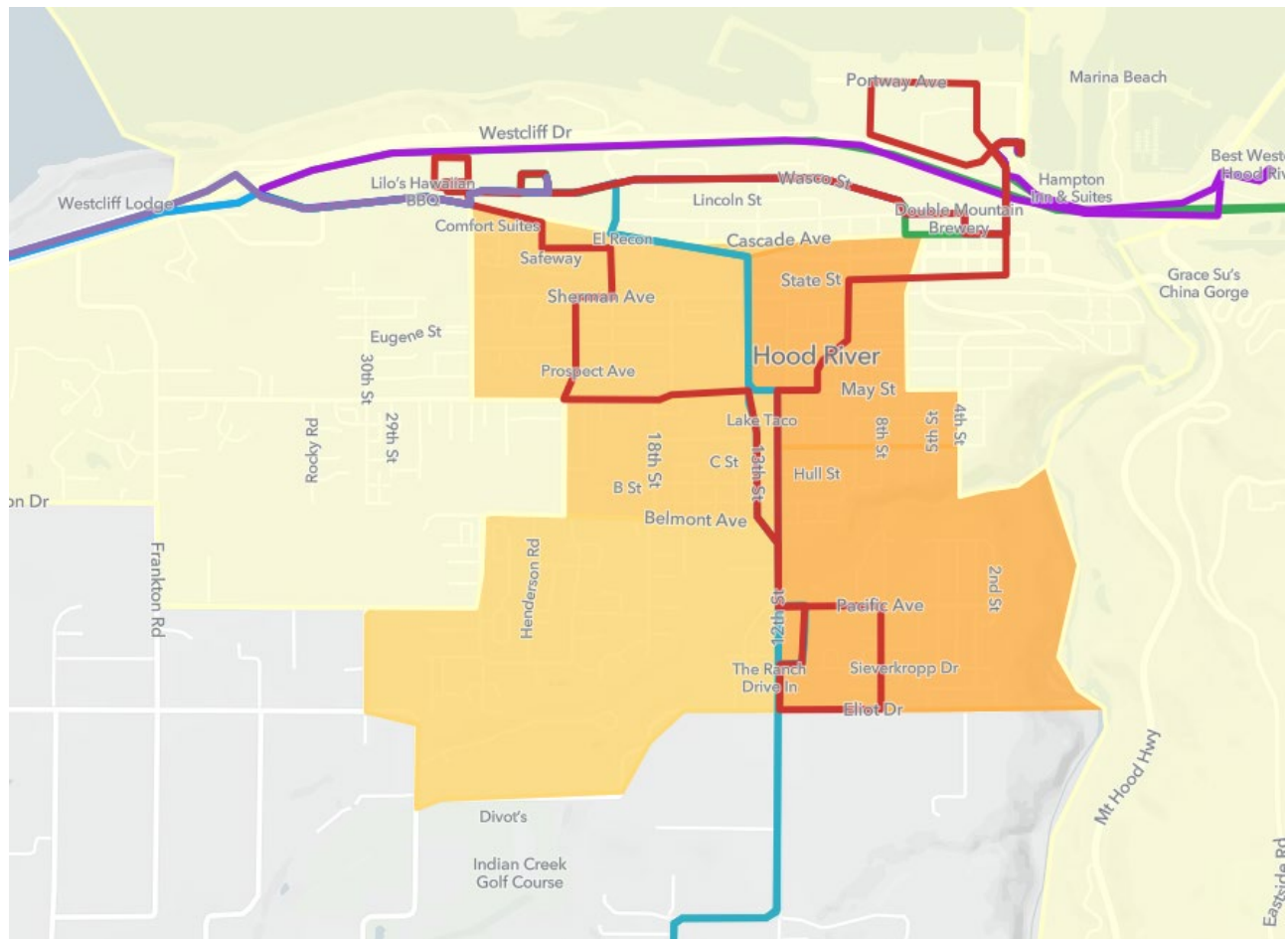


Maps 1 and 2 show census block groups within the county that have 15% or more of the population within 200% of FPL and considered a “high percentage of Low-Income households. The dark orange color depicts a higher concentration of individuals per square mile who are below the poverty threshold by block group.

Map 1: Hood River County



Map 2: City of Hood River Focused



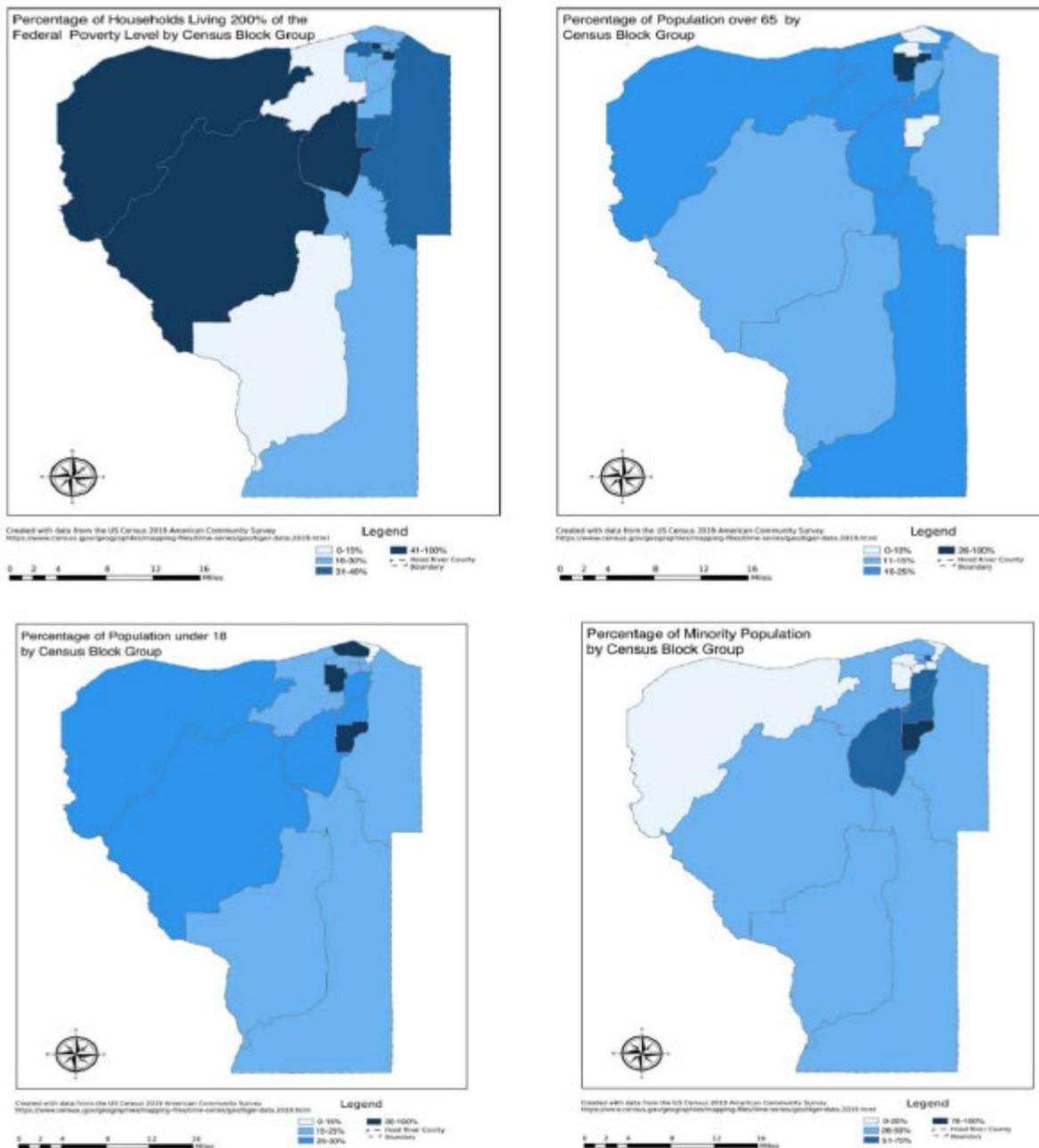
Correlation between Poverty and Other Special Needs

There is a strong correlation between block groups with high percentages of Hispanic/Latinos and higher poverty rates particularly in and around Hood River, Odell, and east of Hwy 35 as identified in the State Transportation Improvement Plan. While some of these poverty concentrations are associated with low-income housing facilities in Hood River (9503-BG3, 9503-BG2), others are associated with rural areas where farm workers, packing houses, and other agricultural jobs offer entry level employment (9504-BG1; 9504-BG3)

Populations of those individuals 65 and over are highest within the Cascade Locks area (9501-BG1), which also has one of the highest percentage of low-income populations in the County. Over 22.5% of the population in the Cascade Locks community are seniors and over 6.8% of this community live at or below poverty which is slightly higher than Hood River County as a whole (U.S. Census Bureau, 2022) . Other pockets of older individuals are appropriately correlated with senior living facilities within the City of Hood River (9503-, BG1, BG2, BG3) where shopping, medical and other resources are close by. That these block

groups are also correlated with lower-income households is reasonable, given that many seniors are reliant on retirement and other fixed-income assets. Figure 1 captures transportation disadvantaged population densities in Hood River County.

Figure 1: Breakdown of Key Transit Demographics in Hood River County



Transit services targeting access and mobility within the City of Hood River, the City of Cascade Locks and in and along Highways 35 and 281 in the Upper Valley will be critical to meeting these target populations' needs.

Travel Destinations

In addition to identifying where the target populations are located, it is also important to identify where these populations are travelling. Using census longitudinal employer, household, dynamic local, and regional activity centers, bus stop data and other information we have highlighted the key local or regional destinations for these target populations.

Work

About 15 % of jobs in Hood River County fall into Agriculture and are spread throughout the County with higher concentrations in Odell and Parkdale. 12.2% of jobs are associated with arts, entertainment, recreation, accommodation and food services, the majority of which are found at Mount Hood Meadows Ski Resort. 10.1% is retail trade and 22.1% is educational services, and health care and social assistance (U.S. Census Bureau, 2022). Most of the entry level jobs in the latter three categories can be found within the City of Hood River.

Just over half of those who work in Hood River County also live within the county – indicating both regional and local connections are important for low-income workers in the County.

Medical

All medical services within Hood River County are in the City of Hood River. Large medical providers include:

- Providence Hood River Memorial Hospital
- Adventist Health (previously) Mid-Columbia Medical Centers
- One Community Health
- Mid-Columbia Center for Living

It is important to note that Hood River County residents will often need to travel to The Dalles or Portland for some of their medical needs. Residents may need to travel for specialists that are not available in Hood River and/or because their insurance requires them to receive covered medical care elsewhere.

Shopping

Grocery stores (Walmart, Safeway, Rosauers, Mercado Guadalajara) and home improvement centers (Tum-A-Lum, Ace) in Hood River County can be found within the City of Hood River. Specialty retail can also be found in Hood River's downtown. Odell, Parkdale, and Cascade Locks all have smaller community markets that carry basic food items and a few specialty shops that are largely for tourists. Regionally, The Dalles offers the next closest access to national chains for grocery, clothing, and other shopping.

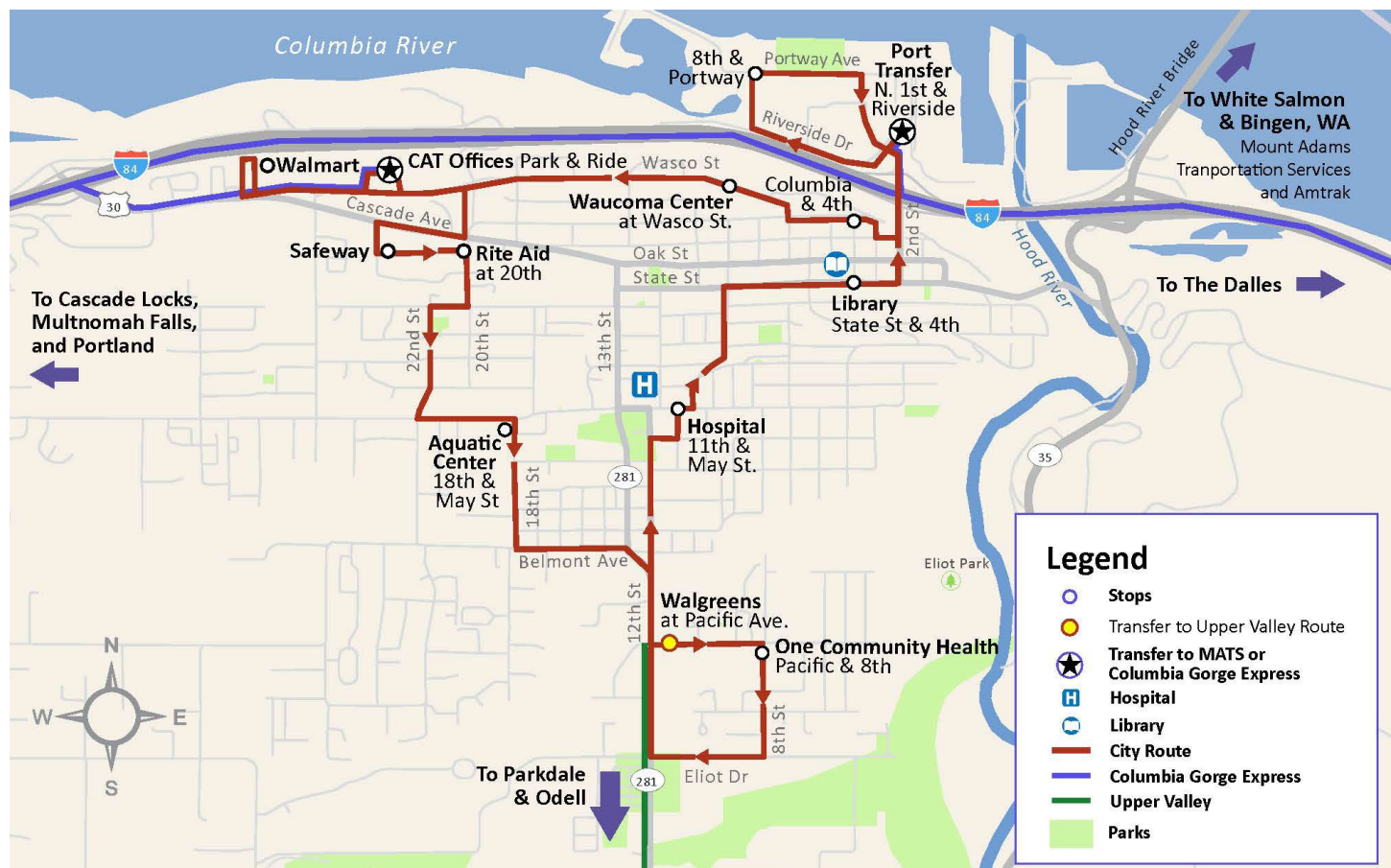
Many people also travel into the Portland Metro Area for furniture or other larger purchases. Online shopping has also become increasingly popular for a variety of purchases.

Recreational, Educational, and other Social Services

Movie theaters, performing arts, senior activities, food banks, employment assistance, higher education facilities, behavioral health, and other County services can all be found within the City of Hood River. In addition, the communities of Mt. Hood and Cascade Locks also have community centers where senior lunches, meals on wheels and the local food bank provide options.

In addition, the Portland Metro area offers a full array of recreational, educational, and social service opportunities that are not available in the Gorge.

The map below shows the general locations for key worksites, medical, shopping, and recreational activities within the City of Hood River. While not a comprehensive list, the map does offer a general overview of where popular origins and destinations are located and where they are in relation to existing transportations services.



Changing Conditions

Since the 2016 Hood River County Coordinated Transportation plan, Hood River County and the world has experienced changes that should be recognized as they have impacted transportation and will continue to do so overtime. The issues that have most impacted the transportation and planning include climate related wildfires, generational preference toward transportation alternatives, COVID-19, associated impacts on safety and equitable access for persons of color, inflation, and cost of living increases. This plan, the priorities, and the associated strategies, have incorporated these concerns as they directly impact the target population. For more information on these topics and how they have or are impacting transportation choices, please see Appendix E.

HOOD RIVER COUNTY TRANSPORTATION RESOURCES

As a requirement of the Coordinated Transportation Plan, the following section describes the different transportation resources available within Hood River County.

Hood River County Public Transportation Provision

Columbia Area Transit (CAT)

Hood River County Transportation District provides public transportation services within Hood River County and along the I-84 corridor as Columbia Area Transit (CAT). Hood River County Transportation District is a Special District organized under Oregon Revised Statutes (ORS) 267. The major sources of funding include grants from the Federal Transit Administration, several different sources from the State of Oregon, local property tax, and user fees. The District was formed by a vote of Hood River County Residents in 1993.

CAT's mission is to provide safe, reliable, accessible public transportation services in Hood River County and between Gorge communities. To help meet our community's needs and assist the City of Hood River and ODOT in meeting Climate Change initiatives, CAT offers many transportation options for Hood River County Residents, commuters from surrounding counties, and tourists.

Dial-A-Ride (DAR): Dial-a-ride, a demand response system, is a valuable transportation service for seniors, individuals with disabilities, and those who cannot use the standard fixed route transit systems to travel to medical appointments, employment, school, buying groceries, or any other general need. Dial-A-Ride is provided on a first come, first serve/needs basis. The service provides transportation for several rural, remote, and low-income areas within the county including Cascade Locks, Odell, Parkdale, Dee, and Mt. Hood.

Fixed-Route: Defined as “a system of transporting individuals including the provision of designated public transportation service by public entities and the provision of transportation service by private entities, including, but not limited to, specified public transportation service, on which a vehicle is operated along a prescribed route according to a fixed schedule.”

Deviated Fixed-Route: A hybrid of fixed-route and Dial-A-Ride services. With this type of service, the CAT bus stops at fixed points and keeps to a timetable but can deviate its course between two stops to go to a specific location for a pre-scheduled request.

Seasonal Service: Special seasonal service is offered to encourage car free travel and reduce traffic congestion during peak tourist seasons.

| Services Offered | | | | |
|----------------------------------|---|-------------------------------------|--------------------------------------|---|
| Service | Type | Hours | Days | Service Area |
| Dial-A-Ride (DAR) | Demand Response | 8AM – 5:00PM | Mon – Frid | Hood River County |
| Columbia Gorge Express | Fixed-Route | 6:00AM - 7:40PM | Monday - Sunday | I-84 Corridor between The Dalles and Portland |
| Hood River City | Fixed-Route (flag stops are allowed) | 7:45AM – 6:15PM 10:00AM – 7:15PM | Monday – Friday Saturday - Sunday | City of Hood River – connects the Westside, the Heights, Downtown, and the Waterfront |
| Hood River Connect | Fixed-Route | 8:35AM – 3:55PM | Monday – Sunday | City of Hood River – connects the Port, Downtown, and the Waterfront |
| Upper Valley | Deviated Fixed-Route | 8:20AM - 6:20PM | Monday - Friday | Connects the Upper Valley to the City of Hood River |
| Gorge To Mountain Express | Seasonal (Winter) | 7:00AM – 10:00PM | Monday - Sunday | Hwy 35 corridor between Hood River and Mt. Hood Meadows |
| Dog Mountain | Seasonal (Spring) | 6:50AM-5:50PM | Saturday - Sunday | Connects riders to the Dog Mountain trailhead car free from Cascade Locks and Stevenson |
| White Salmon Weekend | Seasonal (Summer) | 9:00AM – 6:15PM | Saturday - Sunday | Connects White Salmon/Bingen to Hood River on weekends |
| Portland Medical Shuttle | Demand Response | 9:00AM-5:00PM | Tuesday & Thursday | Connects Hood River County Residents to medical services I Portland |

Since the 2020 Coordinated Transportation Plan, CAT has expanded services, fleet capacity, payment programs, and community outreach efforts. The below tables depicts the identified priorities from the 2020 Plan and the completed projects, which were designed to meet the identified priorities.

| Priority | Objective | Completed Projects |
|---|--|--|
| Services - Maintain & Expand Services to Ensure Equity & Meeting Community Needs | Sustain existing transportation services | Maintained services and programs: <ul style="list-style-type: none"> • Columbia Gorge Express • HR City Route • Upper Valley • Dial-A-Ride • Gorge-To-Mountain Express • Gorge Annual Transit Pass • Student Fares • Low-Income Fares • Mobile Payment Option |
| | Expand operating hours on evening and weekends | <ul style="list-style-type: none"> • Expanded Hood River City Route to include weekend service • Added summer expanded Columbia Gorge Express service • Added Weekend Summer White Salmon Service • Expanded Gorge-to-Mountain Express Service to include evening service |
| | Expand transit to meet needs of seniors | <ul style="list-style-type: none"> • Increased Dial-a-Ride Service Area to include Cascade Locks • Added seating at high use bus stops |
| | Increase access to HWY35 Communities | <ul style="list-style-type: none"> • Expanded Gorge-to Mountain Express Service to include evening service |
| | Increase access to medical services outside of Hood River County | <ul style="list-style-type: none"> • Implemented the Portland Medical Shuttle |
| | Increase access to transportation services within Cascade Locks | <ul style="list-style-type: none"> • Added Cascade Locks shuttle which was removed due to low ridership and not meeting the needs of residents • Expanded Dial-a-Ride service area to include Cascade Locks |
| | Improve access to downtown The Dalles | <ul style="list-style-type: none"> • Transferred service to The Link which allowed for easier rider access to downtown The Dalles |
| | Diverse CAT operations staff to better reflect the community | <ul style="list-style-type: none"> • Expanded promotion of job postings onto different platforms |

| Priority | Objective | Completed Projects |
|---|---|--|
| Capital - Maintain & Expand Capital Assets to Improve Efficiency of Transportation System & Enhance Rider Experience | Ensure vehicle fleet safety and maintenance | <ul style="list-style-type: none"> Secured preventive maintenance funding Secured and ordered replacement vehicles for the Columbia Gorge Express Secured funding for electric vehicles |
| | Permanent shelters, seats, and signs at each bus stop | <ul style="list-style-type: none"> Installed 3 shelters Added seating and signs at high use bus stops |
| | Increase stop accessibility for individuals with different levels of mobility | <ul style="list-style-type: none"> Advocated for accessible sidewalks and bike paths by creating letters of support for different entities Identified bus stops where accessibility should be improved – working with City of Hood River staff |
| | Improve dispatching technology | <ul style="list-style-type: none"> Adopted improved dispatching and real time bus tracking |
| | Improve the sustainability of the CAT fleet | <ul style="list-style-type: none"> Installed charging station at facility Added an electric van to the fleet Secured funding for additional electric vehicles |
| | Expand facility capacity | <ul style="list-style-type: none"> Identified ways to expand facility bus storage and maintenance facility |
| Information - Improved Awareness of Public Transportation Services | Provide ongoing information regarding service, schedules, routing | <ul style="list-style-type: none"> Promoted services through website, radio, social media, print Created easy to read bilingual service brochures and service alerts Expanded presence at multicultural events Strategically worked with partners to spread awareness of services and programs through their digital platforms Worked with Gorge Transit Connect partners to spread awareness of services |
| | Ensure riders feel welcome and safe using public transit | <ul style="list-style-type: none"> Implemented Travel Training Program Communicated precautionary safety measures during COVID-19 Improved staff sensitivity training |
| | Pursue outreach and Partnerships with vulnerable populations | <ul style="list-style-type: none"> Expanded Gorge Transit Connect Program Partners and improved program Produced Student Free Fare Program Flyers and posted at schools |

| Priority | Objective | Completed Projects |
|--|--|---|
| | | <ul style="list-style-type: none"> Increased outreach with community based organizations to reach marginalized community members |
| Coordination - Partner with Local & Regional Organizations to Create Connections & Develop a Transportation Network within the Gorge & Beyond | Continue fostering and developing transportation partnerships | <ul style="list-style-type: none"> Continued as an active Gorge Translink member Worked with other Gorge Translink partners to create the Gorge Regional Transit Strategy Participated in Mt. Hood Alliance Created universal fare system with The Link, Mt. Adam's Transportation Service, and Skamania County Transit |
| | Partner with employers, tourism organizations, and businesses | <ul style="list-style-type: none"> Worked with the Gorge Pass program to expand employer pass program Continued to partner with tourism organizations, U.S. Forest Service, ODOT and others to encourage car free travel and support the Public Transportation System |
| | Access to other transportation services for vulnerable populations | <ul style="list-style-type: none"> Continued NEMT conversations Participated in human service organization meetings Expanded the Gorge Transit Connect program |
| | Improved multi-modal options within Hood River County | <ul style="list-style-type: none"> Advocated for multi-modal transportation options within Hood River by creating letters of support Secured funding to offer an e-bike lending library |
| | Coordination of local and regional planning processes | <ul style="list-style-type: none"> Adopted the 2023 Transit Master Plan Coordinated with partner agencies to distribute transportation outreach, surveys, and questionnaires |

Transportation Agency Improvement Highlights:

Among the completed projects listed above it is important to highlight specific projects:

- Spanish speaking drivers and dispatchers were hired to reduce language barriers for Limited English Proficiency individuals.

- The Annual Gorge Transit pass was introduced on February 4, 2020 and was expanded into a 4-Agency universal fare system for fixed-route services through Columbia Area Transit, The Link, Mt. Adam's Transportation Services, and Skamania County Transit on July 1, 2021.
- In 2019, Oregon Legislature enacted the Keep Oregon Moving Act (House Bill 2017 (HB 2017)). The bill included a small employee payroll tax dedicated to funding the expansion of public transportation services. One of the areas specifically identified by the legislature is transportation services for youth statewide. One percent of all funds allocated to transit agencies is to be spent on addressing the needs of young people. In January 2020, Columbia Area Transit partnered with the Hood River County School District to use these funds to start the Student Free Gorge pass program. This program allows for all Hood River County School District Middle and High School students to receive a free Student Gorge pass each year at the beginning of the school year. Since 2020 the program has continued to gain traction and is popular during the winter season when students can use the pass to go up to Mt. Hood Meadows to recreate. However, there remains an opportunity to increase awareness of program and how to use the available CAT services.
- CAT in partnership with MCEDD expanded the Gorge Transit Connect Program (low-income fare program). The MCEDD Travel Trainer (partially funded through CAT) works with local community community-based organizations to distribute annual Gorge Transit passes to Hood River and Wasco County low-income community members at a low or no cost.
- Implementation of the travel trainer program with MCEDD has allowed the district to do targeted outreach and assist marginalized community members.
- The 2023 Transit Master Plan Update was a significant accomplishment and feedback received is reflective of community demographics. The plan highlighted the need of mobility hubs, improved efficiency of the Hood River City Route, and increased service on weekends in the Upper Valley and Demand Response.
- Gorge Translink Alliance partners completed the Gorge Regional Transit Strategy. Phase 1 of the project focused on strengthening partnerships, analyzing local transportation plans in the Columbia Gorge, and developing a collective regional vision. Phase 2 focused on a more comprehensive implementation strategy including further data analysis, funding and financial planning, assessment of potential regional organizational structures, and operational and policy strategies.

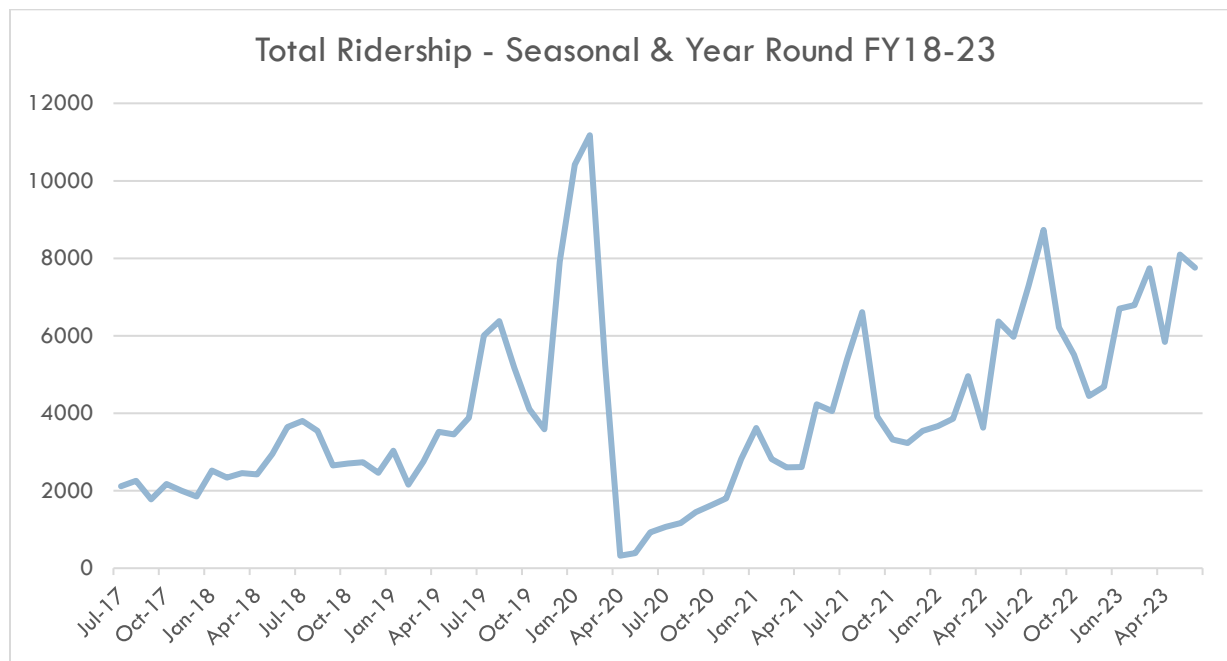
Dial-A-Ride (DAR): CAT DAR provides access to medical appointments, employment, school, buying groceries, or any other general need, however, the highest percentage of trips are going to or from medical or health related appointments. Popular destinations include Safeway, Rosauer's, Mid-Columbia Center for Living, Providence Dethman House, One Community Health, and Walmart.

Ridership: Ridership on CAT fixed-route services has been steadily rising in the past several years due to an increase in service and demand. CAT found that ridership started increasing again after the COVID-19 Pandemic the summer of 2021. The below table shows the ridership from FY21 through FY23. For most services CAT ridership is at or above pre-pandemic levels.

Figure 3: Ridership FY21-FY23

| Service | FY 20-21 | FY 21-22 | FY 22-23 |
|------------------|---------------|---------------|---------------|
| Year-Round | 24,408 | 48,969 | 67,673 |
| Seasonal Service | 5,443 | 7,112 | 12,144 |
| Total | 29,853 | 56,081 | 79,817 |

Figure 4: Graph Showing Ridership Pre and Post Pandemic



Columbia Area Transit and Public Transportation Funding:

Columbia Area Transit receives funding through Federal, State, and Local sources, and fare revenue. These funds must be used for different services as shown in the graph below. By far the largest new influx of dollars came from the passage of HR 2017 in the 2017 Legislative session. HR 2017 or the State Transportation Improvement Fund (STIF) provides a dedicated source of funding to expand public transportation to access jobs, improve mobility, relieve congestion, and reduce greenhouse gas emissions around Oregon. The focus of the funding was to increase mobility and access for low-income population

across the State. As a result of the COVID-19 Pandemic the federal governments distributed CARES ACT funding which allowed the district to remain whole and maintain services.

This plan, as well as the 2023 Transit Master Plan will help identify top priorities and fund critical strategies over the STIF FY 23-25 Planning period.

| Type of Funding | Funding Source | Purpose | FY20-21 Revenue | FY21-22 Revenue | FY22-23 Revenue |
|------------------------|-----------------------|---|------------------------|------------------------|------------------------|
| Federal | FLAP Funds | All transit purposes for services that access federal lands | \$155,655 | \$0 | \$0 |
| | 5310 | PM, Capital, Mobility Management for Services that target Seniors and Persons with Disabilities | \$115,951 | \$80,561 | \$93,766 |
| | 5311 | Rural populations (deviated fixed route, DAR) | \$167,828 | \$0 | \$390,176 |
| | CARES | COVID-19 Assistance | \$0 | \$415,426 | \$194,414 |
| | 5304 | Planning | \$0 | \$37,496 | \$48,491 |
| State | STF Formula | Seniors, Individuals with disabilities | \$67,700 | \$67,700 | \$67,700 |
| | STIF Project Formula | Enhance public transportation services | \$559,957 | \$560,871 | \$498,949 |
| | STIF Discretionary | Intercity Service | \$592,385 | \$578,546 | \$605,324 |
| | Falls-To-Locks | Summer Intercity Service | \$0 | \$12,590 | \$107,026 |
| | Mass Transit PYRL | Public Transit Services | \$31,631 | \$37,713 | \$39,988 |
| | GO VETS | Fares for Vets | \$0 | \$0 | \$6,405 |
| Local | Property Tax | Public Transit Services in Hood River County | \$203,961 | \$206,157 | \$217,316 |
| Other | Contract | Medicaid, Seasonal services | \$19,868 | \$5,580 | \$63,044 |
| | Fare | Fare from riders, Employer pass program | \$61,556 | \$202,693 | \$201,764 |
| | Interest/other | | \$11,239 | \$12,894 | \$78,259 |
| Total | | | \$ | \$ | \$ |

Public Transportation Providers in Surrounding Counties

Several small public transportation providers operate in neighboring counties. TRIMET, which operates in the Portland Metro area is the largest provider. Columbia Area Transit shares several stops with TRIMET for the Columbia Gorge Express service. The Link, Mt. Adams Transportation Services, and Skamania County Transit all have routes that stop at designated Columbia Area Transit transfer stops. Clackamas County operates the Mt. Hood Express, which travels to Mt. Hood and stops at Timberline and Government Camp. While no direct connection is currently made with the Mount Hood Express, CAT & Clackamas County are currently working towards meeting in Government Camp in the next several years.

| Transportation Provider | Service Type | Hours | Days | Service Area |
|--|--|---|-----------------|---|
| The Link Public Transportation, Wasco County | Dial-a-Ride, Deviated Fixed-Route, Shopping bus, NEMT | 6am-6pm 9am-4pm (Sat & Sun) | Monday – Sunday | City of the Dalles, and select areas in Wasco County |
| Mt. Adams Transportation District, Klickitat County | Fixed-Route, Dial-A-Ride | 8am-5pm | Monday-Friday | White Salmon area and Goldendale area |
| Skamania County Transit, Skamania County | Fixed-Route, Dial-A-Ride | 8am-4:30pm | Monday-Friday | Skamania County and select surrounding areas |
| TRIMET | Fixed-Route, LIFT Paratransit, Portland Streetcar, Light Rail, Commuter Rail | 24-hour | Monday-Sunday | Portland Metropolitan Region |
| Clackamas County | Fixed-Route, Deviated Fixed-Route, Shopping bus, Dial-A-Ride | 5:30am-9:55pm 5:30am-10:25pm (Saturday) 7am-10pm (Sunday) | Monday-Sunday | City of Sandy and select surrounding areas (including Government Camp and Timberline) |
| Amtrak | Train Service | One trip daily | Monday - Sunday | Amtrak Empire Builder service between Portland and Bingen. Connects with MATS. |
| Greyhound/Flix Bus | Fixed-Route Services | Several trips daily | Monday - Sunday | Greyhound I-84 service |

Human Services Transportation Providers

Transportation is an important component for Columbia Gorge Region community-based organizations and their clients. For the Bridges to Health program, transportation related expenses are the biggest expense items they incur to serve their clients. Most local social services or health organizations encourage clients to use CAT services when appropriate and do not provide transportation services directly to clients. A table which outlines the extensive number of human service providers in the Hood River Area is available in Appendix F.

Other Transportation Providers

There are several other transportation providers who operate within Hood River County. These providers offer a wide range of types of services, everything from taxis to retirement home shuttles to carpool/vanpool options for work trips. The full list can be found in Appendix G.

Transit Access Amenities, Walking, and Biking

Roughly one-third of the U.S. population cannot drive or does not have access to a private vehicle. This includes youth, seniors, individuals with disabilities, low-income individuals, and those who choose not to have access to a car. Transportation access can become difficult for these demographics when community infrastructure does not promote walking, biking, public transit, or wheelchair rolling.

Within Hood River County there is a wide variety of walkability and bike infrastructure. In the more affluent neighborhoods, the walkability tends to be higher because of development and in the less affluent neighborhoods they are lower.

| Area within Hood River County | Walk Score | Bike Score |
|--|---|--|
| City of Hood River, Downtown | 77 (Very walkable – some errands can be accomplished by walking) | 53 (Bikeable – some bike infrastructure) |
| City of Hood River, The Heights | 87 (Very Walkable – most errands can be accomplished by walking) | 55 (Bikeable – some bike infrastructure) |
| City of Hood River, Westside | 17 (Car dependent – difficult to access essential needs by walking) | 37 (Somewhat bikeable – minimal bike infrastructure) |
| Odell | 30 (Car dependent – difficult to access essential needs by walking) | 34 (Somewhat bikeable – minimal bike infrastructure) |
| Parkdale | 41 (Car dependent – difficult to access essential needs by walking) | 40 (Somewhat bikeable – minimal bike infrastructure) |
| Cascade Locks | 42 (Car dependent – difficult to access essential needs by walking) | 36 (Somewhat bikeable – minimal bike infrastructure) |

(Walk Score, 2024)

A reoccurring theme during completed surveys, discussions with riders, and stakeholder interviews was that it can be difficult or unsafe to walk or roll to bus stops due to lack of sidewalk infrastructure within Hood River County.

REGIONAL TRANSPORTATION SERVICES COORDINATION

Within the past eight to eleven years there has been a large amount of strategic work done to improve regional multi-modal transportation access. Several organizations within the Columbia Gorge Region have identified the need of Multi-Modal transportation options and car-free options to travel between and within the Gorge communities. The various projects, plans and programs working toward enhanced coordination are outlined in Appendix H.

While CAT has tried to have an active voice in regional coordination, staff has been most actively involved with the Gorge Translink Alliance and the Gorge Regional Transit Strategy believing an integrated gorge wide transit approach has the most opportunity to advance the needs of the transit dependent population in the Gorge.

IDENTIFIED TRANSPORTATION CHALLENGES AND SERVICE GAPS

A variety of agencies, community stakeholders and community members offer individual and unique perspectives on transit, challenges, and service gaps. Across all target populations it was clear that frequency of service and evening/weekend service in the Upper Valley and Dial-A-Ride and having no permanent shelter or place to sit at most bus stops are the biggest challenges. Additionally, more information is needed about existing public transportation services in English and Spanish at key sites throughout Hood River County. The below transportation challenges and service gaps were identified through the surveys collected, stakeholder interviews, and advisory committees. To see the detailed survey responses and all data collected, please refer to Appendix A.

| | |
|-----------|--|
| Education | Improve information regarding routes, schedules, bikes on buses and rider rules. |
| | Increase awareness and ridership of the free Student Gorge Pass and Downtown Employee Pass. |
| | Increase multicultural awareness and bi-lingual staff. |
| | Riders need to feel safe and secure at bus stops and while riding the bus. |
| | Increase the comfortability of riders from marginalized communities |
| Services | Expanded service hours, service area and frequency. |
| | Expanded options for utilizing transit to access recreational and social opportunities. |
| | Dependable, efficient local services. |
| | Access to senior center and educational institutions using transit. |
| | Other transportation services for vulnerable populations including door through door service. |
| | Access to transit for City of Hood River Westside community members. |
| | Multi-modal transportation options (e.g. bike-share, car-share, or shared-ride taxi, and vanpool.) |
| Capital | Off shift & late night transportation options. |
| | More identifiable bus stops with permanent shelters, sign, and seating at each bus stop. |
| | Creation of Mobility Hubs at key locations and transfer points. |
| | Improve dispatching technology designed for fixed-route and DAR services with mobile booking capabilities. |

| | |
|--------------|--|
| | <p>Increase stop accessibility for those walking or using a wheelchair (multi-modal system). Make stops safer to access.</p> <p>Improve fleet sustainability by increasing number of electric vehicles. Ensure access to dependable gas- or diesel-powered vehicles during transition to electric vehicles.</p> <p>Expand CAT facility to accommodate district fleet and larger vehicles. Relocation of park and ride.</p> |
| Coordination | <p>Continued participation in various Transportation Alliances (Gorge TransLink Alliance, Mt. Hood Transportation Alliance, Gorge Pass)</p> <p>Encourage additional Multi-Modal Transportation options within Hood River County.</p> <p>Work with employers, tourism organizations, and businesses to encourage car free travel.</p> <p>Work with MCEDD to continue to refine and expand the Gorge Transit Connect (Low-Income Fare) program.</p> <p>Coordinate local and regional planning processes.</p> |

STRATEGIES TO ADDRESS IDENTIFIED TRANSPORTATION CHALLENGES AND SERVICE GAPS

After the transportation challenges and service gaps were identified based on survey responses, advisory committee meetings, discussions with riders, stakeholder meetings, and discussions with staff strategies were created to address those priorities.

Priority 1: Services - Maintain & Expand Services to Ensure Equity & Meeting Community Needs

| Objectives | Strategies | Resource Capacity | Performance Measure |
|--|--|--|--|
| Sustain existing transportation services | <p>Sustain:</p> <ul style="list-style-type: none"> • Dial-A-Ride • Columbia Gorge Express • Upper Valley • Hood River City • Gorge-To-Mountain Express • Dog Mountain • Summer Weekend White Salmon | Administration capacity exists. Financial resources likely available to fund operations. Apply for grants to continue funding Dial-A-Ride, Hood River City, Upper Valley, Columbia Gorge Express, Gorge-To-Mountain Express, Dog Mountain, Weekend White Salmon. | Ridership |
| Sustain existing transportation programs | <p>Sustain:</p> <ul style="list-style-type: none"> • Student Free Fare Gorge Pass Program • Downtown Employee Pass Program | Administration capacity exists. | Gorge Transit passes distributed as part of a program or sold at retail rate |

| | | | |
|--|--|---|--|
| | <ul style="list-style-type: none"> • Gorge Transit Pass Program • Mobile Payment Options • Regular reviews of service to ensure target population needs are met | | |
| Expanded service hours, service area and frequency | Expand service area of Dial-A-Ride to include Upper Valley. | Apply for grants to fund operations. Additional administration or operations staff may be needed. | Ridership and rider stories. |
| | Extend evening service hours to 10pm to accommodate off-shift workers on Hood River City and Upper Valley Routes. | Apply for grants to fund operations. Additional administration or operations staff may be needed. | Ridership and Gorge Transit Pass sales. |
| | Increase frequency of Columbia Gorge Express, Hood River City and Upper Valley Routes with a focus on commute times. | Apply for grants to fund operations. | Implementation and ridership. |
| | Offer Dial-A-Ride to Upper Valley, City of Hood River, and Cascade Locks on weekends. | Apply for grants to fund operations. Additional administration or operations staff may be needed. | Implementation, ridership and rider stories. |
| | Extend service area to include City of Hood River - Westside | Apply for grants to fund operations. | Implementation and ridership. |
| | Work with partners to expand commuter services to serve recreational sites (trailheads along I-84 and other attractions) | Apply for grants to fund operations. | Implementation and ridership. |
| | Expand hours of Columbia Gorge Express to accommodate more commute and evening services. | Apply for grants to fund operations. Additional administration or operations staff may be needed. | Implementation and ridership. |

| | | | |
|--|---|---|--|
| Expanded options for utilizing transit to access recreational and social opportunities. | Add stops at additional recreational sites or social activity centers along I-84 and in Portland. | Apply for grants to fund operations. Additional administration or operations staff may be needed. | Implementation and ridership. |
| Dependable and efficient local services | Transition the Upper Valley Deviated Fixed Route Service to a fixed-route service. | Apply for grants to fund operations. | Implementation, ridership and rider stories. |
| | Separate the Hood River City Route into two linear services. | Apply for grants to fund operations. | Implementation, ridership and rider stories. |
| | Ensure local and intercity services meets the needs of commuters | Administration capacity exists. Financial resources likely available to fund operations. | Ridership and rider stories. |
| Access to senior center and educational institutions using transit | Add a fixed route stop closer to senior center. | Administration capacity exists. Apply for grants to fund stop infrastructure. | Implementation, ridership and rider stories. |
| | Add a fixed route stop near educational institutions (i.e. Columbia Gorge Community College, Hood River Valley High School) | Administration capacity exists. Apply for grants to fund stop infrastructure. | Implementation, ridership and rider stories. |
| Expanded transportation services for vulnerable populations including door through door service. | Resuming participation with NEMT services. | Administration capacity exists. | Rider stories and work with community based organizations to understand effectiveness. |
| Access to transit for Westside of City of Hood residents | Separate the Hood River City Route into two linear services. | Apply for grants to fund operations. | Implementation and ridership. |
| Creation of multi-modal transportation options (e.g. bike-share, car-share, or shared-ride taxi, and vanpool.) | Grow Hood River Vanpool Program | Apply for grants to fund operations. Additional administration staff may be needed. | Number of vanpools |
| | Create mobility hubs at key bus stops | Apply for grants to fund stop infrastructure. Additional administration staff may be needed. | Number of mobility hubs and amenities added. |

| | | | |
|--|--|--|--|
| Off shift and late night transportation options. | Work with Local Taxi companies to spread awareness of services | Administration capacity exists. Financial resources likely exist to fund operations. | Number of services available and demand. |
| | Extend City of Hood River and Upper Valley Services | Additional Funding needed | Implementation and ridership. |

Priority 2: Capital - Maintain & Expand Capital Assets to Improve Efficiency of Transportation System & Enhance Rider Experience

| Objectives | Strategies | Resource Capacity | Performance Measure |
|--|--|--|-------------------------------|
| Increase identifiable bus stops with permanent shelters, sign, and seating at each bus stop. | Add bus stops along the Hood River City Route to make it easier to use for those with limited mobility and cannot walk long distances. | Administration capacity exists. Funding for bus infrastructure needed. | Implementation and ridership. |
| | Add bus stops in Cascade Locks as part of Columbia Gorge Express Services | Administration capacity exists. Funding for bus infrastructure needed. | Implementation and ridership. |
| | Add bus stops on Upper Valley service | Administration capacity likely exists. Funding for bus infrastructure needed. | Implementation and ridership. |
| Creation of Mobility Hubs at key locations and transfer points. | Partner with the Port of Hood River to create a robust mobility hub at the waterfront that would serve as a key transfer location. | Administration capacity exists. Funding for consultants and construction of bus infrastructure needed. | Implementation and ridership. |
| | Redevelop the CAT bus stop to better accommodate larger vehicles and multiple services. | Administration capacity exists. Funding for consultants and construction of bus infrastructure needed. | Implementation and ridership. |
| Improve access to bus stops for those with mobility challenges. Make stops safer to access. | Relocate the Aquatic Center bus stop. | Administration capacity exists. Funding for bus infrastructure needed. | Implementation and ridership. |
| | Add a in lane bus stop in front of Rosauer's on 12 th street. | Administration capacity exists. Funding for bus infrastructure needed. | Implementation and ridership. |

| | | | |
|--|---|--|--|
| Improve dispatching technology designed for fixed-route and DAR services with mobile booking capabilities. | Procure and source new dispatching software. | Administration capacity and funding exist. | Implementation and reduction of staff time to complete ridership and demand response scheduling. |
| Improve fleet sustainability by increasing number of electric vehicles. | Procure and source vehicles. | Administration capacity exists and funding has been secured. | Implementation and reduction in fuel costs. |
| | Modify facility to accommodate electric vehicles and necessary infrastructure. | Funding has been secured. Project management is needed. | Modifications to facility |
| | Ensure access to dependable gas- or diesel-powered vehicles during transition to electric vehicles. | Administration capacity exists. Funding is needed. | Implementation and reduction in preventative maintenance and repair costs. |
| Expand CAT facility to accommodate district fleet and larger vehicles. Relocation of park and ride. | Modify facility to accommodate district fleet. | Funding and project management assistance is needed. | Implementation and reduction of minor incidents at the facility. |
| | Relocation of CAT Park and Ride. | Funding and project management assistance is needed. Additional work is needed to identify a preferred location. | Implementation. |
| | Redevelop current Park and Ride into bus storage and maintenance facility. | Funding and project management assistance is needed. | Implementation and reduction of minor incidents at the facility. |
| Fleet is maintained and serviced per manufacturers recommendation. | Regular maintenance is tracked and performed. | Administration capacity and funding exists. | Tracking of fleet out of service. |

Priority 3: Education - Improved Awareness and Understanding of Public Transportation Services

| Objectives | Strategies | Resource Capacity | Performance Measure |
|---|---|---|---------------------|
| Increase awareness and ridership of the free Student Gorge Pass | Work with school and teachers to build transit education program. | Administrative capacity exists. | Ridership |
| Increase awareness and ridership of the free | Create a more robust marketing initiative. | Administrative capacity and funding exists. | Ridership |

| | | | |
|--|---|---|---|
| Downtown Employee Gorge Pass | Work with downtown employers. | | |
| Improve information regarding routes, programs, schedules, bikes on buses and rider rules. | Update Dial-A-Ride Brochure | Administrative capacity and funding exists. | Ridership and rider stories |
| | Create large schedule for year-round/seasonal services to be posted at shelters and key locations | Administrative capacity and funding exists. | Ridership and rider stories. |
| | Improve real-time information at major bus stops | Administrative capacity and funding exists. | Ridership and rider stories. |
| Increase the comfortability of riders from marginalized communities | Coordinated outreach and needs assessment within different communities to ensure CAT is meeting the needs of target populations. | Administrative capacity and funding exists. | Ridership and rider stories. |
| | Continue Travel Training program to assist with trip planning, transfers and understanding of the Gorge Transit System and how to use it. | Administrative capacity and funding exists. | Ridership and rider stories. |
| Increase multicultural awareness and bi-lingual staff. | Continue to recruit bi-lingual and multi-cultural staff. | Administrative capacity and funding exists. | Number of events attended and bilingual staff employed. |
| Riders need to feel safe and secure at bus stops and while riding the bus. | Provide regular and ongoing training to drivers in safety, emergency procedures, de-escalation, cultural awareness, etc. | Administrative capacity and funding exists. | Reduction of customer issues. |

Priority 4: Coordination - Partner with Local & Regional Organizations to Create Connections & Develop a Transportation Network within the Gorge & Beyond

| Objectives | Strategies | Resource Capacity | Performance Measure |
|-------------------|-----------------------------|---------------------------------|------------------------|
| NEMT Coordination | Work with PacificSource and | Administrative capacity exists. | Resumed NEMT services. |

| | | | |
|--|---|---------------------------------|---|
| | Modivcare staff to improve services. | | |
| Foster partnerships and relationships with local jurisdictions | Continue City of Hood River Downtown Employee Pass | Administrative capacity exists. | Access to transit for Downtown City of Hood River employees. |
| | Encourage additional Multi-Modal Transportation options within Hood River County | Administrative capacity exists. | More multi-modal transportation options throughout Hood River County. |
| | Participate in local and regional planning processes. | Administrative capacity exists. | Hood River County Transportation District and transit is included in local and regional planning processes. |
| Strong partner in various Transportation Alliances (Gorge TransLink Alliance, Mt. Hood Transportation Alliance, Gorge Pass) | Active participation in the different Transportation Alliances meetings and planning activities. | Administrative capacity exists. | Streamlined regional coordination. |
| | Work with MCEDD to continue to refine and expand the Gorge Transit Connect (Low-Income Fare) program. | Administrative capacity exists. | Number and efficiency of distributed Gorge Pass Transit Passes |
| Strong civic engagement and connections throughout the County by partnering with employers, tourism organizations, business and community-based organizations. | Active participation in meetings (e.g.) Gorge Car Free) and collaboration on outreach activities. | Administrative capacity exists. | Ridership |

PLAN REVIEW AND ADOPTION

A review of the Hood River County Coordinated Transportation Plans history and adoptions can be found in Appendix I.

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APPENDICES

APPENDIX A – 2023 TRANSIT MASTER PLAN SURVEYS



Community Survey #1
Identification of Community Values & Opportunities



CAT Transit Survey



Help Your CAT Plan for the Future — Take the CAT Transit Survey

Thank you for sharing your time and feedback!

1. Do you currently use CAT? ☐ Yes ☐ No

2. Do you live in Hood River County? ☐ Yes ☐ No

If yes, in which community do you currently live?

- ☐ Odell & Lower HWY 35 (Near Pine Grove and surrounding rural areas)
- ☐ Upper Valley & Upper HWY 35 (Dee and Parkdale and other rural areas)
- ☐ Cascade Locks
- ☐ Hood River East (East of Rand Road within city limits)
- ☐ Hood River West (West of Rand Road and areas just outside of city limits)

If no, where do you live? *After answering this question, skip to Question 6.*

- ☐ Bingen/White Salmon
- ☐ Troutdale
- ☐ Mosier
- ☐ The Dalles
- ☐ Portland
- ☐ Other (please specify) _____

3. How could future transit services change your community/life? Check *top 3* priorities.

- ☐ Help shape the way Hood River County communities grow
- ☐ Reduce the demand for parking in some Hood River communities
- ☐ Allow people to get around without a car
- ☐ Provide a solution to the high costs of housing and transportation
- ☐ Build a sense of place and community
- ☐ Expand access to the region
- ☐ Support the community in an emergency (wildfire, pandemic, weather event, etc.)
- ☐ Reduce traffic congestion
- ☐ I don't know.
- ☐ I don't see a future role for transit in my community/life.
- ☐ Other (please specify) _____



Continues >

4. Please tell us what needs to change or improve for CAT to have a greater role in your community/life.

| | Yes | No | Comments |
|---|-----|----|---|
| Expanded bus routes | | | If yes, where would you like transit to take you <i>that you cannot go now</i> ? |
| Extended days/hours for CAT services | | | If yes, which extended hours would you like to see? <input type="checkbox"/> Commute times (a.m./p.m.) <input type="checkbox"/> Midday service <input type="checkbox"/> Evening service after 6 p.m. (i.e., 6-10 p.m.) <input type="checkbox"/> Weekend service <input type="checkbox"/> Shift hour service between 10 p.m.–5 a.m. |
| Frequency of service | | | If yes, please tell us which route and how often. |
| More identifiable bus stops along the routes | | | |
| Safer ways to get to the bus stop or wait for the bus | | | If yes, which safety measures would you like to see added? Check all that apply. <input type="checkbox"/> Crosswalks <input type="checkbox"/> Sidewalks <input type="checkbox"/> Lighting <input type="checkbox"/> Other (please specify) |
| Ability to bring bikes on bus | | | If yes, what needs to change to make it possible to bring a bike on the bus? |
| Bike parking near transit stops | | | |
| Bike lanes near transit stops | | | |
| Improved bus stops | | | |
| More transportation options (bike share, car share, etc.) | | | If yes, what type of transportation options (bike share, car share, Uber/Lyft) and where? |

Other comments or suggestions

[Continues >](#)

5. Please tell us where you travel and how often — in and around your community, in Hood River County, and throughout the region. Please note: Responses are required for each activity listed below. Please check N/A if it does not apply to you.

| | Daily | Weekly | Monthly | Once or twice/year | N/A |
|---|-------|--------|---------|--------------------|-----|
| Shopping (grocery, other) | | | | | |
| Work | | | | | |
| School | | | | | |
| Entertainment (restaurants, movies, concerts) | | | | | |
| Recreation (gym, hiking, biking, skiing, sports/sporting events) | | | | | |
| After-school activities | | | | | |
| Travel to events and appointments (e.g., concerts, First Fridays, public meetings, public services: Veterans Services, Sheriff's Office, Social Security) | | | | | |
| Faith-based organizations (church, temple, etc.) | | | | | |
| Medical facilities (doctor offices, health clinics, hospitals) | | | | | |

6. Please tell us the top 1-2 locations you go on a **daily** basis. Please be as specific as possible (e.g., Work: Insitu in Hood River/White Salmon, School: Hood River Valley High School).

7. Please tell us the top 1-2 locations you go on a **weekly** basis. Please be as specific as possible (e.g., Shopping: Safeway in Hood River, Library: Parkdale).

8. Please tell us the top 1-2 locations you go on a **monthly** basis. Please be as specific as possible (e.g., Entertainment: Downtown Hood River/Portland, Recreation: Mt. Hood Meadows).

9. Please tell us any barriers you experience using CAT.

☐ Lack of bus shelters

☐ Lack of bicycle parking

☐ Lack of accessible platforms

☐ Lack of sidewalks

☐ Lack of lighting

☐ CAT doesn't run where or when I need it to. If **yes**, please tell us where and when you would like to use CAT.

☐ Other (please specify) _____

Continues >

Please help us make sure we hear from all Hood River County communities and surrounding areas, and tell us a little bit about yourself.

10. What is your age group?

- | | | |
|-----------------------------------|--------------------------------|---|
| <input type="checkbox"/> Under 18 | <input type="checkbox"/> 25–44 | <input type="checkbox"/> Over 65 |
| <input type="checkbox"/> 18–24 | <input type="checkbox"/> 45–64 | <input type="checkbox"/> Prefer not to answer |

11. To ensure all community voices are heard in the TMP development, please let us know your race/ethnicity.

- | | | |
|---|---|--|
| <input type="checkbox"/> American Indian or Alaskan | <input type="checkbox"/> Asian American or Pacific Islander | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Black or African American | <input type="checkbox"/> Hispanic or Latino | |
| <input type="checkbox"/> Native Hawaiian | <input type="checkbox"/> White/Caucasian | |
| <input type="checkbox"/> Other (write in) _____ | | |

12. What best describes you? Check all that apply.

- | | | |
|---|--|--|
| <input type="checkbox"/> Employed | <input type="checkbox"/> Retired | <input type="checkbox"/> Parent/guardian of a K-12 student |
| <input type="checkbox"/> Currently unemployed | <input type="checkbox"/> Student (K-12, high school, higher education) | |
| <input type="checkbox"/> Other (please specify) _____ | | |

13. What was your annual household income last year?

- | | | |
|---|---|--|
| <input type="checkbox"/> Less than \$15,000 | <input type="checkbox"/> \$35,000 to \$49,999 | <input type="checkbox"/> \$100,000 or more |
| <input type="checkbox"/> \$15,000 to \$24,999 | <input type="checkbox"/> \$50,000 to \$74,999 | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> \$25,000 to \$34,999 | <input type="checkbox"/> \$75,000 to \$99,999 | |

14. Please tell us how you heard about the survey?

- | | | |
|--|---|---|
| <input type="checkbox"/> Hood River Library | <input type="checkbox"/> CAT poster/display at local business/event | <input type="checkbox"/> Community organization |
| <input type="checkbox"/> Hood River Valley School District | | Which one? _____ |
| <input type="checkbox"/> CAT communications | <input type="checkbox"/> Media | |
| <input type="checkbox"/> Other (please specify) _____ | | |

15. Is there anything else you would like to share about how CAT could best serve you?

16. Provide your email address here to stay informed, learn about upcoming input opportunities, and see survey results.

☐ Email address _____

All entries are eligible for a free Gorge Pass drawing every two weeks while the CAT Transit Master Plan Survey is open.

Please tell your family, friends, co-workers, and neighbors!

Thank you for helping shape future transit services!



Encuesta de Tránsito CAT



Ayúdele a CAT a Planificar para el Futuro — Complete la Encuesta de Tránsito CAT

¡Gracias por compartir su tiempo y sus comentarios / sugerencias!

1. ¿Utiliza usted actualmente los servicios de tránsito CAT? ☐ Sí ☐ No

2. ¿Vive usted en el Condado Hood River? ☐ Sí ☐ No

De ser así, ¿en cuál comunidad vive usted actualmente?

- ☐ Odell y Lower HWY 35 (Cerca de Pine Grove y de las áreas rurales de los alrededores)
- ☐ Upper Valley y Upper HWY 35 (Dee y Parkdale y otras áreas rurales)
- ☐ Cascade Locks
- ☐ Hood River East (Al este de Rand Road dentro de los límites de la ciudad)
- ☐ Hood River West (Al oeste de Rand Road y áreas justo fuera de los límites de la ciudad)

De no ser así, ¿dónde vive usted? *Después de responder a esta pregunta, salte hasta la pregunta 6.*

- | | | |
|--|------------------------------------|---------------------------------|
| <input type="checkbox"/> Bingen/White Salmon | <input type="checkbox"/> Troutdale | <input type="checkbox"/> Mosier |
| <input type="checkbox"/> The Dalles | <input type="checkbox"/> Portland | |

☐ En otro lugar (por favor especifique)

3. ¿Cómo podrían los futuros servicios de tránsito cambiar su comunidad / vida? Marque 3 prioridades principales.

- ☐ Ayudar a dar forma a la manera en que crecen las comunidades del Condado Hood River
- ☐ Reducir la demanda de estacionamiento en algunas comunidades de Hood River
- ☐ Permitir que la gente se pueda transportar sin necesidad de usar auto
- ☐ Facilitar una solución a los altos costos de vivienda y de transporte
- ☐ Establecer un sentido de lugar y de comunidad
- ☐ Ampliar el acceso a la región
- ☐ Apoyar a la comunidad durante una emergencia (incendios forestales, pandemias, eventos climáticos, etc.)
- ☐ Reducir la congestión del tráfico
- ☐ No lo sé.
- ☐ No veo que el tránsito pueda jugar un papel en el futuro de mi comunidad / vida.
- ☐ De otra manera (por favor especifique) _

Todas las participaciones son elegibles para un sorteo gratuito de un Gorge Pass cada dos semanas mientras la Encuesta del Plan Maestro de Tránsito CAT se encuentre abierta.

¡Por favor dígame a su familia, amigos, compañeros de trabajo y vecinos!

¡Gracias por ayudar a dar forma a los futuros servicios de tránsito público!

[Continúa >](#)

4. Por favor díganos qué necesita cambiar o mejorar para que CAT pueda tener un papel más importante en su comunidad / vida.

| | Sí | No | Comentarios |
|--|----|----|--|
| Rutas de autobús ampliadas | | | De ser así, ¿Hacia dónde le gustaría que lo transportara el tránsito público donde actualmente no puede ir? |
| Días / horarios ampliados para los servicios CAT | | | De ser así, ¿qué horarios ampliados le gustaría ver? <input type="checkbox"/> Horarios de viaje (a.m./p.m.) <input type="checkbox"/> Servicios del mediodía <input type="checkbox"/> Servicios vespertinos después de las 6 p.m. (por ejemplo, 6 - 10 p.m.) <input type="checkbox"/> Servicios de fin de semana <input type="checkbox"/> Servicios de cambio de turnos entre las 10 p.m. – 5 a.m. |
| Frecuencia del servicio | | | De ser así, por favor díganos cuál ruta y con qué frecuencia. |
| Paradas de autobús más fácilmente identificables a lo largo de las rutas | | | |
| Formas más seguras de llegar a la parada de autobús o de esperar el autobús | | | De ser así, ¿qué medidas de seguridad le gustaría que se agregaran? Marque todas las opciones que correspondan. <input type="checkbox"/> Cruces peatonales <input type="checkbox"/> Aceras / Banquetas <input type="checkbox"/> Alumbrado <input type="checkbox"/> Otra medida (por favor especifique) |
| La capacidad de subir bicicletas al autobús | | | De ser así, ¿qué debe cambiar para que sea posible subir una bicicleta al autobús? |
| Estacionamiento para bicicletas cerca de paradas de tránsito público | | | |
| Carriles para bicicletas cerca de paradas de tránsito público | | | |
| Mejoradas paradas de autobús | | | |
| Más opciones de transporte (bicicletas compartidas, autos compartidos, etc.) | | | De ser así, ¿qué tipo de opciones de transporte (bicicletas compartidas, autos compartidos, Uber/Lyft) y dónde? |

Otros comentarios o sugerencias

Continúa >

5. Por favor díganos hacia dónde viaja usted y con qué frecuencia — dentro y alrededor de su comunidad, en el Condado de Hood River y por toda la región. Por favor tenga en cuenta que: Se requieren respuestas para cada actividad que se indica a continuación. Por favor marque N/A si no le corresponde.

| | Diariamente | Semanalmente | Mensualmente | Una o dos veces al año | N/A |
|---|-------------|--------------|--------------|------------------------|-----|
| Compras (supermercado, otro tipo) | | | | | |
| Trabajo | | | | | |
| Escuela | | | | | |
| Entretenimiento (restaurantes, cines, conciertos) | | | | | |
| Actividades recreativas (gimnasio, senderismo, ciclismo, esquí, eventos de deporte / deportivos) | | | | | |
| Actividades después de clases | | | | | |
| Viajes a eventos y citas (por ejemplo, conciertos, <i>First Fridays</i> (Primer Viernes), reuniones públicas, servicios públicos: Servicios para Veteranos, Oficina del Sheriff, Seguro Social) | | | | | |
| Organizaciones religiosas (iglesia, templo, etc.) | | | | | |
| Centros médicos (consultorios médicos, clínicas, hospitales) | | | | | |

6. Por favor díganos los destinos principales 1 - 2 a los que usted va todos los días. Por favor sea lo más específico posible (por ejemplo, Trabajo: Insitu en Hood River / White Salmon, Escuela: Hood River Valley High School).

7. Por favor díganos los destinos principales 1 - 2 a los que usted va todas las semanas. Por favor sea lo más específico posible (por ejemplo, Compras: Safeway en Hood River, Biblioteca: Parkdale).

8. Por favor díganos los destinos principales 1 - 2 a los que usted va todos los meses. Por favor sea lo más específico posible (por ejemplo, Entretenimiento: Al Centro de Hood River / Portland, Actividades recreativas: Mt. Hood Meadows).

9. Por favor díganos acerca de cualquier barrera que usted enfrenta al usar CAT.

- ☐ Falta de marquesinas de autobuses (*bus shelters*)
 ☐ Falta de estacionamiento para bicicletas
 ☐ Falta de plataformas accesibles
- ☐ Falta de aceras / banquetas
 ☐ Falta de alumbrado
- ☐ CAT no cuenta con servicio hacia donde yo necesito ir o cuando yo lo necesito. De ser *así*, por favor díganos dónde y cuándo desea utilizar CAT.
 ☐ Otra opción (por favor especifique) _____

Por favor ayúdenos a asegurarnos de recibir comentarios / sugerencias de todas las comunidades del Condado Hood River y sus alrededores, y díganos un poco acerca de usted.

10. ¿A cuál grupo de edad pertenece usted?

- ☐ Menor de 18 años
☐ 18 – 24

- ☐ 25–44
☐ 45–64

- ☐ Mayor de 65
☐ Prefiero no responder

11. Para garantizar que se escuchen todas las voces de la comunidad en el desarrollo del Plan Maestro de Tránsito (TMP), por favor cuéntenos acerca de su raza / etnicidad.

- ☐ Indio Americano o de Alaska
☐ Negro o Afroamericano
☐ Nativo de Hawaii

- ☐ Asiático Americano / Isleños del Pacífico
☐ Hispano o Latino
☐ Blanco/ Caucásico

- ☐ Prefiero no responder

☐ Otra (escribir) _

12. ¿Qué le describe mejor a usted? Marque todas las opciones que correspondan.

- ☐ Empleado
☐ Actualmente desempleado

- ☐ Jubilado
☐ Estudiante (K-12, de escuela preparatoria (high school), educación postsecundaria)

- ☐ Padre de familia /tutor legal de un estudiante de K-12

☐ Otra (por favor especifique) _

13. ¿Cuáles fueron sus ingresos anuales familiares el año pasado?

- ☐ Menos de \$15,000
☐ \$15,000 a \$24,999
☐ \$25,000 a \$34,999

- ☐ \$35,000 a \$49,999
☐ \$50,000 a \$74,999
☐ \$75,000 a \$99,999

- ☐ \$100,000 o más
☐ Prefiero no responder

14. Por favor cuéntenos cómo se enteró de la encuesta.

- ☐ Biblioteca de Hood River
☐ Distrito Escolar Hood River Valley
☐ Comunicaciones de CAT

- ☐ Póster/cartel de CAT en empresa/evento local
☐ Medios de comunicación

- ☐ Organización comunitaria ¿Cuál? _

☐ De otra manera (por favor especifique) _

15. ¿Hay algo más que a usted le gustaría compartir acerca de cómo CAT podría servirle mejor?

16. Facilite su dirección de correo electrónico aquí para mantenerse informado, para obtener información acerca de las próximas oportunidades de aportar opiniones/sugerencias y para ver los resultados de la encuesta.

☐ Correo electrónico_

CAT Transit Survey

Community Survey #1

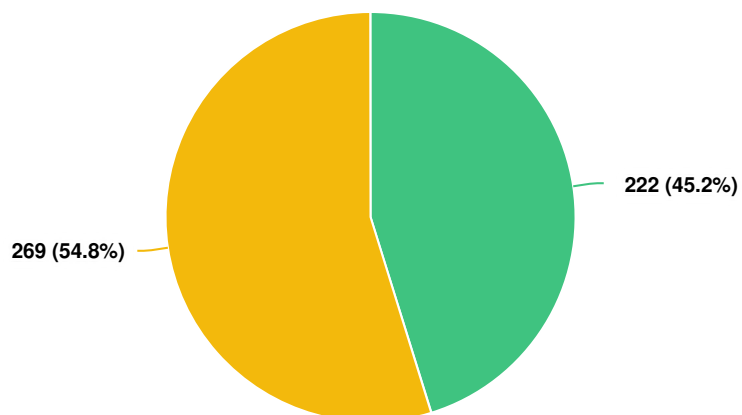
SURVEY RESPONSE REPORT

PROJECT NAME:
Columbia Area Transit Master Plan



SURVEY QUESTIONS

Q1 Do you currently use CAT?

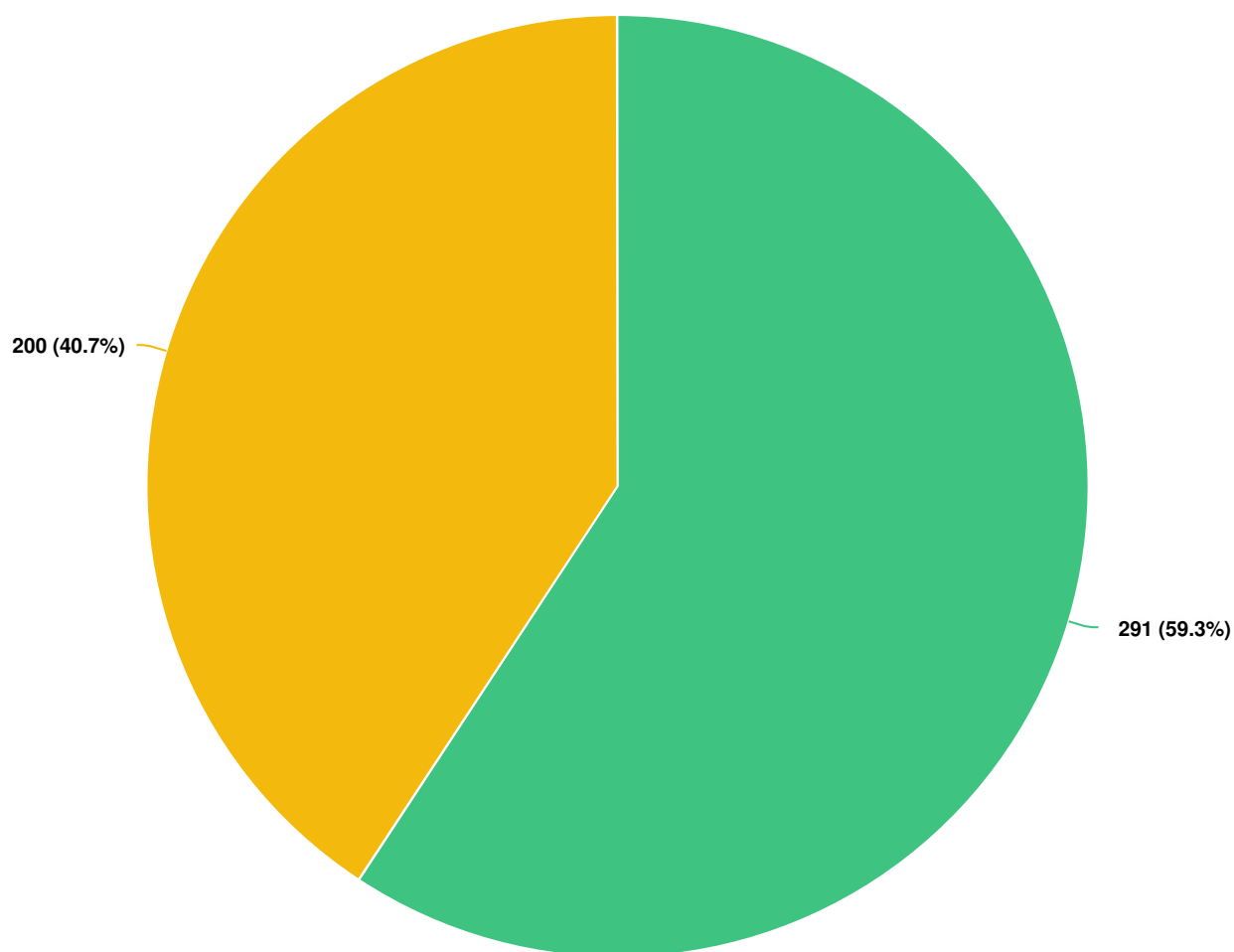


Question options

☒ Yes. ☐ No.

Mandatory Question (482 response(s))
Question type: Radio Button Question

Q2 Do you live in Hood River County?

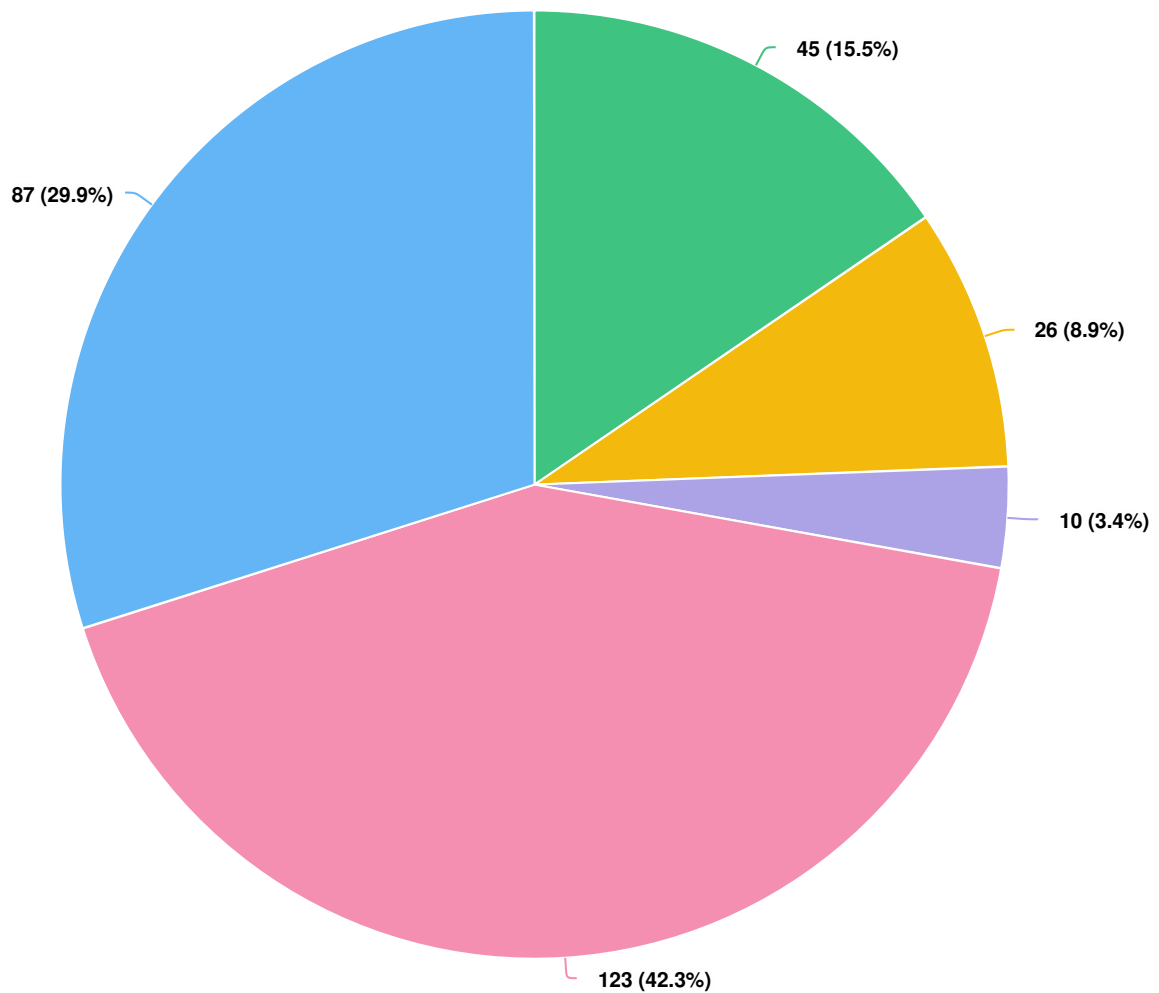


Question options

☒ Yes. ☐ No.

*Mandatory Question (482 response(s))
Question type: Radio Button Question*

Q3 In which community do you currently live?

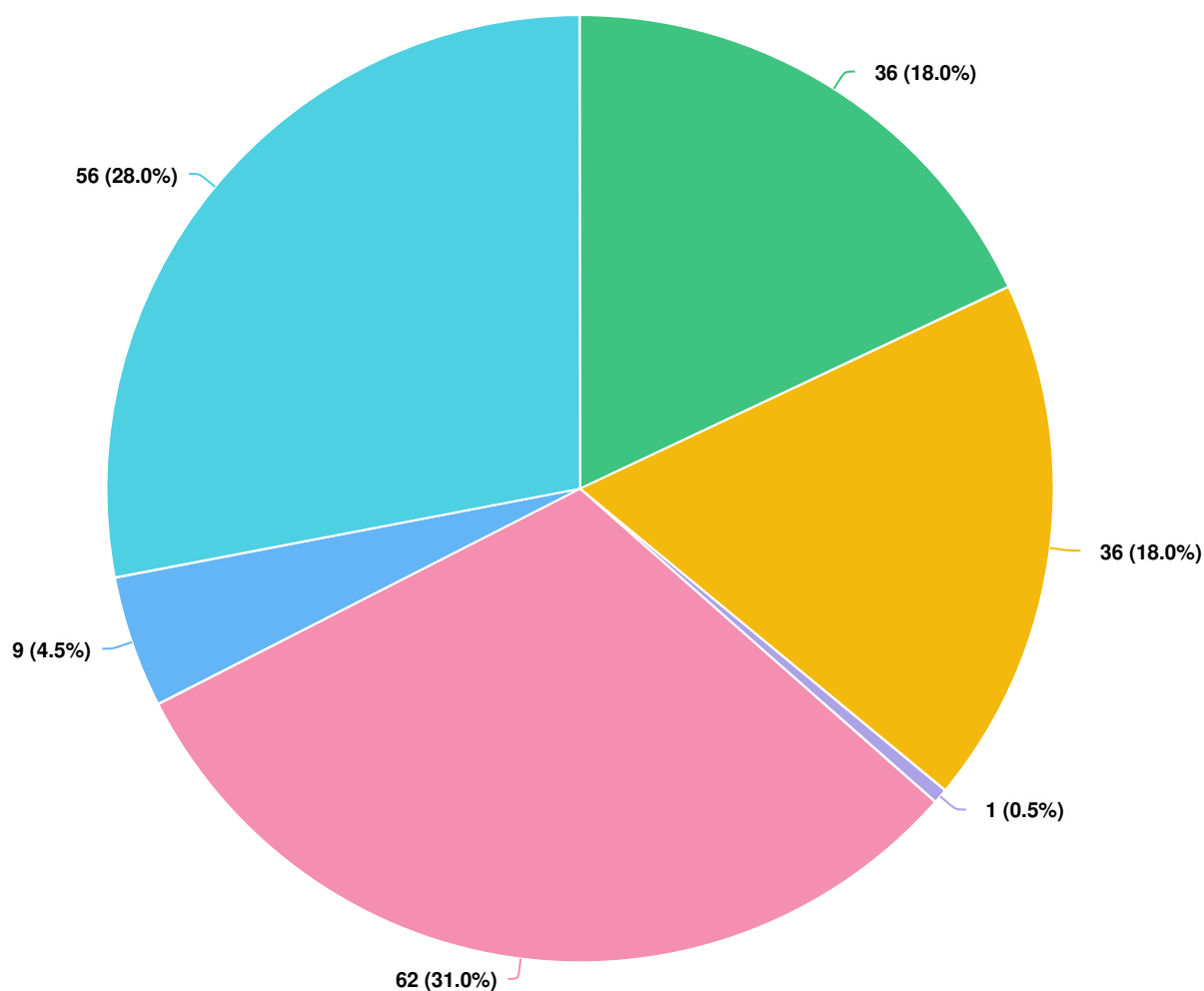


Question options

- Odell & Lower HWY 35 - Near Pine Grove and surrounding rural areas.
- Upper Valley & Upper HWY 35 - Dee and Parkdale and other rural areas.
- Hood River East (East of Rand Road within city limits).
- Hood River West (West of Rand Road and areas just outside of city limits).
- Cascade Locks.

Mandatory Question (284 response(s))
Question type: Radio Button Question

Q4 Where do you live?After answering this question, skip to the question with the

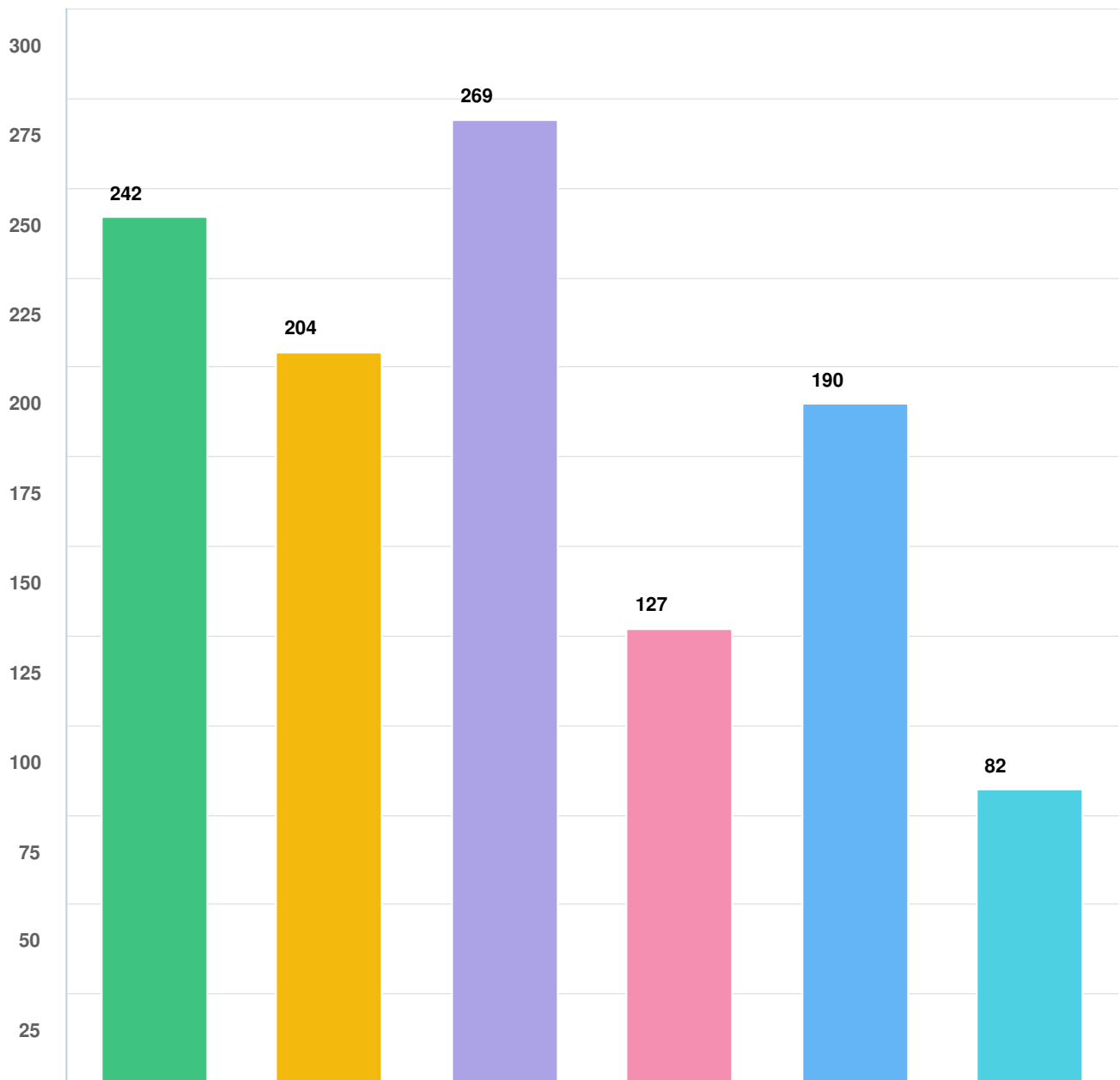


Question options

● Bingen/White Salmon. ● The Dalles. ● Troutdale. ● Portland. ● Mosier. ● Other (please specify).

Mandatory Question (198 response(s))
Question type: Radio Button Question

Q5 Let's hear about where you live. Please tell us the top three things you enjoy about your community:



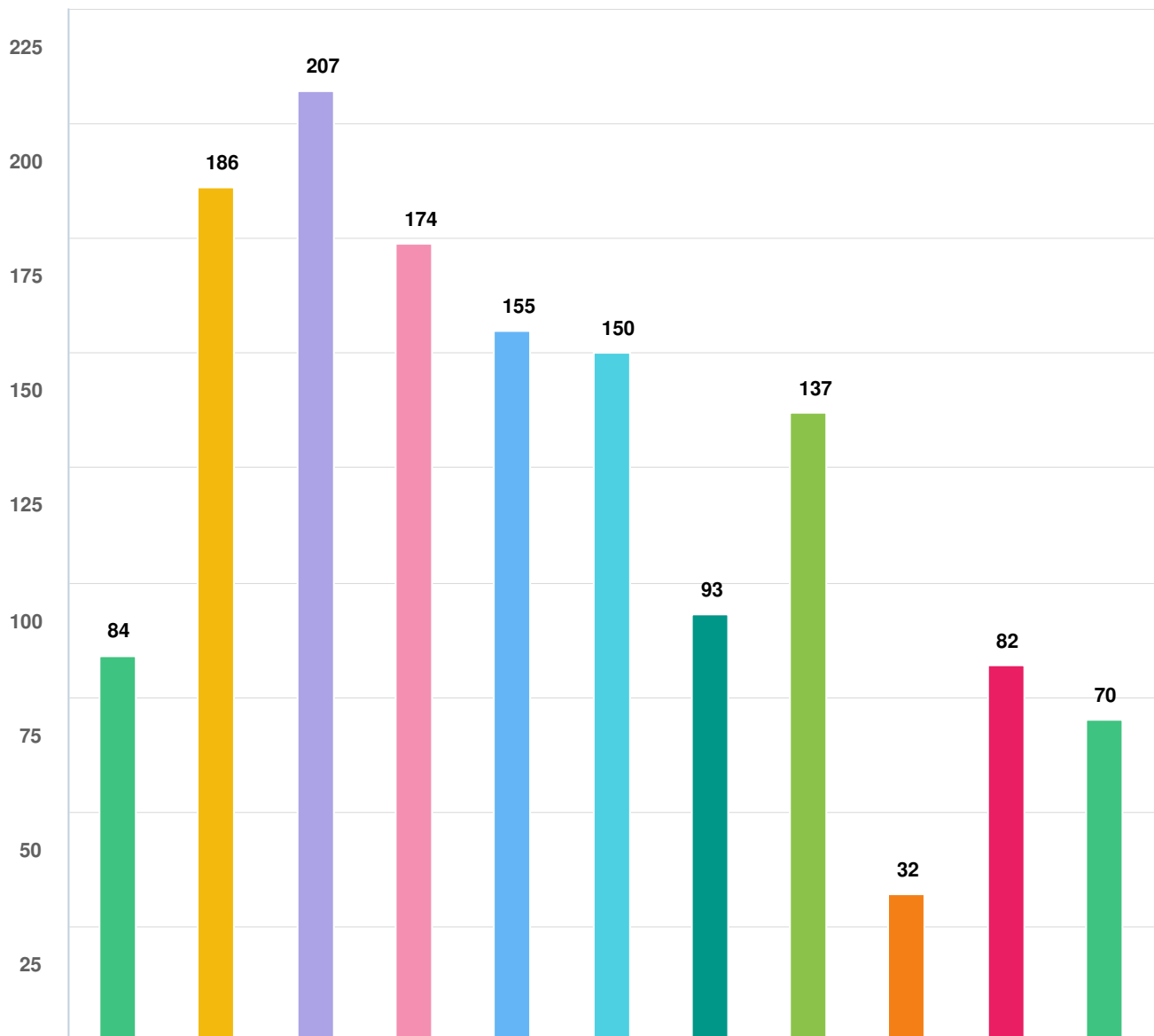
Question options

- I can support nearby businesses (restaurants, breweries, theaters, etc.).
- I can connect with others in my community (strong community, helpful neighbors, good friends, ways to be involved in local decision making, etc.).
- I have opportunities to stay active, play sports, or meet my friends (parks, pools, trailheads, etc.).
- I have needed services nearby (library, schools, community centers).
- I have options to get around without a car (using transit, bicycling, walking).
- Other (please specify).

Optional question (455 response(s), 27 skipped)

Question type: Checkbox Question

Q6 In what ways does the current transportation system support the things you enjoy about your community/life? [Check all that apply]



Question options

- Builds a sense of community through connectivity in the street, on the sidewalk, by a bus stop, or at a bike hub.
- Creates safe opportunities (through available transit services, sidewalks, bike paths) for youth, elderly, and others to travel independently.
- Provides a climate-friendly way to travel.
- Offers viable transportation options (transit, car sharing, bike routes, sidewalks) if I need them.
- Supports the livability of my community. ● Provides options for car-free tourism. ● Makes it easier to walk and bike.
- Helps reduce traffic/congestion. ● It's easy to find car parking.
- The current transportation system does not serve me well. ● Other (please specify).

Optional question (455 response(s), 27 skipped)

Question type: Checkbox Question

Q7 Please explain why the current transportation system does not serve you well.

Anonymous

2/22/2022 12:51 PM

No transit comes to my town unless I schedule with Mt Adams. I like taking public transit but Amtrak into PDX isn't reliable. I'm vaccinated but not ready to be on a bus with others yet due to covid.

Anonymous

2/23/2022 09:31 AM

Goldendale is an isolated community and we are almost always left out of the Gorge community services, but I feel like we have some of the biggest need.

Anonymous

2/23/2022 12:08 PM

There is no regular service stopping in Mosier, where I live. I have teenagers that do not drive yet, and it would be nice for them (and their friends) and for our family to be able to have a bus from Mosier to Hood River or The Dalles or Portland that we can count on.

Anonymous

2/23/2022 07:01 PM

Current earliest pick up and latest drop off schedules don't dovetail well with my work hours, otherwise I'd use CAT over driving daily into The Dalles from Mosier

Anonymous

2/23/2022 07:59 PM

Wait times between connecting bus are either too long or don't exist at the time I need. No mid day stop to The Dalles Can not count on a smooth fluid commute between counties Lack of weekend service year around across the bridge

Anonymous

2/24/2022 07:01 AM

CAT is a wonderful bus system for residents of the lower valley. Commuters in the upper and mid valley who work in the lower valley, however, have no opportunity to commute to commute work for typical work schedules Mondays through Fridays (e.g., 6:00-2:00, 7:00-3:00, 8:00-4:00). The current CAT schedule for the upper and mid-valley accommodates unemployed, physically challenged, retired, and tourist travelers. That is wonderful and laudable. However, HRV needs a public transit system that serves residents who work for a living in all areas of the valley, not just lower valley residents. Upper and mid valley car commuters spend a small fortune commuting to and fro HR work locations Mondays through Fridays. Commuters from the upper and middle valley could decrease carbon footprints if Park-and-Ride buses from Parkdale and Odell that accommodate typical work shifts were available. CAT could start the commuter schedule with short buses until ridership increased.

Anonymous

2/24/2022 07:43 AM

Inefficient from Mosier, no guarantee I can board with my bike, no guarantee of safe parking at stop. I live about 4 miles from a stop that requires me to call in advance so it's a lot of steps to ride bus.

Anonymous

2/24/2022 09:16 AM

I have never seen a CAT near my house

Anonymous

2/25/2022 05:32 PM

Too many stops which makes it inefficient

Anonymous

2/25/2022 05:47 PM

I live in the Upper Valley. After riding the bus I realized I could not rely on it to get me to an appointment on time in Hood River because it makes sporadic stops along the way to pick up other riders at their home when requested. I would love to use CAT much more often if the above could be resolved and if there were more runs between Parkdale and HR, including evenings and weekends.

Anonymous

2/25/2022 07:59 PM

Don't know where the bus stops are and when the bus stops there

Anonymous

2/25/2022 08:41 PM

It doesn't serve me well because I'd rather just use my bike

Anonymous

2/25/2022 11:23 PM

Hood River Valley Adult Center serves and supports the Senior population, including meals but there is no fixed route stop. Also, for those with need, expanded Dial a Ride beyond Hood River proper...some medical professionals and facilities are located outside Hood River proper.

Anonymous

2/26/2022 12:35 PM

I drive to recreate, to shop, pick up friends. I live on the westside.

Anonymous

2/28/2022 11:00 PM

I don't have a need for it when I can walk. Nor can the transportation system accommodate my schedule.

Anonymous

3/04/2022 08:14 AM

I would like to be able to use the system to get to Mt Hood when staying in the Hood River valley, but I haven't been able to figure out how to do it with car parking along 35. I need to call customer service because I'm confused about the Odell and Parkdale stops on 35 and whether we can leave our car. Also, I am not thrilled about current safety at Gateway transit area in Portland for transferring for Gorge exploration (on foot, separate trip from skiing). I'll reach out to Trimet

about that.

Anonymous

3/05/2022 08:53 AM

Limited stop locations, limited hours. Before moving to the Gorge, my primary method of transportation was public transit, but CAT does not stop near my home or where I work, and the schedule feels limited, inaccessible/hard to find, and often behind.

Anonymous

3/05/2022 05:58 PM

No need and it cost more to operate than it makes.

Anonymous

3/06/2022 06:58 AM

No shuttle to Hood River that I could use to commute to work and no bike option.

Anonymous

3/09/2022 11:02 AM

Currently I can walk or bike to most of my needs within the same time as the bus schedule. Also, the bus schedule is a little erratic - 15 min wait times and then the next is 50 mins. My biggest need is accessing trails and centers outside of HR, like the trail heads along Hwy 35, or areas within the The Dalles, not just their transit center. Ability to bring my bike on the bus.

Anonymous

3/09/2022 10:02 PM

With my primary modes of transportation being bus, bike, and walking, the number of cars on the road makes it feel stressful and dangerous to commute. Also, fossil fuels are not sustainable.

Anonymous

3/10/2022 07:41 PM

There aren't many stop for the CAT bus and there aren't many basic business in the local area.

Anonymous

3/10/2022 08:08 PM

I don't use it due to social anxiety around random people and fear of inconveniencing people

Anonymous

3/11/2022 11:24 AM

I don't think it is a problem with CAT, rather that people don't use it, so we have no parking and busy streets still.

Anonymous

3/15/2022 02:41 PM

the buses are too far and too few to use as an alternative to a car.

Anonymous

3/23/2022 05:43 PM

Bike lanes are usually partially blocked, damaged, or non existent. Grates run parallel to lane and are a hazard.

Anonymous

3/28/2022 07:03 PM

level of service is below other available options (timeliness, cost, ease), vs walking/biking/ebiking.

Anonymous

3/30/2022 09:29 AM

Connection to The Dalles is poor. I currently commute, as do many, and the current schedule and coordination with the Link does not allow for a typical 8 hour shift (8a-5p)

Anonymous

3/31/2022 11:33 AM

I'm frustrated watching empty transit vehicles driving around. I'm not happy how are transportation resources are being spent. Current transit is too big and broad for our communities need.

Anonymous

4/13/2022 07:18 PM

Link needs more route options

Anonymous

4/15/2022 11:00 AM

When going to the collage in the dalles after my 9am-12pm class I have to wait for nearly 4 hours to get home.

Anonymous

4/26/2022 08:29 AM

I typically cross the bridge multiple times a day and the timing of CAT hasn't worked for me

Anonymous

4/26/2022 09:25 AM

need to call in stop in Mosier, also infrequent,

Anonymous

4/26/2022 09:36 AM

Maybe I'm just unfamiliar with current public transportation systems, but I have to drive everywhere because public transportation doesn't have enough routes.

Anonymous

4/28/2022 06:41 AM

If my tax dollars are paying for these massive buses that drive around largely empty then I don't think it's an effective use of money. Smaller buses? Vans instead? Targeted rides/cab services? I'm not sure what the answer is, but the services are underutilized.

Anonymous

4/28/2022 06:59 AM

Living outside the city limits, there isn't public transit. There are very limited bike paths or safe bike routes, both in town and outside of town. The rerouting of the west freeway exit has created significant congestion, especially at the corner of Wine Country and Cascade which is dangerous and frustrating. Downtown parking is very limited and riding a bicycle downtown is no longer safe. In the summer this makes it so hard to get around, that I avoid downtown and find it hard to support local businesses. This all contributes to climate unfriendly

travel.

Anonymous

4/28/2022 08:07 AM

Lyle. and up the hill. rural areas seem always underserved

Anonymous

4/28/2022 08:44 AM

Not enough buses! Not sure any come to Mosier.

Anonymous

4/28/2022 09:31 AM

for starters this survey is not geared towards the folks who live rurally here.

Anonymous

4/28/2022 09:45 AM

There is no service to/from Trout Lake

Anonymous

4/28/2022 11:57 AM

I would use it to go to the airport if the times were more convenient for flights. I would like to see it more o. The west side to the extent that it would get some traffic off the road and make it safer for biking

Anonymous

4/28/2022 02:10 PM

It's a bit expensive for my large family and we would like to get out to portland hassel free with peace of mind with better routes, also for my kid in highschool to get to the gym after school ad then back home after hours..

Anonymous

4/29/2022 06:49 AM

It does not feel safe to bike to where I want to go. There are no bike lanes or safe walking paths.

Anonymous

4/29/2022 06:57 AM

Safer bike pathways on the west side. and Would love to have a general stop for CAT out on the west side.

Anonymous

4/29/2022 06:57 AM

Many walking/biking areas are not safe due to lack of sidewalk or wide enough shoulders. Not enough parking, no options for people from out of town to park and ride. The bridge forces people to drive and then they have nowhere to park. Current options are not easy to use or find. No alternatives available (bikes, scooters, shared rides).

Anonymous

4/29/2022 09:02 AM

I have a dog that travels with me daily, thus leaving me to drive to work.

Anonymous

4/30/2022 02:11 PM

A car is still needed to access most services as I'm still 5 miles away from Mosier center. That's okay as long as adequate parking is available.

Anonymous

5/03/2022 01:29 AM

Current transportation systems provides opportunities to support gorge businesses and improved access to nature. Having said that, it is also important to say that for those with special needs and disabilities the current system is still lacking. Please consider expanding Dial A Ride opportunities between Hood River and The Dalles, and across the River to White Salmon for medicare care and disability resources. Expecting people with special needs and disabilities to be able to successfully maneuver all the moving parts of combined fixed transit is insensitive, unsupportive, and creates serious hardship. Schedule and schedule changes: Ease of access to updated schedules and knowledge about changes needs improvement. As a result and with too much history of unpleasant surprises, trust needs to be rebuilt. Community wide mailings about updates and new schedules seems like a double benefit -- in hand, convenient access to accurate information and good public relations advertisement. Mail still has mass appeal but if that seems to proactive a challenge, at least notifying and mailing to current pass holders could help improve communication and relationships. Also and fyi: the website schedules do not tend to be printer friendly (at least from an android phone).

Anonymous

5/03/2022 06:13 PM

Busses do not run frequently and it's hard for me to walk to bus stops.

Anonymous

5/07/2022 10:49 AM

Difficult to get from portland to Mt hood meadows; expensive to maintain vehicle

Anonymous

5/09/2022 01:57 PM

The service only runs to Multnomah Falls in the Gorge, is infrequent and stops so early, I would always have to be worried about getting back quickly if I were to use it instead of driving.

Anonymous

5/15/2022 11:33 AM

Frequency and number of stops near where I go

Anonymous

5/17/2022 03:10 PM

It does not run in the evenings and does not service neighborhoods. The drop points are only on busy roads. Your Focus is tourism which is actually a very small % of HR GDP. How about support families enjoying our own community doing the things we love. Think different than Gresham because we are not Gresham. We are active after

work, help us enjoy that time....

Anonymous

5/17/2022 04:38 PM

No weekend or evening service. Upper Valley times are not supportive of working people. If you need to be at work in HR at 8 or 9 am, CAT cannot meet your transportation needs. Same on return end. No later day Upper Valley service.

Anonymous

5/18/2022 04:27 PM

closest bus route is too far away for me to walk

Anonymous

5/19/2022 08:59 AM

Very limited options/routes that are helpful to me.

Anonymous

5/19/2022 09:14 AM

I haven't found a schedule anywhere and I'm sure it doesn't come to Trout Lake.

Anonymous

5/19/2022 09:37 AM

Add more city routes, especially for tourism.

Anonymous

5/19/2022 02:02 PM

I often need a bus ride from Portland in the evening but the bus stops at 6:30p. I also don't believe there is a stop in Lyle where I live. If these things were true, I would use CAT more. I use it to go to PDX during the day but need an evening option home.

Anonymous

5/19/2022 04:33 PM

Medical appointments

Anonymous

5/19/2022 06:51 PM

The hours are not sufficient for people who work 9-5 in the Dalles. Also would be great to have better transportation to PDX

Anonymous

5/26/2022 01:51 PM

The CAT bus arrives too early in HR to use local shuttles and in locations not close to my work, downtown.

Anonymous

6/04/2022 04:03 PM

I would like to see connections from The Dalles. I took the bus to the mountain and I take the bus to Portland weekly. The connections from The Dalles do not line up.

Anonymous

6/07/2022 02:18 PM

We have used the Link on occasion when my preteen needed independent transportation, and that was an amazing service.

Otherwise, transit in the Gorge is too limited for practical use. Need more weekend and evening routes for car-free recreation in and out of the Dalles.

Anonymous

6/08/2022 09:56 PM

Not reliable to the mountain in winter

Anonymous

6/09/2022 06:23 PM

There are extremely limited bike and pedestrian routes on the Washington side. Transit pick up to PDX from Washington would be helpful. The bridge restricting bikes and pedestrians is abhorrent.

Anonymous

6/22/2022 04:04 PM

The nearest bus stop is not close to my house, does not run regularly, and isn't accessible

Anonymous

6/22/2022 04:06 PM

I live off of 12th and 13th where they are one way. It is scary to walk and bike to local businesses. Driving is also scary crossing those streets. There is so many cars flying by and it is really hard to see around parked cars. I know the Heights Urban Renewal Project is working on this, but I'd love to see more bike/walk lanes.

Anonymous

6/24/2022 03:18 PM

Hard to park in my own neighborhood. Main streets like Sandy Blvd., Burnside, and NE Broadway don't feel safe when riding my bike.

Anonymous

6/24/2022 03:20 PM

The service spring, fall, and summer opportunities to enjoy the Hood River area through public transit for those living in Government Camp. It is also lacking service on winter weekend days for the same region.

Anonymous

6/24/2022 03:37 PM

CAT station at Gateway needs a bathroom. Please press Trimet to clean, update and staff Gateway transit center.

Anonymous

6/24/2022 03:48 PM

We need much better bike routes and safer fully and truly accessible sidewalks and paths

Anonymous

6/24/2022 04:12 PM

The schedule and routes do not work well with my 8 - 5pm work in Hood River, as well as my commute from The Dalles. Within town, I'm faster on my bike than the bus is. I also participate in evening activities in Hood River (after the bus routes are finished for the day).

Anonymous

I commute to Hood River and there is no significant benefit for me

6/26/2022 04:52 PM

with current routes. Routes are also lacking for trips to mount Hood.

Anonymous

6/27/2022 04:18 PM

SAM does not travel to Timberline often enough in the early morning hours to use for working as instructor there nor does it travel often enough at peak hours to recreate there since the bus is full by the time it reaches the Summit Chevron.

Anonymous

6/27/2022 04:23 PM

Times are irregular and does not serve recreational destinations (coyote wall, post canyon, etc)

Anonymous

6/27/2022 05:24 PM

Main bike paths are filled with threatening, sometimes mentally ill campers and dogs. Trimet has cut services so the bus is not as convenient. There is no traffic enforcement in Portland so drivers are more aggressive, and run more red lights; a bicyclist must use extra care.

Anonymous

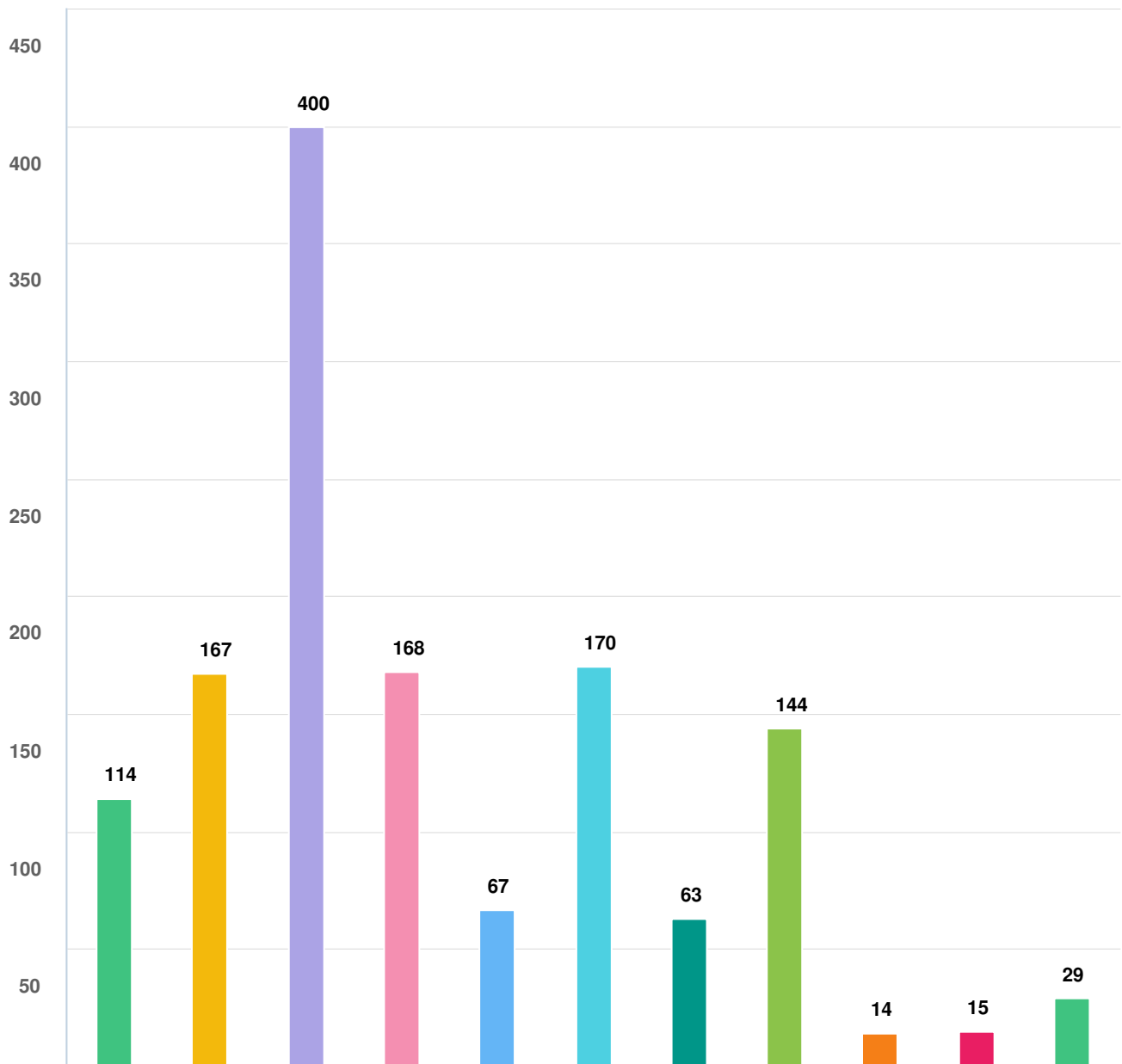
7/01/2022 11:59 AM

New to the community and eager to take transit to the fullest extend possible to shop and get to outdoor recreational activities

Mandatory Question (78 response(s))

Question type: Essay Question

Q8 How could future transit services change your community/life? [Check top 3 priorities]



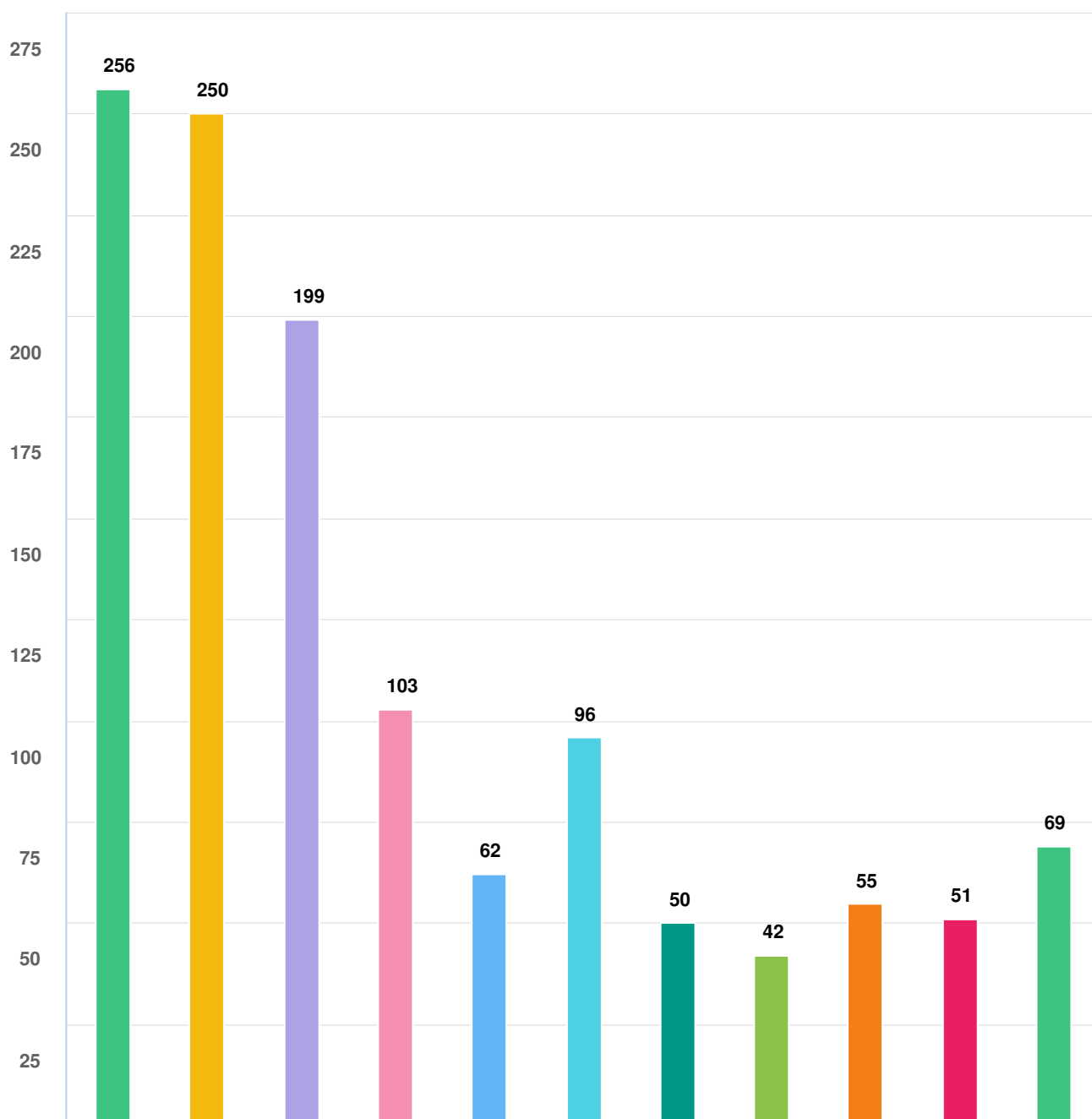
Question options

- Help shape the way Hood River County communities grow.
- Reduce the demand for parking in some Hood River communities.
- Allow people to get around without a car.
- Provide a solution to the high costs of housing and transportation.
- Build a sense of place and community.
- Expand access to the region.
- Support the community in an emergency (wildfire, pandemic, weather event, etc.).
- Reduce traffic congestion.
- I don't know.
- I don't see a future role for transit in my community/life.
- Other (please specify).

Mandatory Question (482 response(s))

Question type: Checkbox Question

Q9 Please tell us what needs to change or improve for CAT to have a greater role in your community/life. [Choose up to 3]



Question options

- Expanded bus routes.
 ● Extended days/hours for CAT services.
 ● Frequency of service.
- More identifiable bus stops along the routes.
 ● Safer ways to get to the bus stop or wait for the bus.
- Ability to bring bikes on bus.
 ● Bike parking near transit stops.
 ● Bike lanes near transit stops.
 ● Improved bus stops.
- More transportation options (bike share, car share, etc.).
 ● Other (please specify).

Mandatory Question (482 response(s))

Question type: Checkbox Question

Q10 Where would you like transit to take you?

Anonymous
2/16/2022 04:51 PM
El lado oeste de calle Rand y para la escuela primaria Westside y la High School

Anonymous
2/17/2022 04:22 PM
Inter city and recreation sites

Anonymous
2/22/2022 12:51 PM
The max line in PDX. Wa to Hood river.

Anonymous
2/22/2022 02:39 PM
Portland. Mountain biking and hiking trails

Anonymous
2/22/2022 02:54 PM
I would like more options for traveling through the Columbia River Gorge without a car. Amtrak service is very limited and won't let us take bikes. We would make day trips if there were an alternative, especially to bike on the Old Columbia River Highway or Post Canyon.

Anonymous
2/22/2022 05:32 PM
Portland Airport

Anonymous
2/23/2022 08:12 AM
Bingen, Mosier and white salmon

Anonymous
2/23/2022 09:31 AM
Goldendale!

Anonymous
2/23/2022 12:08 PM
Serve Mosier (for connecting services in Hood River especially) without having a "call for a stop or pickup". It is not difficult for the CAT bus already traveling to/from The Dalles and Hood River to stop in Mosier, as Mosier is right off the freeway exit. Having to call in advance limits all flexibility and last-minute trips for people in Mosier.

Anonymous
2/23/2022 07:01 PM
Extended number of stops in The Dalles

Anonymous
Parkdale to the mid and lower valley areas round trip, Mondays

2/24/2022 07:01 AM

through Fridays, according to normal 40-hour work shift schedules.

Anonymous

2/24/2022 07:43 AM

Home in Mosier. Portland.

Anonymous

2/24/2022 09:16 AM

Into town from the Westside

Anonymous

2/24/2022 01:05 PM

Portland, Meadows, trailheads

Anonymous

2/25/2022 05:47 PM

Downtown Hood River and various neighborhoods in Hood River

Anonymous

2/25/2022 07:59 PM

All over the town

Anonymous

2/25/2022 09:36 PM

Portland and The Dalles

Anonymous

2/25/2022 11:23 PM

Hood River Valley Adult Center

Anonymous

2/26/2022 08:25 AM

Grocery stores, waterfront, heights business district

Anonymous

2/26/2022 09:18 AM

Central portland - downtown, Hollywood or Convention center max station drop off

Anonymous

2/26/2022 10:02 AM

Please add weekend trips connecting upper valley to Hood River. Also, later options would be so helpful in bridging communities between hood river and Odell and surrounding areas.

Anonymous

2/26/2022 12:11 PM

Cascade Locks to Gresham-Hood River-The dalles

Anonymous

2/26/2022 12:35 PM

Around downtown and the heights to do errands. Picked up and dropped off near or at home.

Anonymous

2/26/2022 08:45 PM

Portland airport.

Anonymous

2/28/2022 10:47 AM

Belmont Drive area, over by DMV for those that cant walk there, old columbia river drive

Anonymous

2/28/2022 06:33 PM

To work or doctor appointment

Anonymous

3/02/2022 06:23 AM

Have more options and bus stops in the Upper Valley/Parkdale area.

Anonymous

3/02/2022 07:18 PM

White Salmon - service here is terrible. The worst most circuitous route.

Anonymous

3/04/2022 06:35 PM

Pdx

Anonymous

3/05/2022 09:55 AM

West Hood River

Anonymous

3/05/2022 12:30 PM

Tucker Park

Anonymous

3/05/2022 03:54 PM

I would like transit to take me to recreation locations all year round. The current Gorge to Mountain Express is a great service. Providing access to trailheads and other recreation locations in the upper Hood River valley during spring, summer, and fall would be a valuable addition.

Anonymous

3/05/2022 05:36 PM

Service providers

Anonymous

3/05/2022 06:18 PM

In HR, Waterfront / downtown / children's park and back to 30th and May St. In Cascade Locks, Thunder Island and the playground.

Anonymous

3/05/2022 09:07 PM

downtown Hood River, Mt Hood Meadows, Portland

Anonymous

White Salmon to Hood river grocery store, Providence. Thrilled you go

3/06/2022 06:58 AM

to Mt. Hood but arrives late if a powder day.

Anonymous

3/06/2022 11:20 AM

tourist attractions, routes from HR to white salmon

Anonymous

3/08/2022 08:01 AM

Trailheads Food bank (to volunteer) Closer to my home (westside)
Golden Eagle park

Anonymous

3/09/2022 11:02 AM

Trailheads along Hwy 35. The Dalles shopping centers. Connect to
WA communities including Trout Lake.

Anonymous

3/09/2022 04:30 PM

Options for some other waterfalls/trailheads would be nice. Also a
route that goes closer to the high school.

Anonymous

3/09/2022 08:29 PM

Mosier More Multnomah Falls stops (earlier and later) Eagle Creek
Starvation Creek

Anonymous

3/10/2022 10:03 AM

Doctors

Anonymous

3/10/2022 07:26 PM

Parkdale

Anonymous

3/10/2022 09:50 PM

No clue as of right now.

Anonymous

3/10/2022 10:06 PM

All across town

Anonymous

3/11/2022 08:27 AM

White Salmon

Anonymous

3/11/2022 08:50 AM

PDX

Anonymous

3/11/2022 09:20 AM

gresham

Anonymous

Around hood river, and to portland

3/11/2022 10:10 AM

Anonymous

Hood River Care Center

3/11/2022 11:16 AM

Anonymous

From Dufur

3/11/2022 12:31 PM

Anonymous

Into more neighborhoods.

3/12/2022 10:42 AM

Anonymous

Places near me like The dalles or Hood River

3/13/2022 09:20 PM

Anonymous

around hood river (include cross the bridge)and to portland

3/15/2022 02:41 PM

Anonymous

I don't really need to take the bus.

3/17/2022 01:37 PM

Anonymous

Same places it currently goes, just with more travel options.

3/19/2022 10:30 AM

Anonymous

My. Hood Meadows Portlandia Wood Village (Target, Lowe's, etc)

3/19/2022 05:40 PM

Anonymous

Medical appointments

3/23/2022 12:38 AM

Anonymous

mt hood

3/25/2022 01:13 PM

Anonymous

Portland side

3/25/2022 01:16 PM

Anonymous

HRM downtown stop F0R g2m

3/25/2022 01:21 PM

Anonymous

Around town

3/25/2022 01:40 PM

Anonymous

3/25/2022 02:01 PM

Around dPDX

Anonymous

3/25/2022 02:12 PM

Mountain

Anonymous

3/25/2022 02:14 PM

Hospital

Anonymous

3/25/2022 03:27 PM

Wine country Mt hood Downtown

Anonymous

3/25/2022 06:56 PM

Work & airport

Anonymous

3/28/2022 08:47 PM

Portland and Meadows

Anonymous

3/30/2022 06:33 AM

Everywhere

Anonymous

3/30/2022 09:29 AM

Between HR and TD more frequently.

Anonymous

4/02/2022 08:04 AM

Trails

Anonymous

4/06/2022 04:51 PM

The store

Anonymous

4/06/2022 05:08 PM

Hood River

Anonymous

4/11/2022 02:42 PM

I work in Portland and live in The Dalles. Currently the connections from the Dalles to HR do not connect me to take the Gorge Express to Portland, which is inconvenient and doesn't make sense.

Anonymous

4/13/2022 07:18 PM

Na

Anonymous

Parkdale to Hood River more often

4/21/2022 03:10 PM

Anonymous

4/25/2022 12:38 PM

If the Transit could take me around Hood River all the way around to cook, and then around to white salmon. Making a circle around the area, that would be great.

Anonymous

4/26/2022 06:04 AM

To/from White Salmon to Gateway...currently, I pick up the CAT in Hood River.

Anonymous

4/26/2022 08:26 AM

Trailheads

Anonymous

4/26/2022 08:28 AM

From the heights to downtown

Anonymous

4/26/2022 08:33 AM

Key locations in the county

Anonymous

4/26/2022 08:39 AM

PDX airport

Anonymous

4/26/2022 09:25 AM

More stop in mosier

Anonymous

4/26/2022 09:25 AM

hiking trailheads

Anonymous

4/26/2022 09:36 AM

From The Dalles to Hood River and back.

Anonymous

4/26/2022 09:44 AM

More stops in upper valley. Lots of routes to downtown to help w/ parking issues.

Anonymous

4/26/2022 10:47 AM

Around the gorge... Stevenson, cascade locks, bingen, WS, HR, Upper Hood River Valley, The Dalles... Not to Portland

Anonymous

4/26/2022 04:11 PM

Would love easy shuttles between white salmon and HR. Night time would be great, so that we could use public transit for dinner. Right now the CGE takes me to work in Portland!

Anonymous

4/26/2022 05:10 PM

More gorge express stops downtown (other than the commuter buses)

Anonymous

4/26/2022 05:11 PM

PDX

Anonymous

4/28/2022 06:59 AM

From my home on Country Club to downtown, the Event Site, the Heights, West Cascade

Anonymous

4/28/2022 08:44 AM

mosier, Hood River heights- Rosauers, White Salmon High School

Anonymous

4/28/2022 09:31 AM

i don't even know how realistic it is to get a bus to trout lake. taking the bus is not something that ever crosses my mind because of where i live.

Anonymous

4/28/2022 11:57 AM

West side to old highway

Anonymous

4/28/2022 03:33 PM

airport

Anonymous

4/28/2022 03:34 PM

Around WHite Salmon

Anonymous

4/28/2022 04:36 PM

Pine Grove school

Anonymous

4/28/2022 07:39 PM

Event site

Anonymous

4/29/2022 06:49 AM

From West side to Heights, Downtown, Rosauers, HRAC, May Street tennis courts, Golden Eagle tennis courts, and Waterfront

Anonymous

4/29/2022 06:57 AM

Grocery. Lunch. library. sports club. church

Anonymous

4/29/2022 06:57 AM

Goldendale, The Dalles, Lyle, Stevenson, Portland, Vancouver, Bingen

| | |
|---------------------------------|---|
| Anonymous 4/29/2022 09:02 AM | from wyeast middle school to downtown or odell to downtown. I live on wyeast near centervale. |
| Anonymous 4/30/2022 04:30 PM | The dalles oregon so I can go shopping |
| Anonymous 5/02/2022 09:54 AM | White salmon to hood river |
| Anonymous 5/02/2022 08:20 PM | Mt Hood Meadows, Portland |
| Anonymous 5/03/2022 06:13 PM | Between The Dalles and Good River, and to PDX |
| Anonymous 5/03/2022 06:56 PM | Bike shuttles, airport |
| Anonymous 5/05/2022 08:23 AM | If it was to have convenient walkable or bikeable stop from where I live on the westside around Post Canyon or Phelps Creek Winery I would potentially use public transit up to Tucker Rd, the heights, downtown for work, meeting friends, or errands. |
| Anonymous 5/06/2022 08:38 AM | More routes for Columbia Gorge Community college students who attend classes at Hood River or The Dalles campus. |
| Anonymous 5/06/2022 08:41 AM | Downtown |
| Anonymous 5/06/2022 09:43 AM | To and from the gorge |
| Anonymous 5/06/2022 09:45 AM | By the pier |
| Anonymous 5/06/2022 09:56 AM | Cottage Grove |
| Anonymous 5/07/2022 10:49 AM | Mt Hood Meadows |

Anonymous

5/08/2022 10:35 AM

From the CAT station in The Dalles to Safeway in The Dalles at 5:30 pm on weekends.

Anonymous

5/08/2022 05:57 PM

Other trails !

Anonymous

5/09/2022 01:57 PM

A greater number of trailheads in the Gorge.

Anonymous

5/13/2022 09:55 AM

Maybe another stop or two between Portland and the hope river area to have access to more trails and hiking opportunities.

Anonymous

5/15/2022 11:33 AM

To trails, to restaurants at night, to other towns on the weekends

Anonymous

5/17/2022 03:10 PM

Trails, wineries, dinning, waterfront. My family doesn't need a ride to work or school, we need rides to the waterfront or post canyon. We need a ride to the west hills to go for a run. This is Hood River, not Portland!

Anonymous

5/17/2022 04:38 PM

Heights, White Salmon central core; downtown Hood River, The Dalles downtown

Anonymous

5/17/2022 08:36 PM

Mt.hood

Anonymous

5/17/2022 09:19 PM

Don't know

Anonymous

5/18/2022 07:46 AM

Odell, OR

Anonymous

5/18/2022 04:27 PM

to and from grocery stores, church, downtown from corner of Belmont and ST Charles place without having to ride the whole loop .

Anonymous

5/18/2022 06:25 PM

I think the drop off in the Hood River County is good but there isn't enough options in PDX or expanded route further west. I think frequency could be improved in HRC however.

Anonymous

5/19/2022 08:40 AM

Portland, Dufur, Biggs

Anonymous

5/19/2022 08:59 AM

To/from trout lake, or Bz, or husum.

Anonymous

5/19/2022 08:59 AM

Directly to Portland Airport.

Anonymous

5/19/2022 09:14 AM

Trout Lake to White Salmon, Hood River, the Dalles

Anonymous

5/19/2022 09:37 AM

All drinking festivals - hops fest, cider fest, the holiday hangover. Also the Ruins Tuesdays.

Anonymous

5/19/2022 09:39 AM

Portland, the Dalles, White Salmon

Anonymous

5/19/2022 10:36 AM

Across the bridge to White Salmon, to The Dalles

Anonymous

5/19/2022 10:45 AM

I will likely not use transit daily, but if offered, I would use it to access trailheads with crowded parking areas and would use it for airport transit.

Anonymous

5/19/2022 01:43 PM

The Portland Art Center now and then. Like it once did.

Anonymous

5/19/2022 02:02 PM

Portland. Lyle.

Anonymous

5/19/2022 04:33 PM

Medical appointments

Anonymous

5/23/2022 08:22 AM

Good river grocery stores

Anonymous

5/25/2022 02:50 PM

Odell routes

Anonymous

5/25/2022 03:27 PM

Bars

Anonymous

5/31/2022 10:24 AM

Cooper Spur

Anonymous

6/01/2022 10:27 AM

One Community Health, Marina, Brimstone climbing gym, Hood River High School, Portland

Anonymous

6/03/2022 10:48 AM

Viento. For bikes, hikes and watersports, this would be amazing. I'd ride every week if not every day. I'm sure it would be more popular than winter service to Meadows or summer shuttles to Dog Mountain. Plus, it would hardly add any time to the Express route. I'd also love a way to get between Home Valley and Bingen, or other stops on the WA side, but that seems a lot harder to do. Adding Viento on the OR side seems easy in comparison.

Anonymous

6/04/2022 04:03 PM

The Dalles to Portland

Anonymous

6/06/2022 07:01 AM

White Salmon, Far west Belmont

Anonymous

6/07/2022 02:18 PM

Directly to breweries, wineries, trailheads, Portland.

Chris Watchie

6/08/2022 11:51 AM

Include access closer to Franklin Road

Anonymous

6/08/2022 08:17 PM

Citas medicas

Anonymous

6/08/2022 09:56 PM

Skiing

Anonymous

6/09/2022 12:22 PM

Salem

Anonymous

6/09/2022 01:00 PM

I'd like transit to be more flexible to upper valley

Anonymous

6/09/2022 05:04 PM

Around the fruit loop.

Anonymous

6/09/2022 05:06 PM

From the dalles to hood and back to the dalles and hood river after work

Anonymous

6/09/2022 05:23 PM

Trout Lake to White Salmon.

Anonymous

6/09/2022 05:23 PM

More into the neighborhoods if possible

Anonymous

6/09/2022 05:28 PM

Coast

Anonymous

6/09/2022 05:34 PM

Downtown Portland

Anonymous

6/09/2022 08:20 PM

Husum, WA

Anonymous

6/09/2022 09:15 PM

Westside trail

Anonymous

6/09/2022 10:06 PM

I just wish there was another stop in north west Portland

Anonymous

6/09/2022 10:12 PM

More stops at trailheads or towns along the route.

Anonymous

6/10/2022 07:06 AM

West

Anonymous

6/13/2022 05:30 PM

Around my local area

Anonymous

6/13/2022 06:00 PM

Downtown

Anonymous

6/14/2022 09:14 AM

I'm not sure there is a place you don't go!

Anonymous

6/15/2022 08:48 PM

Places where I can bring my bike!

Anonymous

6/17/2022 01:20 PM

towards west side, belmont

Anonymous

6/20/2022 08:01 AM

Frequent bus service to cross White Salmon/Hood River bridge for bikes/peds would be helpful, since bikes/peds are prohibited on bridge.

Anonymous

6/20/2022 03:33 PM

All current stops are good/useful; would like to see bike shuttle to Post Canyon

Anonymous

6/22/2022 08:51 AM

N/A

Anonymous

6/22/2022 09:29 AM

Odell

Anonymous

6/22/2022 09:55 AM

n/a

Anonymous

6/22/2022 11:01 AM

n/a

Anonymous

6/22/2022 11:09 AM

mas idas para parkdale

Anonymous

6/22/2022 04:04 PM

Hiking trails

Anonymous

6/23/2022 08:39 AM

uber

Anonymous

6/23/2022 12:33 PM

n/a

Anonymous

6/23/2022 01:58 PM

Upper I I

Anonymous

6/24/2022 02:14 PM

From mats routes to hood river high school

Anonymous

6/24/2022 02:19 PM

I would love to be able to travel to more trailheads by bus

Anonymous

6/24/2022 02:46 PM

Would like to know the times of all services. Looking at app it is really hard to determine what and how to transfer to get to dt hood river.

Anonymous

6/24/2022 02:50 PM

I would like a more streamlined route to get from Odell to downtown Hood River

Anonymous

6/24/2022 02:51 PM

More beach stops!!!! Costal trips :)

Anonymous

6/24/2022 03:20 PM

To and from Government Camp Oregon to other areas serviced by cat CAT, particularly Hood River.

Anonymous

6/24/2022 03:22 PM

My number one wish there is to have a stop for CAT at Eagle Creek and Bonneville Dam.

Anonymous

6/24/2022 03:26 PM

Work

Anonymous

6/24/2022 03:35 PM

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Anonymous

6/24/2022 03:37 PM

PDX to WA side of Gorge would be an interesting next expansion.

Anonymous

6/24/2022 03:39 PM

To White Salmon

Anonymous

6/24/2022 03:40 PM

.

Anonymous

6/24/2022 03:46 PM

More specific locations closer in to portland

Anonymous

6/24/2022 04:03 PM

.

Anonymous

6/24/2022 04:06 PM

the dalles

Anonymous

6/24/2022 04:07 PM

Transit station to elementary school on Belmont.

Anonymous

6/24/2022 04:12 PM

The Dalles - Hood River. Routes within each town also have to support the last few miles of the commute too.

Anonymous

6/24/2022 04:12 PM

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Anonymous

6/24/2022 04:15 PM

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Anonymous

6/24/2022 04:21 PM

.

Anonymous

6/24/2022 04:25 PM

.

Anonymous

6/24/2022 05:26 PM

Mount Hood Mount Adam

Anonymous

6/24/2022 05:58 PM

Currently I don't live close to any stops. It would be my first choice for commute to and from work.

Anonymous

6/24/2022 07:35 PM

more trailheads (e.g more stops along gorge, north side of gorge) and swimming spots

Anonymous

6/24/2022 07:49 PM

Portland to HR and back more frequently.

Anonymous

6/24/2022 10:46 PM

To Mt Hood in the summer, to Dog Mt during the week

Anonymous

There are 3 different public transportation bus routes....Mt Adams,

6/25/2022 04:06 PM

Link, CAT....as a senior I'm finding it confusing with routes & connections. I would like to utilize them, but tend t only use Mt. Adams transportation ... for fear I will be left at location & not able to return because of a bus schedule confusion on my part or the systems. I've seen individuals waiting at length at the Goodwill stop ...wanting to be picked up to go to White Salmon. One time...The Link driver told her to wait for the next bus....she finally called a friend to come. There is the red line...blue line and transfers with in The Dalles...I can understand the transfer needed for Hood River / White Salmon, located at the Transit center. I've often wanted to try out the full Gorge transportation route only to fear getting home to Goldendale via Mt. Adams route schedule (timing & schedule, pick up times)

Anonymous

6/26/2022 05:24 AM

Trailheads! (Or walking distance to trailheads)

Anonymous

6/26/2022 04:39 PM

CAT syncing schedules with Link and Mt Adams transportation so it's easier to get to places like Goldendale easier/more often. (Without worrying that the CAT due in at 545 will be late and I'll miss the Link 545)

Anonymous

6/26/2022 04:52 PM

Hood River to Lyle and back. Mount hood meadows / timberline lodge and back. Both skiing in winter and biking in summer.

Anonymous

6/27/2022 05:31 AM

Lyle to Bingen, Lyle to the dalles,

Anonymous

6/27/2022 10:20 AM

n/a

Anonymous

6/27/2022 10:42 AM

express route maybe every 1/2 hr

Anonymous

6/27/2022 10:52 AM

en todo odell

Anonymous

6/27/2022 03:11 PM

I am very interested in using transit for access to outdoor recreation. I have made quite a bit of use of the Columbia Gorge Express and the Gorge to Mountain Express for hiking and skiing. I hope that CAT will be able to continue both of those routes at current or greater frequency.

Anonymous

6/27/2022 03:57 PM

Mt. Hood cross country skiing hubs (Government Camp, Teacup Nordic, and Cooper Spur/Tilly Jane areas)) and major hiking trailheads accessible from Highways 35 and 26.

Anonymous

6/27/2022 04:18 PM

From Mt Hood Meadows & Hood River to Government Camp

Anonymous

6/27/2022 04:41 PM

Teacup Nordic XC skiing, Meadows XC skiing, event site

Anonymous

6/27/2022 05:01 PM

Mt Hood and Hood River

Anonymous

6/27/2022 05:19 PM

Mt Hood ski areas, including both downhill and X-C ski areas

Anonymous

6/27/2022 05:24 PM

Hood River and return from Portland, with stops for waterfall hikes and at Post Canyon. Hood River to Teacup Nordic in winter, from Portland would be amazing. Hood River to Meadows and Bennett Pass and Dog River TH in summer.

Anonymous

6/28/2022 07:50 AM

Other hiking places in the gorge

Anonymous

6/28/2022 09:46 AM

n/a

Anonymous

6/28/2022 10:14 AM

n/a/

Anonymous

6/28/2022 10:38 AM

n/a

Anonymous

6/28/2022 11:38 AM

n/a

Anonymous

6/28/2022 11:52 AM

n/a

Anonymous

the dalles a hood river

6/28/2022 01:38 PM

Anonymous portland

6/28/2022 01:44 PM

Anonymous n/a

6/28/2022 01:53 PM

Anonymous .

6/28/2022 01:55 PM

Anonymous .

6/28/2022 02:01 PM

Anonymous n/a

6/28/2022 02:21 PM

Anonymous n/a

6/28/2022 02:40 PM

Anonymous mas puntos del condado

6/28/2022 02:49 PM

Anonymous n/a

6/28/2022 02:58 PM

Anonymous n/a

6/28/2022 03:26 PM

Anonymous Portland

6/28/2022 03:30 PM

Anonymous Airport

6/28/2022 03:53 PM

Anonymous Portland

6/29/2022 09:03 AM

Anonymous Airport

6/29/2022 09:35 AM

Anonymous

6/29/2022 09:39 AM

the dalles and portland

Anonymous

6/29/2022 09:51 AM

Frankton Rd.

Anonymous

6/29/2022 10:11 AM

portland

Anonymous

6/29/2022 10:19 AM

n/a

Anonymous

6/29/2022 11:45 AM

to the school winter

Anonymous

6/29/2022 11:49 AM

uber

Anonymous

6/29/2022 11:56 AM

Pine Grove

Anonymous

6/29/2022 02:41 PM

Airport

Anonymous

6/29/2022 03:52 PM

Airport

Anonymous

7/01/2022 11:59 AM

Bingen, Hood River, Portland, Vancouver

Anonymous

7/01/2022 08:10 PM

Popular trailheads along the Gorge

Anonymous

7/04/2022 10:44 AM

Kingsley campground, Coyote Wall, all beaches that one can kite or windsurf from

Anonymous

7/18/2022 07:36 PM

Downtown Hood River

Anonymous

8/20/2022 08:33 AM

Please add a stop at Eagle Creek trailhead once of the most popular and heavily used hikes in the area. Without a car I have to walk to the

trail 2.5 miles from the CAT stop in Cascade Locks.

Anonymous

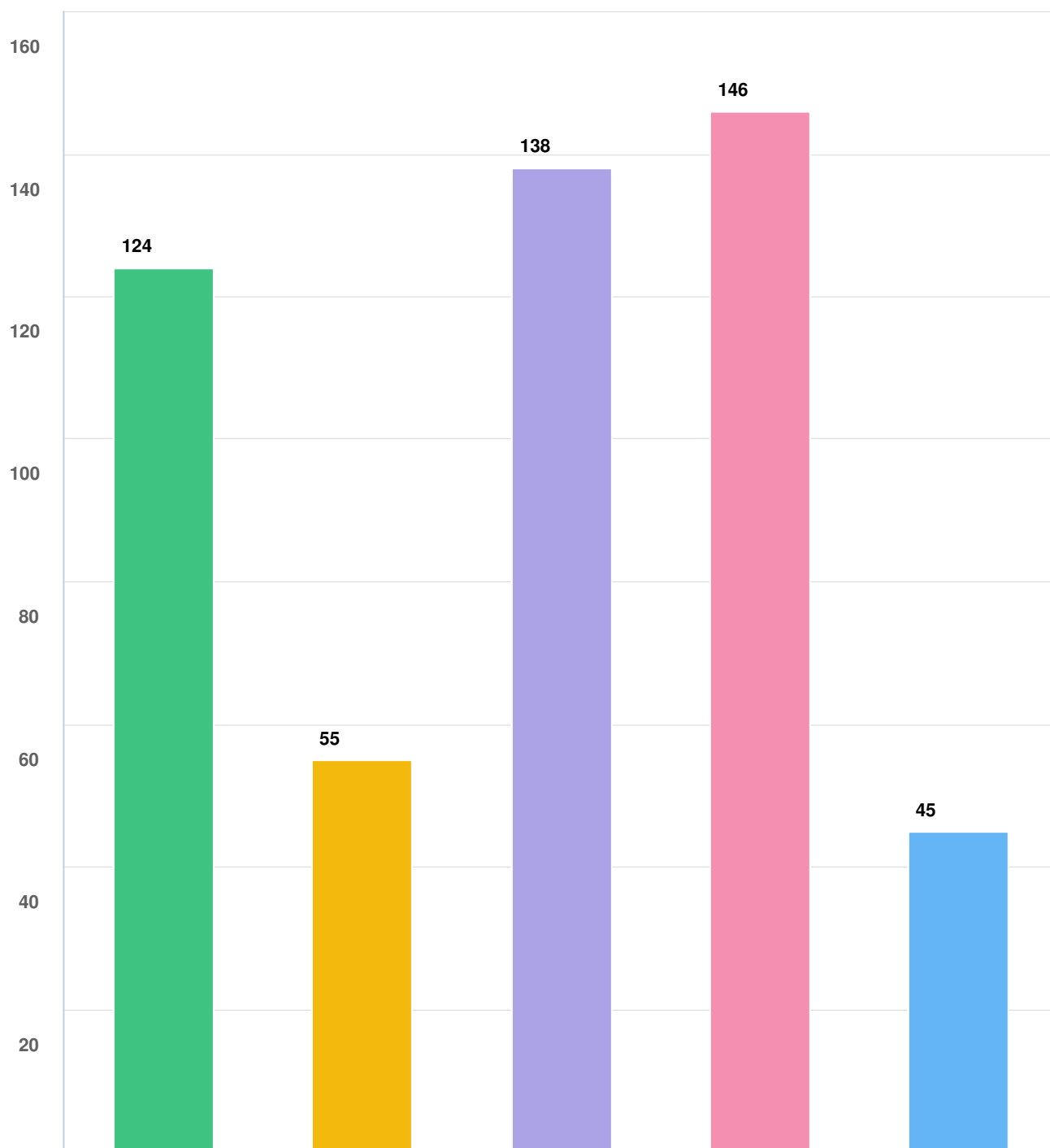
8/21/2022 08:00 AM

Eagle Creek Day Use which connects to Eagle Creek Trail a major destination in the Scenic Gorge without a public transit option. Without a car it is a 3 mile walk to the trailhead from Cascade Locks CAT stop.

Mandatory Question (254 response(s))

Question type: Essay Question

Q11 Which extended hours would you like to see? [Check all that apply]



Question options

- Commute times (a.m./p.m.).
- Midday service.
- Evening services after 6 p.m. (i.e., 6-10 p.m.).
- Weekend service.
- Shift hour service between 10 p.m-5 a.m.

Mandatory Question (247 response(s))

Question type: Checkbox Question

Q12 For increased frequency of service, please tell us which route and how often.

Anonymous

2/17/2022 04:22 PM

to recreation sites

Anonymous

2/22/2022 08:57 AM

Upper valley South of Odell, hourly

Anonymous

2/22/2022 05:32 PM

Any, really!

Anonymous

2/23/2022 12:08 PM

More frequency between Hood River-Mosier-The Dalles, to make on-time connections to the bus serving Cascade Locks and Portland also.

Anonymous

2/23/2022 07:01 PM

Mosier to The Dalles

Anonymous

2/23/2022 07:59 PM

Weekend service to WS/Bingen Mid day service to The Dalles
Increased frequency to upper valley Summer trailhead service-G2M summer version

Anonymous

2/24/2022 07:01 AM

Please expand services between Parkdale, Odell, and Hood River for commuters who work typical day shifts Mondays through Fridays.
Incentives could be awarded to employers who purchase CAT passes for employees.

Anonymous

2/24/2022 12:30 PM

Between The Dalles and Hood River.

Anonymous

2/25/2022 05:47 PM

Upper Valley to Hood River. Several times a day, including weekends and evenings. I see this as more important than when CAT was making up to 8 runs/day (I believe that was the number) to Portland.

Anonymous

2/26/2022 09:18 AM

The express route to portland - add a mid morning drop and one more evening bus back to Hood River. Eliminate stops at tourist spots like Multnomah falls and focus on transportation for workers on some of the express routes or add one bus in morning to PDX and one return to hood River that stops only in Hood River and Cascade locks.

Anonymous

2/26/2022 10:02 AM

Odell to hood river as much as I can and hood river to Portland.

Anonymous

2/26/2022 12:11 PM

Cascade Locks-Gresham-Hood River-The Dalles,every other day to go to Mc Donald's

Anonymous

2/26/2022 12:35 PM

All the main arterials (I live off Country Club.)

Anonymous

2/26/2022 05:55 PM

Portland to hood river

Anonymous

2/26/2022 08:45 PM

Not sure. I don't use the service now but fully support it for my friends and neighbors who do.

Anonymous

2/28/2022 10:47 AM

Instead of every 45minutes maybe every 25

Anonymous

2/28/2022 06:33 PM

Not using cat now

Anonymous

3/02/2022 06:23 AM

Upper Valley/Parkdale only has 2 pick up times a day. It would be greatly beneficial to add more pickup and drop off times during the day and evening, for people that have work, school, appointments etc.

Anonymous

3/04/2022 08:14 AM

To and from Portland gateway transit center

Anonymous

3/04/2022 09:31 PM

Have the bus go in opposite direction every other week so I don't have to ride for 45 minutes to go from hospital to Rosauers.

Anonymous

3/05/2022 03:46 AM

I walk locally, so most interested in portland and regional service expanding so that its more accessible to use.

Anonymous

3/05/2022 08:53 AM

I think this may be all perception - so maybe the bigger priority is presence - clearer stops along the route w/ posted schedules.. One "other" thought I have discussed with friends - if CAT went straight to the airport (rather than gateway plaza or whatever it's called), and there was somewhere to park long(or medium) term in HR (or the

Washington side...), I would take it to the airport every time.

Anonymous

3/05/2022 12:30 PM

Columbia Gorge Express at least every hour

Anonymous

3/05/2022 12:46 PM

White Salmon/Bingen - Hood River, if additional routes could be added in the morning and late afternoon hours during the work week, I would consider it instead of driving my car.

Anonymous

3/05/2022 04:21 PM

Hood River City Route, at nights on weekends, hourly

Anonymous

3/05/2022 05:36 PM

City routes

Anonymous

3/05/2022 09:07 PM

WS to Safeway in Hood River

Anonymous

3/06/2022 06:58 AM

No WS option

Anonymous

3/06/2022 11:20 AM

Hood River to PDX,

Anonymous

3/07/2022 02:17 AM

Upper valley, weekly

Anonymous

3/09/2022 11:02 AM

Increase times along Hwy 35 corridor, standardize bus stop times (every 15 minutes, etc).

Anonymous

3/09/2022 04:30 PM

Cascade Locks-Hood River, a few more times a day.

Anonymous

3/09/2022 08:29 PM

More Multnomah Falls service to and from Hood River to allow arrival before 8am and leaving Multnomah around 7pm

Anonymous

3/09/2022 10:02 PM

Columbia Gorge Express and the Gorge to Mountain Express. I use both at least 3-4 times a month

Anonymous

3/10/2022 11:14 AM

HR to Portland, HR to White Salmon

Anonymous

3/10/2022 07:26 PM

The Dallas

Anonymous

3/11/2022 08:27 AM

To Gateway in Portland

Anonymous

3/11/2022 08:50 AM

Hood River to PDX 4 times per day.

Anonymous

3/11/2022 09:20 AM

West of hood river

Anonymous

3/11/2022 12:31 PM

Connect The Dalles with Hood River

Anonymous

3/14/2022 10:01 AM

Idk

Anonymous

3/14/2022 11:11 AM

Not sure

Anonymous

3/15/2022 02:41 PM

the route to belmont and to the bus center and the downtown

Anonymous

3/16/2022 12:54 PM

I would be looking for an option with daily arrival in Hood River from Cascade Locks, arriving at or around 7:30. Departing around 5:20 or so. I work 8:00 - 5:00 and have a short bike ride from HR Port transfer. Plus a little time to change from bike clothes.

Anonymous

3/19/2022 10:30 AM

Multnomah Falls and Portland, Beacon Rock and Vancouver. Not sure how more frequent would be viable.

Anonymous

3/19/2022 05:40 PM

Mt. Hood Meadows in time for lessons I

Anonymous

3/24/2022 07:14 PM

Earlier and later service for trips to the Gorge.

| | |
|---------------------------------|--|
| Anonymous 3/25/2022 02:01 PM | na |
| Anonymous 3/25/2022 02:15 PM | Na |
| Anonymous 3/25/2022 02:18 PM | Not sure |
| Anonymous 3/25/2022 02:48 PM | Route to meadows could come more in the afternoon, so employees who are scheduled in the afternoon can use public transportation to get to work |
| Anonymous 3/25/2022 03:27 PM | I am not currently using |
| Anonymous 3/25/2022 06:56 PM | Hood River to Gateway in the later evening hours. |
| Anonymous 3/28/2022 08:47 PM | To be able to ride the CAT from Portland to HR after an evening concert a play would be amazing or an arriving plane. If I could ride the CAT to Meadows beyond April 1 to ski or during the summer to hike would also be amazing. I'm in a hiking group and if we rode CAT to hike, it would eliminate at least 5 (or more) vehicles. |
| Anonymous 3/30/2022 06:33 AM | Gorge Express and Hood River to The Dalles, more alignment with adjacent transit schedules, e.g. Amtrak PDX, etc. |
| Anonymous 3/30/2022 09:29 AM | Route from HR to TD and TD to HR. Morning 2-3x between 6a-8a, Evening 2-3x between 4p-6p |
| Anonymous 4/02/2022 08:15 AM | Gorge to mountain, on the weekends because the weekday times don't run late enough to get me to the mountain. |
| Anonymous 4/13/2022 10:45 AM | Hood River Route, for dining and entertainment hours Routes for 30 minute, rather than 45. I would expect you'd need more riders to justify. |
| Anonymous 4/13/2022 07:18 PM | Na |

Anonymous

4/15/2022 11:00 AM

Maybe a 1pm or 2pm bus from the Dalles to hood river. And some bus options for people on night shift or people that get get stranded in a town.

Anonymous

4/21/2022 03:10 PM

Parkdale to Hood River Before 10 am and back after 5 pm

Anonymous

4/26/2022 08:28 AM

Evening services after 6 pm

Anonymous

4/26/2022 08:29 AM

White Salmon to Hood River - hourly or bi-hourly would be amazing

Anonymous

4/26/2022 08:33 AM

frankton every 1hr or 2

Anonymous

4/26/2022 08:54 AM

Yes

Anonymous

4/26/2022 09:25 AM

dedicated stop in Mosier without calling in. Also cat stop at cgcc in the Dalles

Anonymous

4/26/2022 09:36 AM

Same route, every 30 mins

Anonymous

4/26/2022 09:44 AM

Na

Anonymous

4/26/2022 05:10 PM

Gorge express

Anonymous

4/28/2022 06:59 AM

I don't know the current routes so can't comment

Anonymous

4/28/2022 07:21 AM

I live in mid town and go to the event site daily.

Anonymous

4/28/2022 08:07 AM

Lyle. especially weekends

Anonymous

4/28/2022 08:44 AM

To Mosier

Anonymous

4/28/2022 11:57 AM

West side

Anonymous

4/28/2022 02:10 PM

parkdale to hood river and back.

Anonymous

4/28/2022 07:39 PM

N/a

Anonymous

4/29/2022 06:49 AM

Country Club to Rosauers or Hood River Athletic Club 3 days per week.

Anonymous

4/29/2022 11:51 AM

Upper Valley atleast every 2 hrs

Anonymous

4/29/2022 07:02 PM

white salmon to hood river at least 6 trips

Anonymous

4/30/2022 12:48 PM

Hood River to Gateway and back (5:30 is too early for the last bus to leave Portland) - doesn't work with the airline schedules or entertainment

Anonymous

4/30/2022 04:30 PM

Stevenson Washington

Anonymous

5/02/2022 09:54 AM

White salmon to hood river hourly

Anonymous

5/02/2022 08:20 PM

mt hood meadows, pdx, portland several times daily

Anonymous

5/03/2022 06:13 PM

Hourly to PDX

Anonymous

5/03/2022 06:56 PM

Hood river/ the Dalles hourly

| | |
|---------------------------------|--|
| Anonymous 5/03/2022 08:50 PM | Increased service between 6PM & 7PM from The Dalles to Hood River would benefit me. I would only use this service once or twice a week. |
| Anonymous 5/06/2022 08:41 AM | PDX to hood river. I would like to see it run past 6 |
| Anonymous 5/06/2022 09:45 AM | By the pier |
| Anonymous 5/07/2022 10:49 AM | Portland to Mt Hood Meadows; 2-3 more time slots |
| Anonymous 5/08/2022 10:35 AM | I take the Sunday 8:00 am every week to Portland and ride the MAX from Portland to Hillsboro to pick up my son, then back to Portland. Then take 4:00 pm back to The Dalles and get back at 5:45 pm. |
| Anonymous 5/09/2022 01:57 PM | The route from Gateway to Hood River. More frequent times would allow for more flexibility when planning a day out in the Gorge. Later times would dinner in Hood River after hiking possible without a car. |
| Anonymous 5/13/2022 09:55 AM | The route between Portland and hood River. |
| Anonymous 5/15/2022 11:33 AM | Along Rand and/or May Street; along the Fruit Loop; to/from Portland & Airport later in eve |
| Anonymous 5/17/2022 03:10 PM | I think providing public transit in the late evening would greatly reduce drunk driving and would have a significant impact on the community. |
| Anonymous 5/17/2022 04:38 PM | Upper Valley to Heights and Downtownn HR, M-F 8-5 with service to get me back home in Parkdale |
| Anonymous 5/17/2022 08:25 PM | I would like the summer Columbia gorge express to run a little later into the evening |
| Anonymous 5/17/2022 08:36 PM | Mt.hood meadows |

Anonymous

5/18/2022 07:46 AM

Heights to Odell, earlier in morning

Anonymous

5/18/2022 04:27 PM

Belmont and St Charles to all over.

Anonymous

5/18/2022 06:25 PM

I take the Cascade Locks to PDX option and just struggle to solely travel by public transit to make a day commute work. It is great one way however.

Anonymous

5/19/2022 08:40 AM

The Dalles to hood river

Anonymous

5/19/2022 09:14 AM

Unknown

Anonymous

5/19/2022 09:37 AM

Hood river needs more routes.

Anonymous

5/19/2022 06:51 PM

Should be 24/7

Anonymous

5/25/2022 02:50 PM

Every day

Anonymous

5/31/2022 10:24 AM

Cascade Locks--4 times a day.

Anonymous

6/01/2022 10:27 AM

Unsure

Anonymous

6/02/2022 05:42 PM

N/A

Anonymous

6/04/2022 08:14 PM

I need to get to work downtown sometimes as early as 6:00am, but the bus gets to my house at 7:00 I also sometimes need to come home from work as late as 10:30-11:00 which is very difficult with no transportation. I think the bus expanding its hours especially in the evening would really help me travel to work and other obligations.

Anonymous

Hood river, more frequently in the evening.

6/06/2022 07:01 AM

Anonymous

All?

6/07/2022 02:18 PM

Anonymous

To more than one location in The Dalles, daily. Four or five different stops seven days a week would be helpful

6/07/2022 02:41 PM

Anonymous

Please, please, please offer more times to return to the lower valley from My. Hood Meadows. Increasing the frequency of options to/from the mountain would help reduce traffic and parking congestion up on the mountain, and allows teenagers a safe way to get to and from the mountain.

6/08/2022 12:14 PM

Anonymous

Idk

6/08/2022 04:22 PM

Anonymous

Upper valley, 4 x day

6/09/2022 01:00 PM

Anonymous

Portland to hood river more often during the midday and on weekends.

6/09/2022 04:58 PM

Anonymous

The gorge to PDX.

6/09/2022 05:28 PM

Anonymous

Multnomah Falls Once an hour

6/09/2022 05:28 PM

Anonymous

To/from downtown Portland

6/09/2022 05:34 PM

Anonymous

Gorge express having later or earlier times for flights in and out of PDX

6/09/2022 06:23 PM

Anonymous

Portland to Hood River

6/09/2022 08:20 PM

Anonymous

Late night airport return service

6/09/2022 09:15 PM

Anonymous

6/13/2022 05:30 PM

Westside to anywhere

Anonymous

6/14/2022 04:11 PM

Need less frequency cuz most of buses nearly empty

Anonymous

6/17/2022 01:20 PM

any route

Anonymous

6/17/2022 08:47 PM

Some flights at PDX do not align with the Cat bus routes. Not able to give specific examples but later hours would help.

Anonymous

6/18/2022 06:11 PM

City route would be nice at 20 min intervals

Anonymous

6/22/2022 08:51 AM

N/A

Anonymous

6/22/2022 09:29 AM

Falta mas lugares a visitar

Anonymous

6/22/2022 09:55 AM

dias y noches

Anonymous

6/22/2022 11:09 AM

mas idas para parkdale

Anonymous

6/22/2022 04:04 PM

Dog mountain weekday service

Anonymous

6/22/2022 04:06 PM

I would like the pink bus to happen more frequently and earlier in summer. The pink bus could alleviate a ton of parking need along the water front. The water front would be so much nicer with fewer cars!

Anonymous

6/23/2022 08:39 AM

n/a

Anonymous

6/23/2022 09:24 AM

It;s very hard to say since you don't have your summer service hourse on the website yet.

Anonymous

6/23/2022 10:11 AM

the dalles a hood river. Walmart

Anonymous

6/23/2022 01:58 PM

Upper Valley

Anonymous

6/24/2022 02:14 PM

Routes from white salmon to bingen

Anonymous

6/24/2022 02:19 PM

The Columbia Gorge Express-I would love to see the summer frequency occur year-round.

Anonymous

6/24/2022 02:24 PM

More AM and PM. commute times for the CGE between Hood River and Portland.

Anonymous

6/24/2022 02:50 PM

From Odell to Hood River

Anonymous

6/24/2022 02:51 PM

I take weekends in the mid morning and come back usually on the last buss

Anonymous

6/24/2022 03:20 PM

From Gorge to Mountain: 7 days a week service. 7am buses in Government Camp to head towards Meadows in the winter and on further to Hood River I'm winter or summer. Late bus in winter, with a 6pm pickup at Meadows to head towards Government Camp then loop back to Hood River. Late summer bus drop-off in Government Camp at 6pm. Bike rack included on bus in summer. Ski gear storage on bus in winter would be nice.

Anonymous

6/24/2022 03:22 PM

Gorge area buses need to run later in the evenings. More often during the days would help, I frequently have to wait an hour or more at CAT headquarters between a shuttle to there and an outbound bus.

Anonymous

6/24/2022 03:25 PM

Gorge Express

Anonymous

6/24/2022 03:35 PM

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Anonymous

6/24/2022 03:40 PM

.

Anonymous

6/24/2022 03:46 PM

Portland to hood river, more evening routes on weeknights

Anonymous

6/24/2022 04:06 PM

Weekend service.

Anonymous

6/24/2022 04:15 PM

.

Anonymous

6/24/2022 04:21 PM

.

Anonymous

6/24/2022 04:25 PM

.

Anonymous

6/24/2022 05:26 PM

Need later rides back to Portland and better connection from Hood River to surrounding area

Anonymous

6/24/2022 05:58 PM

Route names not known.

Anonymous

6/24/2022 06:19 PM

From Portland to Hood River TC: run Monday through Sunday: 7:30am to 8pm. From Hood River TC to Portland Monday through Sunday: 7:30am-8pm. From Hood RiverTC to Mt Hood locations: 8:00am to 8pm Monday through Sunday. Mt Hood locations to Hood River TC from 9am to 7pm Monday through Sunday.

Anonymous

6/24/2022 07:35 PM

Gorge Express, twice as often in the morning and evening (maybe one bus could be just the Gorge without express and stop at e.g. Bridal Veil, Ainsworth or John B Yeon, Wyeth, etc). That way, missing the bus on the way to backpacking trip wouldn't necessitate rerouting the whole trip

Anonymous

6/24/2022 07:49 PM

Portland to HR and back.

Anonymous

6/24/2022 09:16 PM

Multnomah falls 30min. Intervals

Anonymous

6/25/2022 10:11 AM

Hood river city route, every 30 min would be great

Anonymous

6/25/2022 04:06 PM

N/A

Anonymous

6/26/2022 04:39 PM

Columbia Gorge Go shuttle

Anonymous

6/27/2022 10:20 AM

lunes - domingo

Anonymous

6/27/2022 10:42 AM

express route maybe every 1/2 hr

Anonymous

6/27/2022 10:52 AM

n/a

Anonymous

6/27/2022 03:11 PM

Adding service on the route of the Gorge to Mountain Express in summer would be great for hiking and backpacking without use of a car. Adding an early morning run of the Columbia Gorge Express from Gateway to Hood River on weekends in the winter would expand opportunities for skiing.

Anonymous

6/27/2022 03:57 PM

Mt. Hood Community College and downtown Troutdale.

Anonymous

6/27/2022 05:19 PM

Route between Hood River and Mt Hood area every 30 minutes in AM and mid-PM daily including weekends and holidays.

Anonymous

6/27/2022 05:24 PM

Hood River to Portland, hourly would be nice. It is essential that one is able to guarantee a seat back. The current system doesn't allow that, so we haven't taken the bus.

Anonymous

6/27/2022 05:59 PM

Hood River- Meadows and Timberline

Anonymous

6/28/2022 06:23 AM

from hood river to teacup cc ski area

| | |
|---------------------------------|---|
| Anonymous 6/28/2022 07:50 AM | Gorge |
| Anonymous 6/28/2022 09:19 AM | n/a |
| Anonymous 6/28/2022 09:48 AM | In general, waiting more than 20 mins for a transit service makes it an unattractive option. People would rather drive than wait. |
| Anonymous 6/28/2022 10:14 AM | n/a |
| Anonymous 6/28/2022 11:38 AM | de ves en cuando |
| Anonymous 6/28/2022 11:52 AM | n/a |
| Anonymous 6/28/2022 01:38 PM | fin de semana the dalles a hood river |
| Anonymous 6/28/2022 01:44 PM | n/a |
| Anonymous 6/28/2022 01:53 PM | n/a |
| Anonymous 6/28/2022 01:55 PM | . |
| Anonymous 6/28/2022 02:01 PM | Odell |
| Anonymous 6/28/2022 02:40 PM | n/a |
| Anonymous 6/28/2022 03:30 PM | CGE |
| Anonymous 6/28/2022 03:53 PM | cge |

Anonymous

6/29/2022 09:06 AM

use in parkdale

Anonymous

6/29/2022 10:11 AM

odell - chamberlain rd poder reservar y pagar en efectivo. Fin de
semanan. Emergencias fin de semana tambien hace falta apollo.

Anonymous

6/29/2022 10:19 AM

n/a

Anonymous

6/29/2022 10:26 AM

.

Anonymous

6/29/2022 11:49 AM

n/a

Anonymous

6/29/2022 11:56 AM

During the week

Anonymous

6/29/2022 03:52 PM

.

Anonymous

7/01/2022 11:59 AM

White Salmon to Bingen and Hood River. Frequency -- within 30
minutes

Anonymous

7/01/2022 08:10 PM

Columbia Gorge Express - hourly

Anonymous

7/09/2022 02:22 PM

Cascade Locks & the Dalle to Hood River : being able to arrive from
Cascade Locks in time for work and to catch the bus home without
having to leave work early.

Anonymous

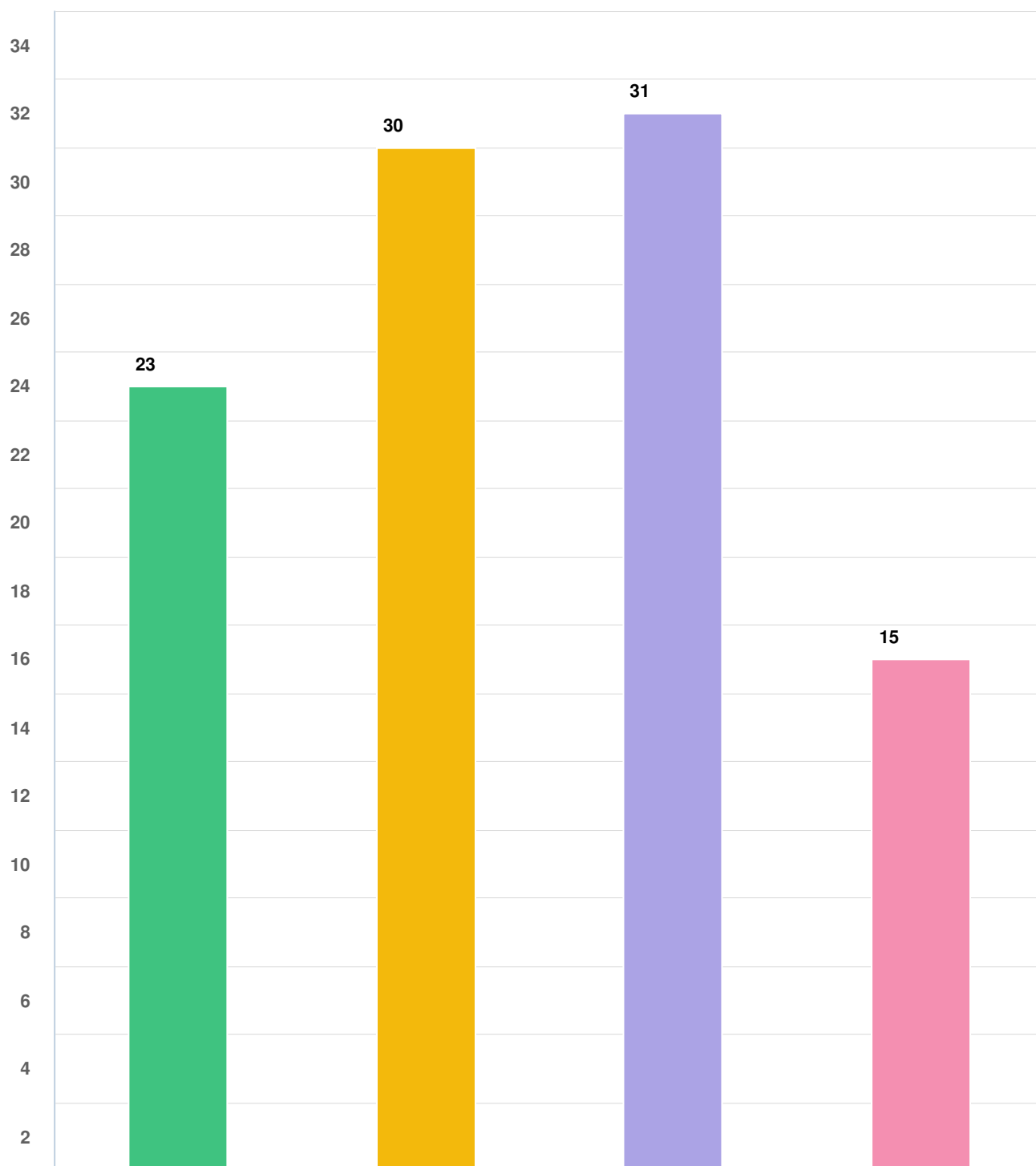
7/18/2022 07:36 PM

Cascade Locks

Mandatory Question (195 response(s))

Question type: Essay Question

Q13 Which safety measures would you like to see added? [Check all that apply]



Question options

● Crosswalks. ● Sidewalks. ● Lighting. ● Other (please specify).

Mandatory Question (61 response(s))

Question type: Checkbox Question

Q14 What needs to change to make it possible to bring your bike on the bus?

Anonymous

2/22/2022 02:39 PM

Are they allowed now? I need to be able to get my bike across the bridge from WA to Hood River

Anonymous

2/23/2022 12:08 PM

Bike racks on all buses, big or small.

Anonymous

2/23/2022 07:25 PM

Directions?

Anonymous

2/24/2022 04:51 AM

Not sure.

Anonymous

2/24/2022 07:43 AM

Guarantee of a spot.

Anonymous

2/26/2022 07:30 AM

easy to use bike racks

Anonymous

2/26/2022 08:25 AM

Racks inside or outside

Anonymous

2/26/2022 09:18 AM

Make it easy to get my bike on the bus.

Anonymous

2/28/2022 11:00 PM

I just don't want public transit in our community. This is a small town, not a city.

Anonymous

3/01/2022 08:46 PM

Easier systems to get get heavier, e-bikes on board.

Anonymous

3/04/2022 09:51 AM

My ebike is too heavy to lift up on to a bike rack on the front of a bus

Anonymous

3/05/2022 03:46 AM

I only did this once from Hood River waterfront to portland, but w/ bike routes expanding everywhere I see it becoming more viable to use buses w/ bikes. Bike racks on outside of buses ? I don't know whats available

| | |
|---------------------------------|---|
| Anonymous 3/05/2022 08:53 AM | Is this possible now? I don't know |
| Anonymous 3/06/2022 06:58 AM | Bike racks, availability |
| Anonymous 3/09/2022 11:02 AM | External bike racks and optional indoor area to hold bikes for some folks. |
| Anonymous 3/09/2022 10:02 PM | My biggest concern is that there isn't guaranteed room for my bike because of limited capacity, so I err on the side of not bringing my bike. Also a lot of bike racks aren't able to accommodate gravel-tire thickness wheels. |
| Anonymous 3/10/2022 10:06 PM | Not sure |
| Anonymous 3/11/2022 09:19 AM | A place to put your bike on the bus. |
| Anonymous 3/11/2022 02:13 PM | Ease |
| Anonymous 3/14/2022 11:11 AM | Front bus bike rack |
| Anonymous 3/23/2022 05:43 PM | I...don't know? |
| Anonymous 3/24/2022 07:14 PM | More bike spaces. |
| Anonymous 3/25/2022 01:42 PM | Bike racks |
| Anonymous 3/25/2022 01:59 PM | A place to put bikes that is still roomy/allows people on |
| Anonymous 3/25/2022 02:22 PM | I think the. Use should go for longer dist |

| | |
|---------------------------------|---|
| Anonymous 3/25/2022 02:48 PM | Bigger buses |
| Anonymous 4/02/2022 08:04 AM | outside rack |
| Anonymous 4/25/2022 10:03 PM | Bike Rack |
| Anonymous 4/26/2022 08:18 AM | I'm not really sure-I just know that most of my friends bike and if they could bring their bike to better get around once they get to their destination. |
| Anonymous 4/26/2022 08:29 AM | Oh, can we already do that? |
| Anonymous 4/26/2022 08:33 AM | add racks |
| Anonymous 4/26/2022 08:42 AM | Ability to bring multiple bikes |
| Anonymous 4/26/2022 09:45 AM | Not sure |
| Anonymous 4/28/2022 07:09 AM | Bike racks on the bus |
| Anonymous 4/28/2022 07:21 AM | Honestly I have not been using CAT except for the one time my car broke and I got a ride on the free summer bus which dropped me off at the car part store! |
| Anonymous 4/28/2022 09:31 AM | ? |
| Anonymous 4/28/2022 09:37 AM | None |
| Anonymous 4/28/2022 11:57 AM | Wasn't clear to was allowed |

Anonymous

4/28/2022 03:24 PM

Simple Bike racks on all buses. Education.

Anonymous

4/28/2022 03:34 PM

More bike racks

Anonymous

4/28/2022 03:37 PM

I'm not sure

Anonymous

4/28/2022 04:36 PM

Easy on off Safety

Anonymous

4/29/2022 06:49 AM

Not sure

Anonymous

4/29/2022 06:57 AM

bike routes around town need to be safe and more accessible

Anonymous

4/29/2022 09:02 AM

i have no idea

Anonymous

4/30/2022 09:10 AM

Racks and ease

Anonymous

4/30/2022 12:48 PM

n/a

Anonymous

4/30/2022 02:11 PM

Lack of impetus.

Anonymous

5/03/2022 06:56 PM

Idk is that allowed?

Anonymous

5/05/2022 08:23 AM

People may not know whether or not it is an option to bring a bike on those buses or if there are racks at all.

Anonymous

5/06/2022 09:43 AM

A place to safely store bikes

Anonymous

5/06/2022 09:56 AM

Bike racks

Anonymous

5/07/2022 05:30 AM

Bike rack

Anonymous

5/10/2022 12:05 PM

An easier way to load/unload.

Anonymous

5/13/2022 06:14 PM

Not sure if it's allowed

Anonymous

5/19/2022 08:15 AM

Please make sure there are enough bike racks - maybe a rack on the back of the bus too!

Anonymous

5/19/2022 08:59 AM

Routes near me.

Anonymous

5/19/2022 09:39 AM

bike racks on bus

Anonymous

5/19/2022 10:36 AM

Bike rack, or ability to walk bike onboard

Anonymous

5/19/2022 11:12 AM

not sure if it is allowed, other wise I would bring a bike on board.

Anonymous

5/19/2022 03:23 PM

Sturdier more reliable bike racks. One 's now are pretty sketch especially for ebikes

Anonymous

5/19/2022 06:51 PM

Racks with lock

Anonymous

5/20/2022 06:58 AM

Because I can't bike across the hood river bridge

Anonymous

5/26/2022 01:51 PM

Racks on bus. I've seen some, just not sure if they all have them.

Anonymous

6/04/2022 08:14 PM

Just the ability to have your bike next to you and hold it. Or to bike lock it to a pole would be great!

Chris Watchie

6/08/2022 11:51 AM

Blank

Anonymous

6/09/2022 12:22 PM

Bike racks

Anonymous

6/09/2022 04:58 PM

More bike racks

Anonymous

6/09/2022 06:38 PM

Electric bike..help lifting

Anonymous

6/09/2022 08:20 PM

Not sure anything needs to change, but being able to take a bike is important to me

Anonymous

6/10/2022 04:32 PM

Bike lanes in Parkdale connecting town hall to parkdale

Anonymous

6/13/2022 06:00 PM

Bike racks

Anonymous

6/15/2022 08:48 PM

Better/more bike storage so they aren't stacked under the bus. Also I don't think this is an option on all buses, so having this guaranteed would be great

Anonymous

6/18/2022 06:11 PM

More racks space to load them onto

Anonymous

6/20/2022 08:01 AM

An onboard bike rack could be helpful for some riders.

Anonymous

6/20/2022 03:33 PM

Extremely consistent working buses with 1 singular rack system (1 style used universally across all CAT vehicles)

Anonymous

6/21/2022 10:35 PM

Feel sure their will be room on bus bike rack so I'm not stuck.

Anonymous

6/22/2022 04:06 PM

I'm an outlier, but I like to put my MTB on the dial a ride and get a MTB shuttle. So wider racks would allow me to use the racks. I have taken the CAT into Portland and put my bike under the bus. I don't

think all the buses can do this though.

Anonymous

6/24/2022 03:18 PM

Easy access

Anonymous

6/24/2022 03:25 PM

Video tutorial, it's intimidating to do it the first time

Anonymous

6/24/2022 03:30 PM

.

Anonymous

6/24/2022 04:12 PM

Nothing (except more trips, especially earlier and later in the day). For example, my work day finishes at 5pm. The last bus to leave Hood River travelling to The Dalles leaves at 5:15pm. If I miss that bus, I'll have an unexpected 27 mile bike ride.

Anonymous

6/24/2022 04:37 PM

Safe racks

Anonymous

6/25/2022 12:19 AM

I'm not aware that buses have a bike rack now

Anonymous

6/26/2022 06:41 AM

I've noticed that some of the bike tracks on the bus are broken. I'm a little afraid of the rear racks. They're pretty tall and I get nervous not seeing my bike.

Anonymous

6/26/2022 04:52 PM

Routes and hours

Anonymous

6/27/2022 03:57 PM

Exterior bike racks.

Anonymous

6/27/2022 04:23 PM

bike racks, clear indication that I could take my bike to hood river from White Salmon, get my errands done, and get home in a predictable timeframe

Anonymous

6/27/2022 05:01 PM

More racks

Anonymous

Bike rack on the bus.

6/27/2022 05:24 PM

Anonymous

Bike racks

6/27/2022 05:59 PM

Anonymous

Need area for bike

6/28/2022 06:23 AM

Anonymous

Sufficient rack Space that one never has to wait for them next bus.

6/28/2022 09:48 AM

Anonymous

One up bike racks front and back. They are strong enough for ebikes and will take every size wheel and are not made out of plastic.

7/04/2022 10:44 AM

Mandatory Question (94 response(s))

Question type: Essay Question

Q15 What type of transportation options (bike share, car share, Uber/Lyft) and where?

Anonymous

Car share

2/22/2022 08:57 AM

Anonymous

More options like Envoy (already in hood river) for mid snd upper valley.

2/24/2022 11:33 AM

Anonymous

Idk

2/25/2022 08:41 PM

Anonymous

Uber/Lyft

2/27/2022 11:58 AM

Anonymous

Partner with local taxi services to fill in the gaps of timing, distance, and hours.

3/01/2022 08:46 PM

Anonymous

Car share, bike share, taxis

3/02/2022 07:18 PM

Anonymous

bike share or car share

3/10/2022 11:14 AM

| | |
|---------------------------------|---|
| Anonymous 3/10/2022 07:40 PM | Car share |
| Anonymous 3/10/2022 08:33 PM | Uber/Lyft in Hood River |
| Anonymous 3/11/2022 10:45 AM | bike share, in populated areas or frequently visited places (ex. pool, library) |
| Anonymous 3/14/2022 10:01 AM | A bike share. A station at the library and one at the waterfront. And some other places too. |
| Anonymous 3/16/2022 12:54 PM | I would use ride shares or other options if I knew of other options. I currently drive myself in a POV. |
| Anonymous 3/25/2022 01:13 PM | carpool |
| Anonymous 4/06/2022 04:51 PM | Car share |
| Anonymous 4/15/2022 11:00 AM | I think more transportation from colleges sound great. |
| Anonymous 4/21/2022 05:08 PM | Would love an electric bike/scooter share in town to get from downtown to the heights. |
| Anonymous 4/26/2022 08:42 AM | bike lanes |
| Anonymous 4/26/2022 08:56 AM | Bike, electric scooter |
| Anonymous 4/26/2022 09:25 AM | airport shuttle |
| Anonymous 4/28/2022 06:14 AM | Car share app like GoLoco which allows user to "hitchhike" and share car costs and give rides to folks and integrate this into the CAT system, vetting drivers and riders in the gorge. |

| | |
|---------------------------------|--|
| Anonymous 4/28/2022 06:26 AM | Downtown streets should be changed to two-way with improved crosswalks and intersections. |
| Anonymous 4/28/2022 08:07 AM | Lyle, all of the above. |
| Anonymous 4/28/2022 02:10 PM | uber, car share and bus. |
| Anonymous 4/28/2022 04:36 PM | Bike share like in Pdx |
| Anonymous 4/29/2022 04:55 AM | Electric car sharing options for around-town would be great. |
| Anonymous 4/29/2022 06:57 AM | bike share, car share in main areas, uber/lyft gorgewide |
| Anonymous 5/02/2022 08:20 PM | to PDX airport, bikeshare around town, late night rides home from downtown. |
| Anonymous 5/06/2022 09:56 AM | Bike share in the Dalles |
| Anonymous 5/07/2022 11:08 AM | Car share in smaller communities |
| Anonymous 5/08/2022 05:57 PM | Electric bike share |
| Anonymous 5/09/2022 03:52 PM | I'd like to be able to have readily available bike share so I can bike on the Gorge path and stay in Hood River. |
| Anonymous 5/13/2022 09:56 AM | Uber/lyft |
| Anonymous 5/19/2022 09:44 AM | bike share everywhere |

Anonymous

6/09/2022 06:38 PM

To PDX

Anonymous

6/09/2022 10:06 PM

Other cat branded options that would get you connected to the main cat bus routes and possibly bike shares at each stop or some stops so you can explore

Anonymous

6/10/2022 07:06 AM

Medical l/dental

Anonymous

6/21/2022 10:35 PM

Electric bike share system, car share system like Zipcar. Available throughout Hood River

Anonymous

6/24/2022 02:46 PM

Scooters

Anonymous

6/24/2022 03:48 PM

I love the CAT bus to Portland! One to PDX area would be great. Bigger safer bike lanes! Make downtown one ways with away parking and a shuttle to town Create parking and shuttles up to the Heights. Better covered bus stops too please.

Anonymous

6/25/2022 12:19 AM

I'm taking a job which requires me to be in Seattle Mon-Thurs. I'd love to take CAT to and from the airport, especially on Thursday night getting off a plane but the last bus leaves too early.

Anonymous

6/25/2022 07:13 AM

car share, Uber/Lyft in Hood River

Anonymous

6/25/2022 09:30 AM

Taxi or lyft

Anonymous

6/26/2022 06:41 AM

Car share would be incredible. It could be as simple as creating a car share zone with the company that's already doing it in Portland. Similar to Car2Go, but I've forgotten the name of the new company.

Anonymous

6/28/2022 09:48 AM

Higher frequency means that you can consider using smaller vehicles. There is no shortage of small vehicles on our roads! The challenge is connecting the dots!

Anonymous

n/a

6/28/2022 01:32 PM

Anonymous

n/a

6/28/2022 02:21 PM

Anonymous

n/a

6/28/2022 02:49 PM

Anonymous

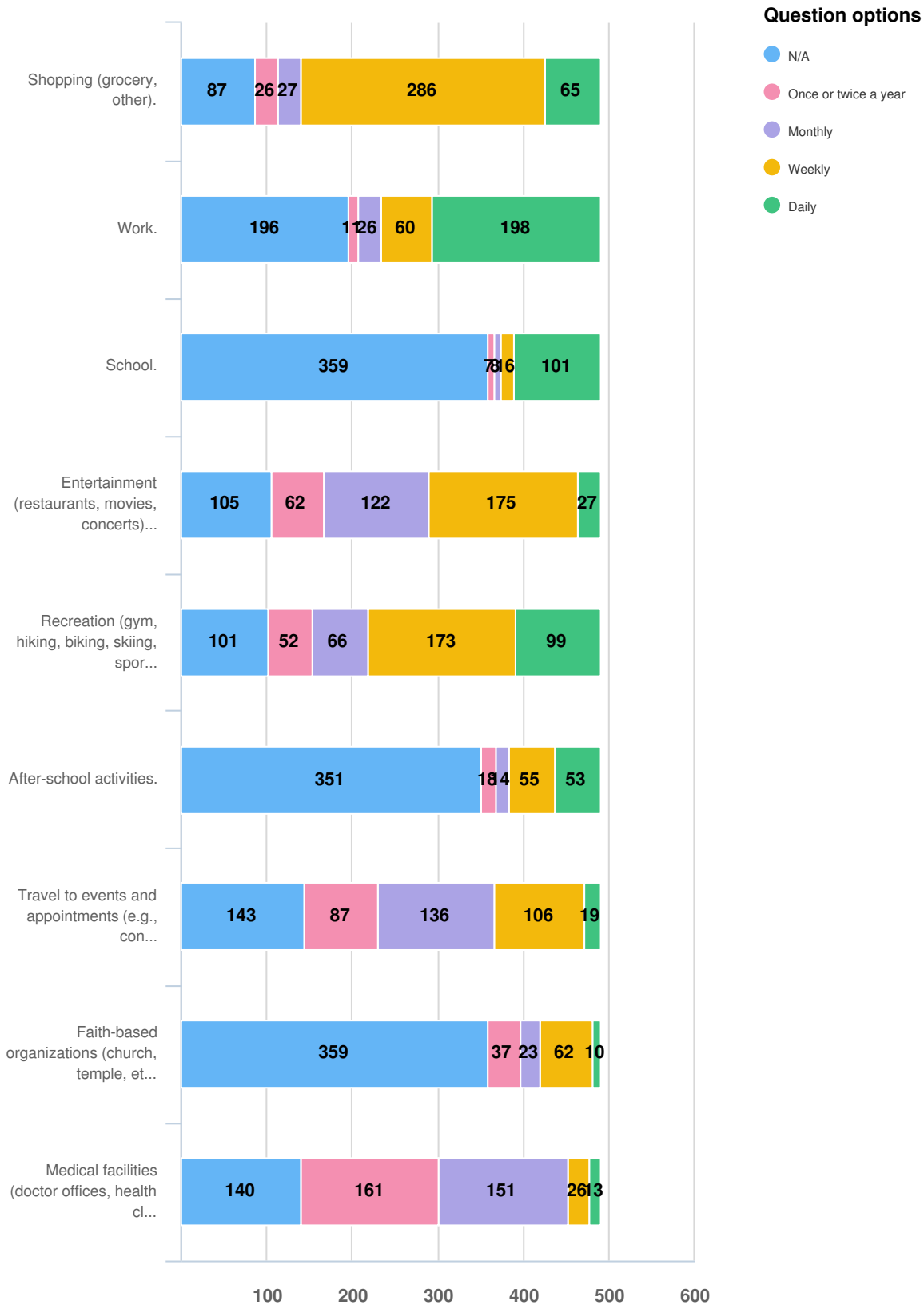
Uber

6/28/2022 04:03 PM

Mandatory Question (48 response(s))

Question type: Essay Question

Q16 Please tell us where you travel and how often—in and around your community, in Hood River County, and throughout the region. Please note: Responses are required for each activity listed below. Please click N/A if it does not apply to you.

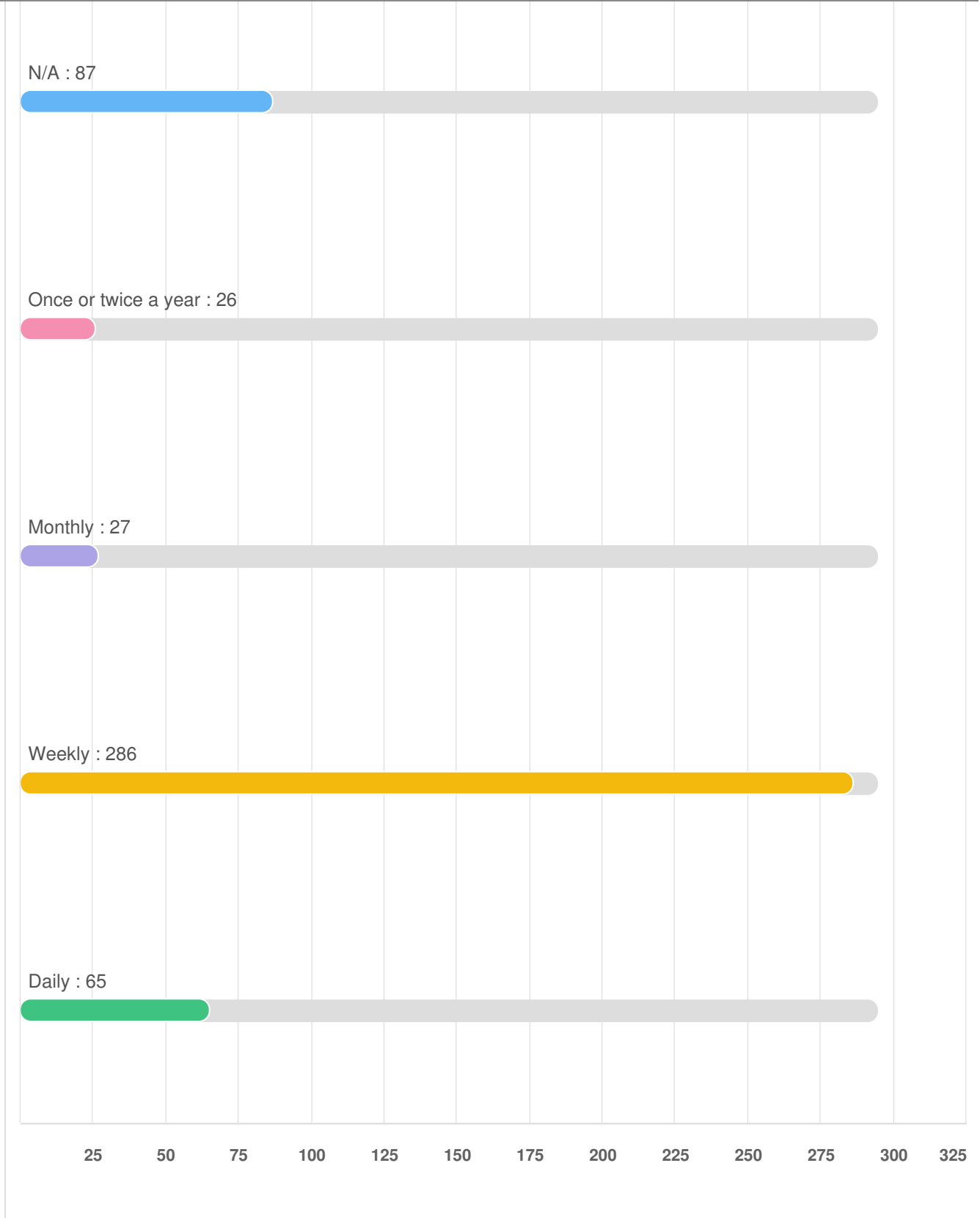


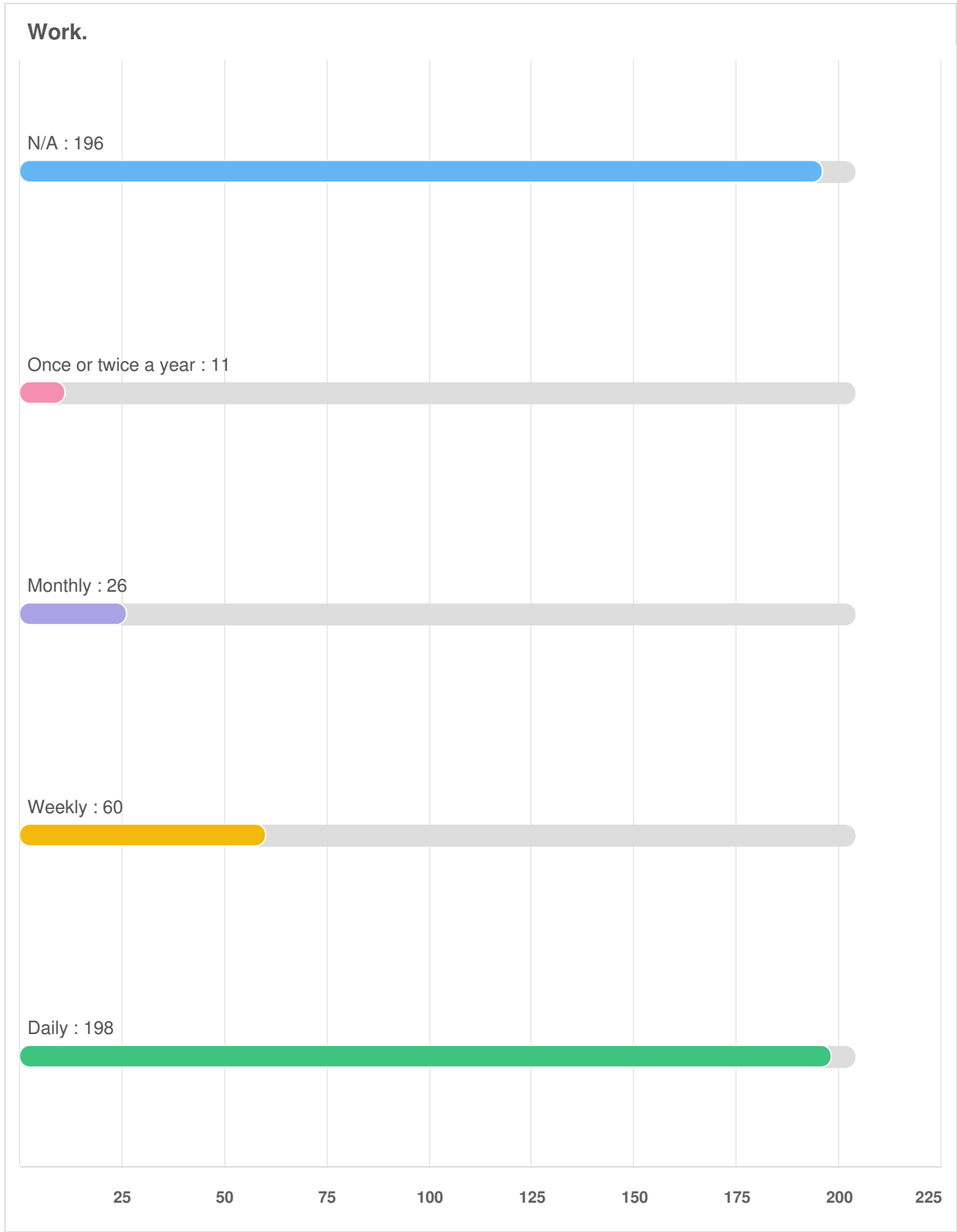
Mandatory Question (482 response(s))

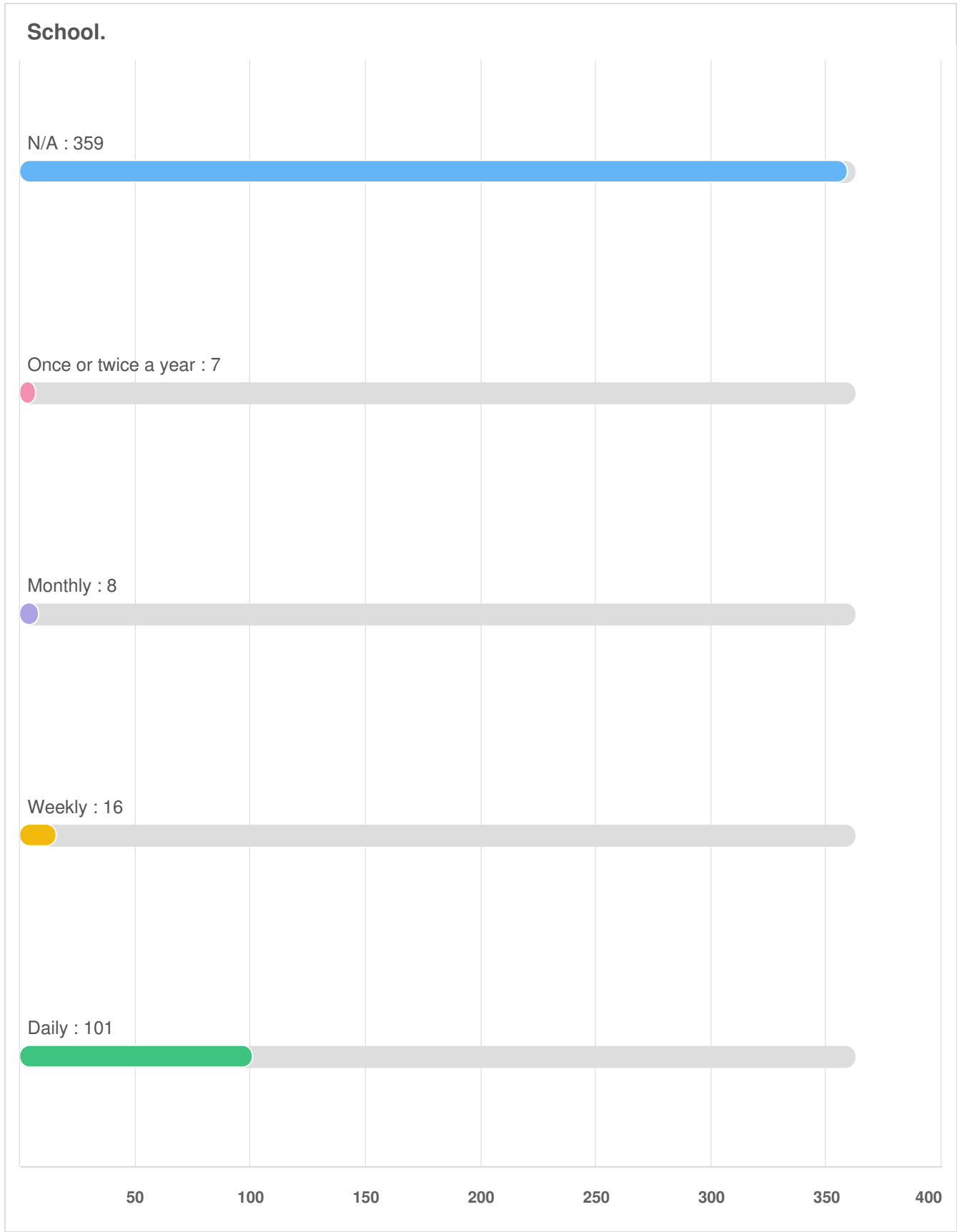
Question type: Likert Question

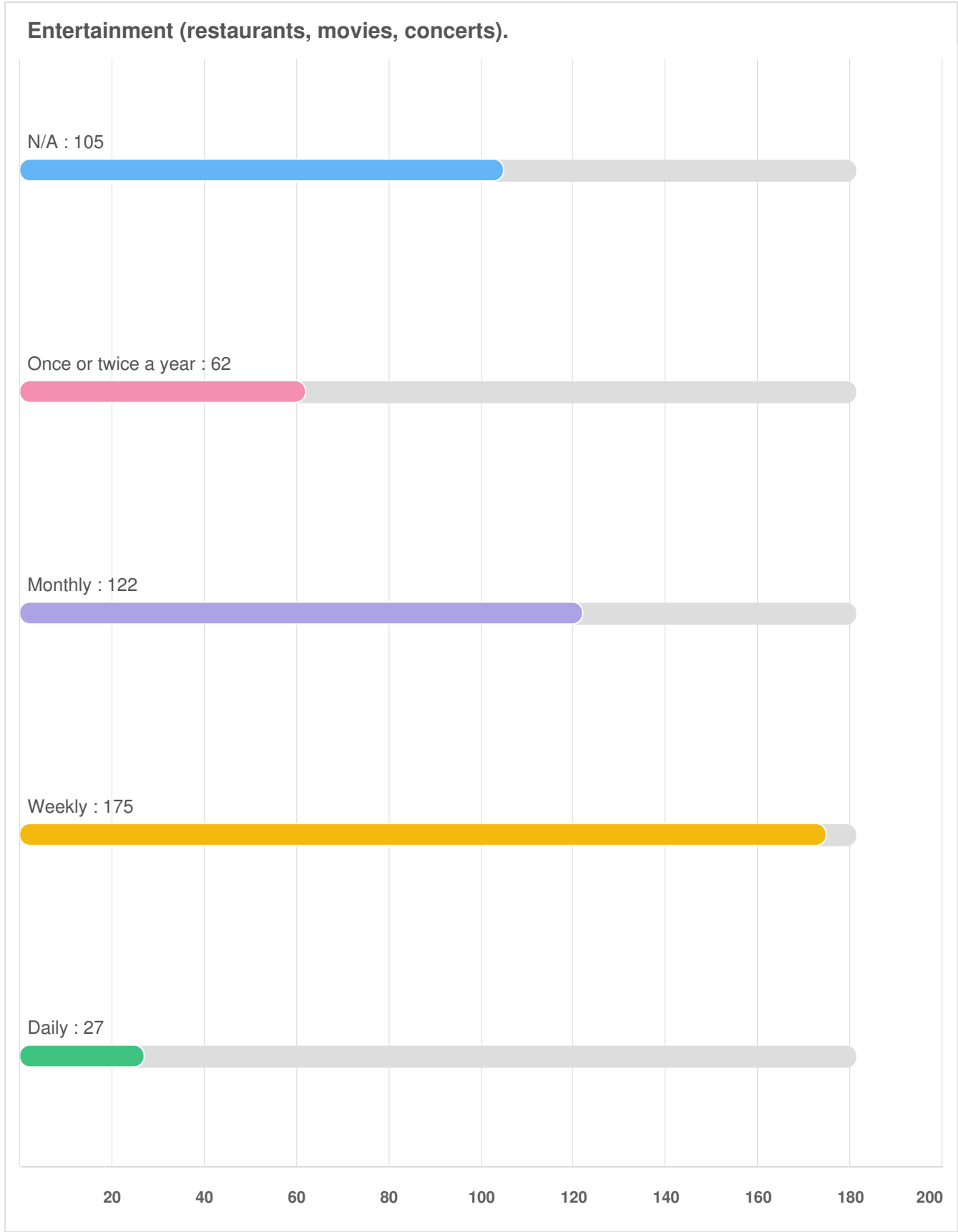
Q16 | Please tell us where you travel and how often—in and around your community, in Hood River County, and throughout the region. Please note: Responses are required for each activity listed below. Please click N/A if it does not apply to you.

Shopping (grocery, other).

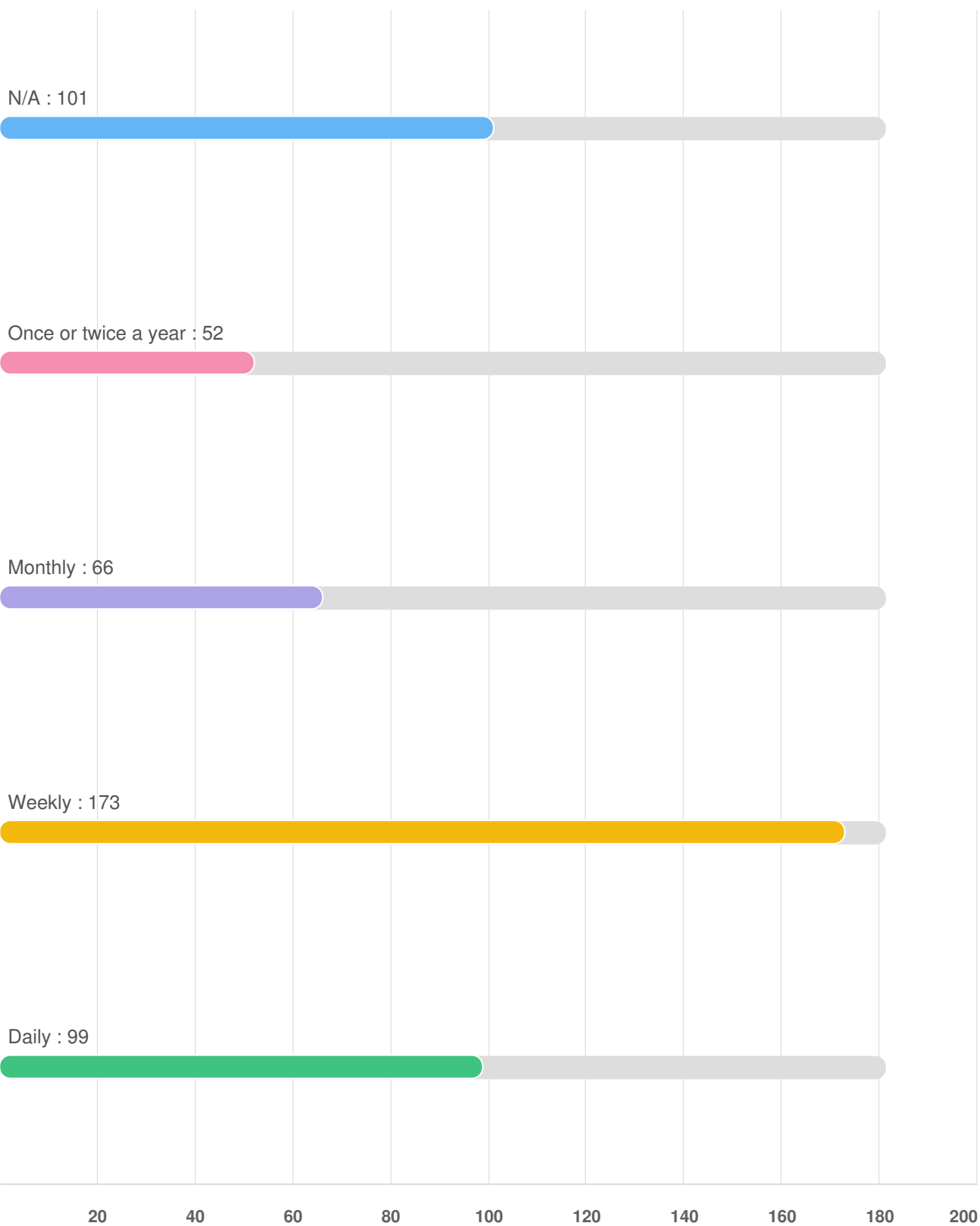


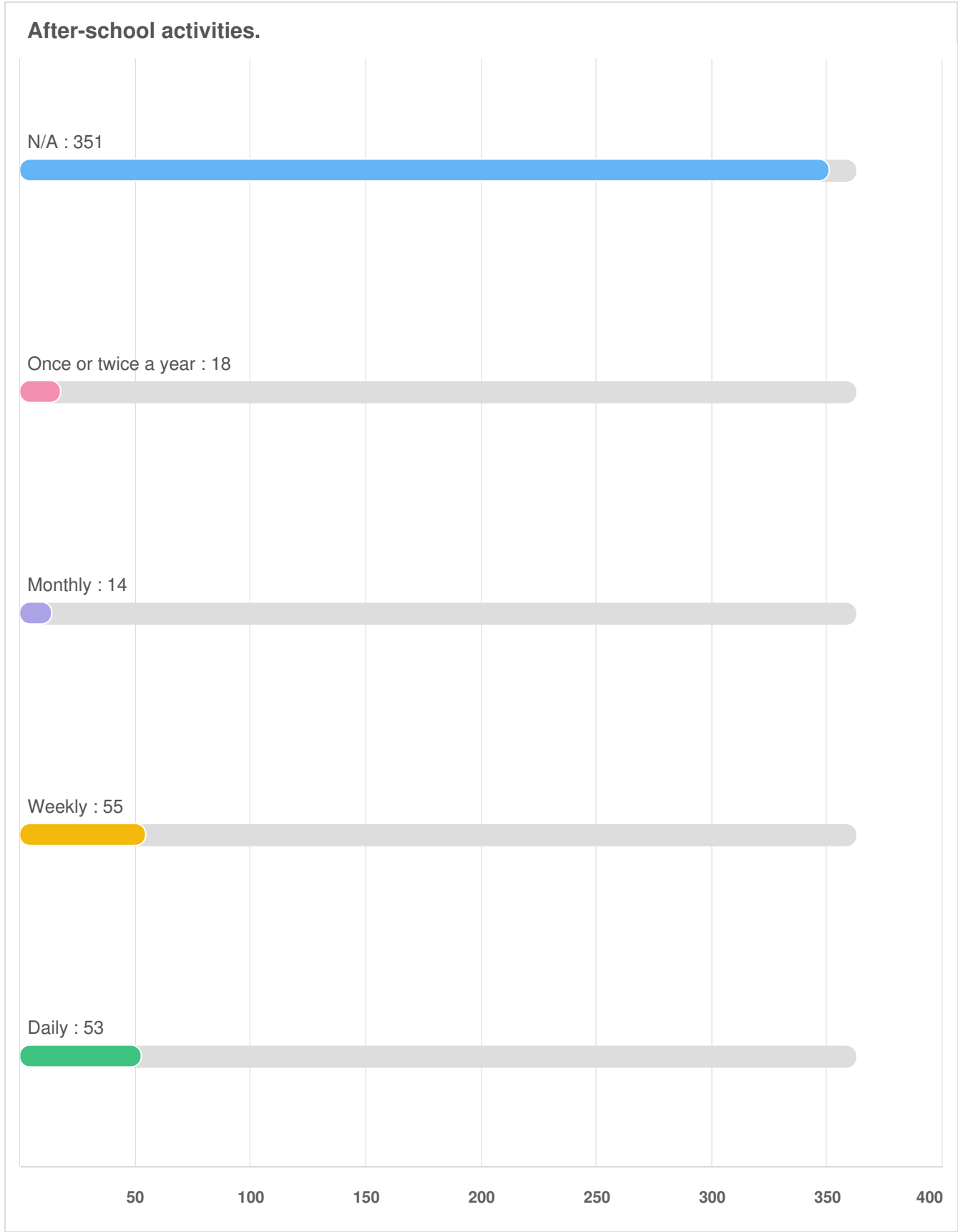






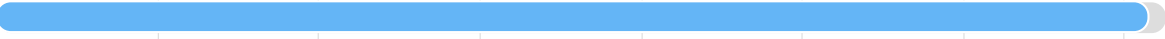
Recreation (gym, hiking, biking, skiing, sports/sporting events).





Travel to events and appointments (e.g., concerts, First Fridays, public meetings, public services: Veterans Services, Sheriff's Office, Social Security).

N/A : 143



Once or twice a year : 87



Monthly : 136



Weekly : 106

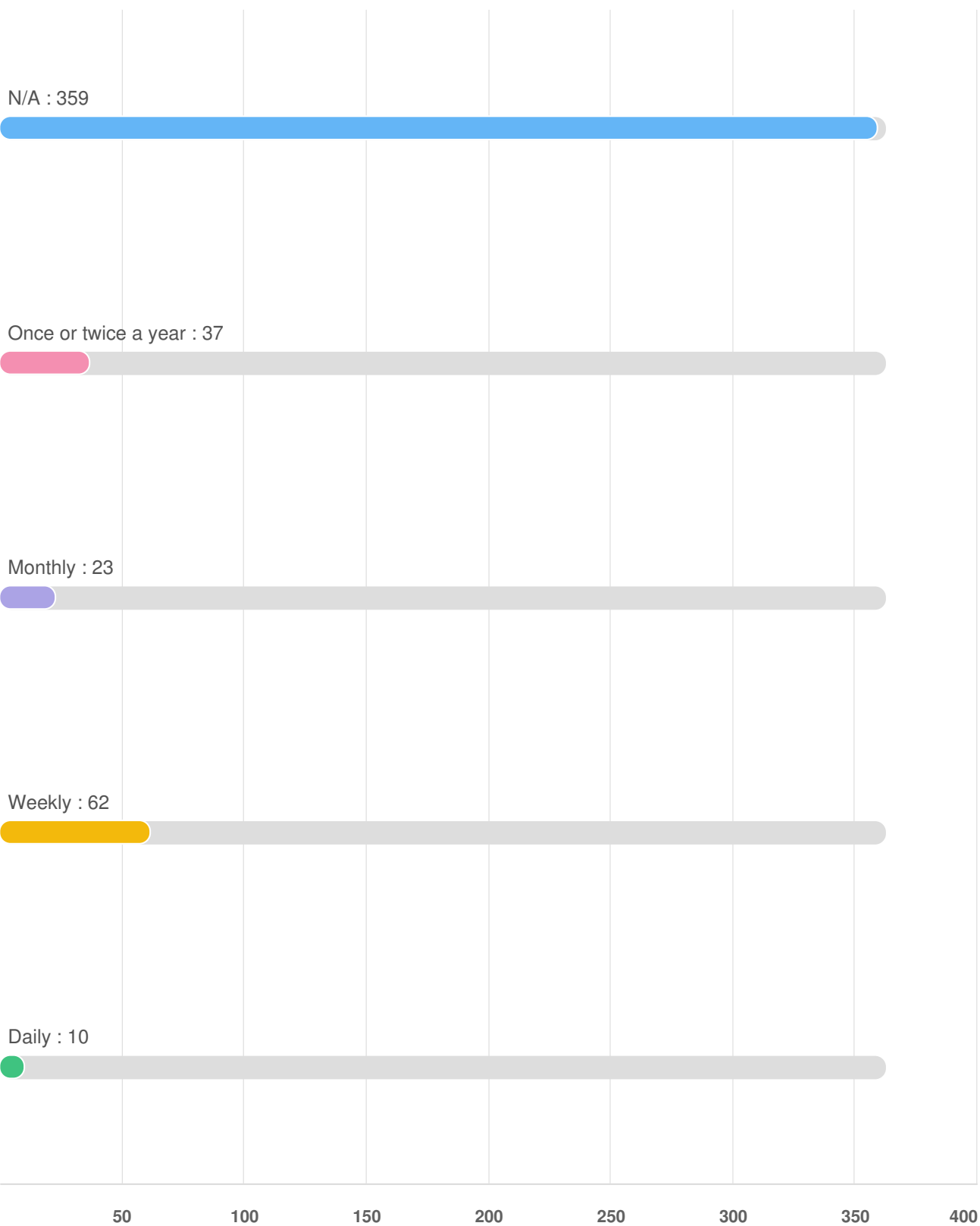


Daily : 19

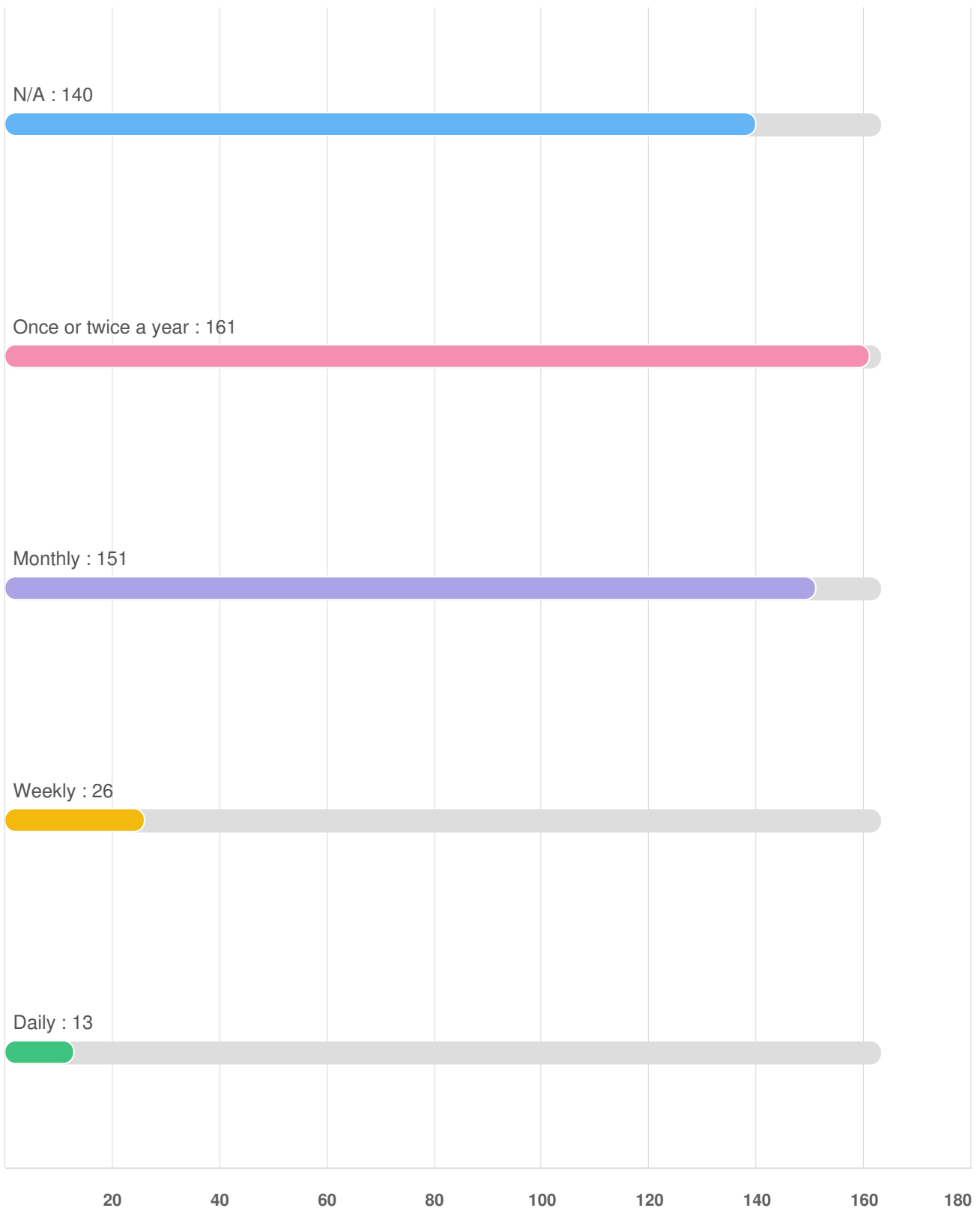


20 40 60 80 100 120 140 160

Faith-based organizations (church, temple, etc.).



Medical facilities (doctor offices, health clinics, hospitals).



Q17 Now that you've told us why and when you travel, please tell us the top 1-2 locations you go on a daily basis. Please be as specific as possible (e.g., Work: Insitu in Hood)

River/White Salmon, School: Hood River Valley High School).

Anonymous
2/16/2022 04:51 PM
Trabajo en One Community Health pero vivo cercas de la calle 30 y May St.

Anonymous
2/17/2022 04:22 PM
Work,

Anonymous
2/22/2022 08:57 AM
Grocery store in Hood River or Parkdale

Anonymous
2/22/2022 12:51 PM
I don't have daily reoccurring commutes.

Anonymous
2/22/2022 02:39 PM
CGCC White Salmon library

Anonymous
2/22/2022 02:54 PM
Work from home, only daily trips are to ride my bike recreationally

Anonymous
2/22/2022 05:32 PM
Downtown White Salmon - Trout Lake School

Anonymous
2/23/2022 08:12 AM
Portland

Anonymous
2/23/2022 09:31 AM
work here locally in Goldendale... But I used to commute into The Dalles to my office at the community college

Anonymous
2/23/2022 12:08 PM
Hood River Dance Academy, Westside Elementary School Fields, Hood River High School, Hood River Library

Anonymous
2/23/2022 07:01 PM
Work: The Dalles Veterinary Hospital

Anonymous
2/23/2022 07:25 PM
Hood River Sports Club HRVHS ANPC at the waterfront

Anonymous
2/23/2022 07:59 PM
Not daily

Anonymous

2/24/2022 04:51 AM

Na

Anonymous

2/24/2022 07:01 AM

Start: 3 miles south of Parkdale on Cooper Spur Road, End: June Street, to destination: June Street and 12th on The Heights, Hood River, Mondays through Fridays, round trip. I leave my home on Cooper Spur Road at 7:30 am and I leave my work on June Street in Hood River at 5 pm, Mondays through Fridays. Carpooling is not an option. My carbon footprint is deplorable.

Anonymous

2/24/2022 07:43 AM

Nowhere

Anonymous

2/24/2022 09:16 AM

Hood River in town (

Anonymous

2/24/2022 11:33 AM

Meadows and Hood River proper.

Anonymous

2/24/2022 12:30 PM

Nowhere daily.

Anonymous

2/24/2022 01:05 PM

No daily transport since covid

Anonymous

2/25/2022 03:17 PM

N/a

Anonymous

2/25/2022 05:32 PM

CAT facility to catch bus to Portland.

Anonymous

2/25/2022 05:47 PM

To visit friends at their homes in HR, and to attend community events and meetings in downtown HR. I currently don't do this daily because I don't want to have to drive the 10 miles from home to HR, but I would if I could reliably take CAT.

Anonymous

2/25/2022 07:34 PM

N/a

Anonymous

Dropping off kids at school

2/25/2022 07:59 PM

Anonymous

Rosauers and downtown

2/25/2022 08:41 PM

Anonymous

No daily destinations

2/25/2022 09:24 PM

Anonymous

Work daily East side

2/25/2022 09:36 PM

Anonymous

Nowhere daily

2/25/2022 11:23 PM

Anonymous

Golden Eagle, Hood River Sports club, elderly mother's house near
rosauers

2/26/2022 07:30 AM

Anonymous

Work in White Salmon

2/26/2022 08:25 AM

Anonymous

The heights - pine street bakery and Snap Fitness gym off cascade
avenue

2/26/2022 09:18 AM

Anonymous

Pine street bakery, waterfront, mid valley market, wasco

2/26/2022 10:02 AM

Anonymous

Hood River

2/26/2022 12:11 PM

Anonymous

Downtown and The Heights

2/26/2022 12:35 PM

Anonymous

None

2/26/2022 02:29 PM

Anonymous

Cloud cap technology (work)

2/26/2022 05:55 PM

Anonymous

Snap Fitness, work-Mission Construction

2/26/2022 08:45 PM

| | |
|---------------------------------|---|
| Anonymous 2/27/2022 11:58 AM | Grocery (mostly Safeway), recreation - Indian creek trail |
| Anonymous 2/28/2022 10:47 AM | Walmart, Safeway |
| Anonymous 2/28/2022 06:33 PM | Work at Walmart Saturday, Sunday and Monday 10:00 am to 3:00 pm |
| Anonymous 2/28/2022 11:00 PM | The Hook, Post Canyon |
| Anonymous 3/01/2022 08:46 PM | Downtown Hood River. The Heights |
| Anonymous 3/02/2022 06:23 AM | Work: Tofurky |
| Anonymous 3/02/2022 07:18 PM | Work - near Walmart |
| Anonymous 3/04/2022 08:14 AM | Recreation: Mt. Hood Meadows |
| Anonymous 3/04/2022 09:41 AM | na |
| Anonymous 3/04/2022 09:49 AM | NA |
| Anonymous 3/04/2022 09:51 AM | Work, Hood River Care Center |
| Anonymous 3/04/2022 09:55 AM | Library |
| Anonymous 3/04/2022 11:07 AM | On a DAILY basis I walk in the neighborhood. I don't GO anywhere daily. |
| Anonymous 3/04/2022 02:25 PM | HRVHS, work Insitu in HR and in WS |

Anonymous

3/04/2022 05:09 PM

Doctor s appointment .grocery shopping

Anonymous

3/04/2022 06:35 PM

Waterfront Diwntown

Anonymous

3/04/2022 09:31 PM

n/a

Anonymous

3/05/2022 03:46 AM

Farm Stand and Pine Street Bakery (heights Hood River)

Anonymous

3/05/2022 08:53 AM

1) Up Hood River Valley - Cascade Pet Camp (you guys probably can't help with that one) and I work nearby. I live in town White Salmon

Anonymous

3/05/2022 09:55 AM

NA

Anonymous

3/05/2022 12:30 PM

I live in Oregon City. I only visit the Gorge for vacations, which do not happen on a daily basis.

Anonymous

3/05/2022 12:46 PM

Bingen/White Salmon downtown

Anonymous

3/05/2022 03:54 PM

The place I go mostly regularly is my local park in southeast Portland.

Anonymous

3/05/2022 04:21 PM

N/A

Anonymous

3/05/2022 05:36 PM

Hooray river to TD

Anonymous

3/05/2022 05:58 PM

Work.

Anonymous

3/05/2022 06:18 PM

Our most common locations are HR waterfront and downtown HR.

Anonymous

3/05/2022 09:07 PM

WS Post office

Anonymous

3/06/2022 06:58 AM

White Salmon to Providence and post canyon

Anonymous

3/06/2022 11:20 AM

Work in Hood River and waterfront (event site, waterfront park, the hook)

Anonymous

3/07/2022 02:17 AM

Work on the hieghts,daily. Dr Apts. Monthly, counseling Apts. Hieghts weekly. Daily A.A. mtgs.

Anonymous

3/08/2022 08:01 AM

Recreation: trails and roads Errands: the Heights and downtown Hood River

Anonymous

3/08/2022 04:29 PM

No place that i drive to daily.

Anonymous

3/09/2022 11:02 AM

Work - 12th and pacific - I walk there Rosauers - I walk

Anonymous

3/09/2022 04:30 PM

Gym: Power Station Hood River, School (son): Hood River Valley High School

Anonymous

3/09/2022 08:29 PM

Multnomah fall from Hood River for work

Anonymous

3/09/2022 10:02 PM

n/a

Anonymous

3/10/2022 10:03 AM

Library

Anonymous

3/10/2022 11:14 AM

Downtown Hood River

Anonymous

3/10/2022 05:17 PM

NA

Anonymous

3/10/2022 07:21 PM

Hood River Valley High School

Anonymous

3/10/2022 07:26 PM

Troutdale

Anonymous

3/10/2022 07:40 PM

Hood River Valley High School

Anonymous

3/10/2022 07:41 PM

I go to school on a weekday basis Hood River.

Anonymous

3/10/2022 07:54 PM

Hood River Valley High School

Anonymous

3/10/2022 08:00 PM

School: HROA Building

Anonymous

3/10/2022 08:08 PM

HRVHS, Stoked roasters

Anonymous

3/10/2022 08:33 PM

HRVHS

Anonymous

3/10/2022 09:50 PM

I don't ride the bus currently.

Anonymous

3/10/2022 10:06 PM

none

Anonymous

3/11/2022 08:27 AM

Rosaurer's

Anonymous

3/11/2022 08:47 AM

School, Sports.

Anonymous

3/11/2022 08:50 AM

Work, Hood River Aquatic Center & School, May Street Elementary

Anonymous

3/11/2022 09:01 AM

Hood River Valley Highschool,

Anonymous

3/11/2022 09:03 AM

HRVHS

Anonymous

3/11/2022 09:19 AM

School: Hood River Valley high school Tennis: Hood River Valley high school tennis at the May Street tennis courts.

Anonymous

3/11/2022 09:20 AM

Hood river valley high school, the marina

Anonymous

3/11/2022 10:10 AM

Hood River Valley High School, Indian Creek Golf Course

Anonymous

3/11/2022 10:12 AM

7:00 to school

Anonymous

3/11/2022 10:45 AM

Hood River Valley High School, Hood river aquatic center

Anonymous

3/11/2022 11:16 AM

The high school in white salmon

Anonymous

3/11/2022 11:24 AM

School: Hood river valley high school

Anonymous

3/11/2022 12:31 PM

CGCC

Anonymous

3/11/2022 02:13 PM

Best Western [work]

Anonymous

3/12/2022 10:42 AM

School: Hood River Valley High School

Anonymous

3/12/2022 10:45 AM

Walmart...safeway..taco bell and Portland

Anonymous

3/12/2022 04:05 PM

Na

Anonymous

Hood River Valley High School and Wyeast middle school

3/13/2022 09:20 PM

Anonymous

Hood River Valley High School

3/14/2022 10:01 AM

Anonymous

Work: Mt. hood Meadows, recreation: Mt. Hood Meadows, waterfront

3/14/2022 11:11 AM

Anonymous

I now mostly work remotely so I don't go anywhere on a daily basis.

3/14/2022 01:45 PM

Anonymous

Walk to work in Heights. Walk to pottery class downtown.

3/14/2022 05:34 PM

Anonymous

shopping at the rosaur's plaza and the gym,

3/15/2022 02:41 PM

Anonymous

Hood River County Administrative Building 601 State Street

3/16/2022 12:54 PM

Anonymous

Hood river and Portland

3/17/2022 01:37 PM

Anonymous

CrossFit gym near Safeway

3/19/2022 07:52 AM

Anonymous

Blank.

3/19/2022 10:30 AM

Anonymous

Library

3/19/2022 05:40 PM

Anonymous

No daily travel during pandemic

3/23/2022 12:38 AM

Anonymous

Rosauers, downtown HR businesses

3/23/2022 05:43 PM

Anonymous

Supermarket

3/24/2022 07:14 PM

Anonymous

3/25/2022 01:00 PM

Salem

Anonymous

3/25/2022 01:03 PM

Yoga studio and Corvallis

Anonymous

3/25/2022 01:13 PM

work in salem

Anonymous

3/25/2022 01:15 PM

Hood river or

Anonymous

3/25/2022 01:16 PM

School (SHS)

Anonymous

3/25/2022 01:21 PM

work

Anonymous

3/25/2022 01:40 PM

school and mcdonalds

Anonymous

3/25/2022 01:42 PM

hrvhs

Anonymous

3/25/2022 01:59 PM

Schooling

Anonymous

3/25/2022 02:01 PM

nana

Anonymous

3/25/2022 02:12 PM

gym, work

Anonymous

3/25/2022 02:14 PM

hospital

Anonymous

3/25/2022 02:15 PM

na

Anonymous

3/25/2022 02:18 PM

school and park

Anonymous

3/25/2022 02:22 PM

Na

Anonymous

3/25/2022 02:22 PM

school gym

Anonymous

3/25/2022 02:48 PM

Mt Hood Meadows

Anonymous

3/25/2022 03:27 PM

Downtown Wineries

Anonymous

3/25/2022 06:56 PM

downtown area and event site

Anonymous

3/28/2022 07:03 PM

Work: west end of Hood River. Downtown.

Anonymous

3/28/2022 08:47 PM

I may not go anywhere on a daily basis; I'm retired.

Anonymous

3/30/2022 06:33 AM

The Dalles, Hood River

Anonymous

3/30/2022 09:29 AM

Work: City of The Dalles

Anonymous

3/31/2022 11:33 AM

Varied and unpredictable, perfect for private vehicle or in some cases on a bike or walking.

Anonymous

4/02/2022 08:04 AM

Hood River Valley High School and trails to hike with my dog.

Anonymous

4/02/2022 08:15 AM

Event site, Safeway

Anonymous

4/02/2022 08:39 AM

Providence Medical complex

Anonymous

Snap fitness Andrews pizza

4/06/2022 04:51 PM

Anonymous

Hood river

4/06/2022 05:08 PM

Anonymous

Cat station to transfer busses

4/07/2022 01:11 PM

Anonymous

Grocery store Rosuaers/Farm Stand, Parks - Post Canyon, barrett Park

4/10/2022 05:51 PM

Anonymous

Live in The Dalles. So drive to HR, Work in Portland Weekly.

4/11/2022 02:42 PM

Anonymous

I don't use daily. I have the freedom to consolidate my outings.

4/13/2022 10:45 AM

Anonymous

MCMC - The Dalles work

4/13/2022 07:18 PM

Anonymous

Columbia Gorge Community college the Dalles campus 2 days a week.

4/15/2022 11:00 AM

Anonymous

Work: Parkdale to downtown Hood River

4/21/2022 03:10 PM

Anonymous

Volcanic Bottle Shoppe - work, May St. Elementary - school

4/21/2022 05:08 PM

Anonymous

Hood River to White Salmon would be my Dailies.

4/25/2022 12:38 PM

Anonymous

PNNL (am not local)

4/25/2022 10:03 PM

Anonymous

Work: Gateway Transit (where I jump on MAX to my office downtown)

4/26/2022 06:04 AM

Anonymous

White Salmon Elementary

4/26/2022 08:18 AM

Anonymous

4/26/2022 08:26 AM

Work: west hood river to downtown.

Anonymous

4/26/2022 08:28 AM

From hood river to White Salmon (downtown to downtown). From hood river to bike trails in Post Canyon

Anonymous

4/26/2022 08:29 AM

Down town White Salmon to Down Town Hood River (Dog River) to the heights (Marley's Corner)

Anonymous

4/26/2022 08:33 AM

downtown or waterfront

Anonymous

4/26/2022 08:39 AM

Impact jiu jitsu

Anonymous

4/26/2022 08:42 AM

rosauers Downtown

Anonymous

4/26/2022 08:54 AM

yes

Anonymous

4/26/2022 08:56 AM

market, local cafes,gym

Anonymous

4/26/2022 09:08 AM

To work in town

Anonymous

4/26/2022 09:21 AM

May Street school (kids can walk there), office in downtown HR (walk or bike usually)

Anonymous

4/26/2022 09:25 AM

Check both campuses

Anonymous

4/26/2022 09:25 AM

waterfront Park, library, community pool, spit to walk dogs

Anonymous

4/26/2022 09:36 AM

Work (water front) and gym (power station)

Anonymous

SCHOOL

4/26/2022 09:41 AM

Anonymous

Work, Recreation

4/26/2022 09:44 AM

Anonymous

Downtown

4/26/2022 09:45 AM

Anonymous

Work- Shepherd of the Valley Church Hood River Sports Club

4/26/2022 10:02 AM

Anonymous

Work: WS (home) to HR(downtown)

4/26/2022 10:47 AM

Anonymous

No where daily.

4/26/2022 04:11 PM

Anonymous

Downtown Hood River

4/26/2022 05:10 PM

Anonymous

Hrms, post canyon

4/26/2022 05:11 PM

Anonymous

I work at home so nowhere every day.

4/28/2022 06:14 AM

Anonymous

HVRHS

4/28/2022 06:26 AM

Anonymous

School drop off/pick up

4/28/2022 06:41 AM

Anonymous

Post Canyon (but I ride my bike there). The Event Site in the summer,
Mt. Hood Meadows in the winter

4/28/2022 06:59 AM

Anonymous

downtown HR to work the heights for errands and shopping

4/28/2022 07:01 AM

Anonymous

Rosausers

4/28/2022 07:09 AM

Anonymous

4/28/2022 07:21 AM

Event site and post canyon

Anonymous

4/28/2022 08:07 AM

White Salmon school, Insitu

Anonymous

4/28/2022 08:44 AM

White Salmon high school, downtown Mosier

Anonymous

4/28/2022 09:31 AM

trout lake school

Anonymous

4/28/2022 09:37 AM

Work, hood river

Anonymous

4/28/2022 09:45 AM

Trout Lake School

Anonymous

4/28/2022 10:04 AM

As a contractor we drive all over the place

Anonymous

4/28/2022 10:43 AM

Waters Edge in The Dalles, band practice in HR

Anonymous

4/28/2022 11:57 AM

Heights and town

Anonymous

4/28/2022 02:10 PM

hood river valley high school

Anonymous

4/28/2022 03:24 PM

I do not go anywhere on a daily basis.

Anonymous

4/28/2022 03:33 PM

Rosauers waterfront

Anonymous

4/28/2022 03:34 PM

White Salmon downtown

Anonymous

4/28/2022 03:37 PM

Work at the port and grocery store

Anonymous

4/28/2022 04:36 PM

Pine grove school

Anonymous

4/28/2022 07:39 PM

May St & HR New School

Anonymous

4/29/2022 04:55 AM

I don't travel daily on a routine basis now that I am retired.

Anonymous

4/29/2022 06:49 AM

HRAC & HRVHS

Anonymous

4/29/2022 06:57 AM

Safeway. walgreens. rosauers (but its too expensive lately) Hood river sports club

Anonymous

4/29/2022 06:57 AM

White Salmon School, pool in hood river

Anonymous

4/29/2022 09:02 AM

industral st/columbia from wyeast/sylvester intersection upper odell for work.

Anonymous

4/29/2022 11:51 AM

work Safeway

Anonymous

4/29/2022 07:02 PM

downtown White Salmon

Anonymous

4/30/2022 09:10 AM

Bike to work , Go to post canyon family man to ride . Walk Drive to Safeway from middle school

Anonymous

4/30/2022 12:48 PM

N/a

Anonymous

4/30/2022 02:11 PM

none

Anonymous

4/30/2022 04:30 PM

Hospital sometime s I need to get labwork

Anonymous

5/01/2022 01:34 PM

No

Anonymous

5/02/2022 09:54 AM

Jewett and panorama point road near LDS church

Anonymous

5/02/2022 12:15 PM

I go to the grocery and other errands almost every day

Anonymous

5/02/2022 08:20 PM

HRMS, Hood River Athletic Club

Anonymous

5/03/2022 01:29 AM

This question is not inclusive and does not apply. I do not go anywhere on a daily basis.

Anonymous

5/03/2022 07:40 AM

Rosauers

Anonymous

5/03/2022 04:32 PM

Work Portland

Anonymous

5/03/2022 05:04 PM

Work @ columbia area transit. Brimstone climbing gym in hood river.

Anonymous

5/03/2022 06:13 PM

TDMS in The Dalles

Anonymous

5/03/2022 06:56 PM

Work: waters edge in the Dalles. Recreation: all over

Anonymous

5/03/2022 08:50 PM

Recreation: Brimstone gym in Hood River

Anonymous

5/05/2022 08:23 AM

Tucker Rd. across from Fish Food Bank/Good News Gardening, and The Heights.

Anonymous

5/05/2022 08:48 AM

Work: Ship Interior Systems on Tucker in front of bowling alley Shop: Rosauers, Ace Hdw, Bank: CCCU

Anonymous

Hood River CGCC campus

5/06/2022 08:38 AM

Anonymous

I come here to see my boyfriend

5/06/2022 08:41 AM

Anonymous

Work and gym

5/06/2022 09:43 AM

Anonymous

Waterfalls

5/06/2022 09:45 AM

Anonymous

Hood river/ the Dalles

5/06/2022 09:56 AM

Anonymous

Work in Hillsboro

5/07/2022 05:30 AM

Anonymous

Union Station-PDX Mt Hood Meadows

5/07/2022 10:49 AM

Anonymous

I have been using the bus daily to travel between Hood River,
Cascade Locks and/or Portland

5/07/2022 11:08 AM

Anonymous

To the Safeway in The Dalles and to the Wasco County Library.

5/08/2022 10:35 AM

Anonymous

I live in portland and I walk to grocery store

5/08/2022 05:57 PM

Anonymous

NA--I don't live in Hood River

5/09/2022 01:57 PM

Anonymous

Not applicable

5/09/2022 03:52 PM

Anonymous

N/A

5/10/2022 12:05 PM

Anonymous

N/A

5/12/2022 10:43 AM

| | |
|---------------------------------|--|
| Anonymous 5/13/2022 09:53 AM | NA |
| Anonymous 5/13/2022 09:53 AM | N/a |
| Anonymous 5/13/2022 09:54 AM | Not from Portland But use public transportation to get around the city. Very good choice for visitors too |
| Anonymous 5/13/2022 09:55 AM | Grocery store- trader Joe's Halsey Pdx |
| Anonymous 5/13/2022 09:56 AM | Downtown |
| Anonymous 5/13/2022 06:14 PM | N/a |
| Anonymous 5/15/2022 11:33 AM | Downtown Hood River, 30th & May |
| Anonymous 5/15/2022 03:58 PM | Rosaurers |
| Anonymous 5/17/2022 03:10 PM | Downtown, One of many Trails to Run. |
| Anonymous 5/17/2022 04:38 PM | My work locations vary each day. They are generally in the Heights and Downtown. |
| Anonymous 5/17/2022 08:25 PM | N/a |
| Anonymous 5/17/2022 08:36 PM | Mt.hood meadows |
| Anonymous 5/17/2022 09:19 PM | Work |
| Anonymous | Work at Crystal Springs Water District |

5/18/2022 07:46 AM

Anonymous

N/A

5/18/2022 01:31 PM

Anonymous

grocery stores, heights.

5/18/2022 04:27 PM

Anonymous

I don't use it daily.

5/18/2022 06:25 PM

Anonymous

Work: travel from Hood River to The Dalles 1060 Webber Street
Shopping: Wasco street to Rosauers gardening: from Wasco Street
to Icy Road recreating: from Hood River to Teacup (please let people
off near teacup rather than making them go to Meadows main lodge
first!)

5/19/2022 08:15 AM

Anonymous

Work

5/19/2022 08:40 AM

Anonymous

BZ corner, trout lake, hood river waterfront

5/19/2022 08:59 AM

Anonymous

None

5/19/2022 08:59 AM

Anonymous

Work: White Salmon

5/19/2022 09:14 AM

Anonymous

Downtown and the waterfront.

5/19/2022 09:37 AM

Anonymous

Harvest Market

5/19/2022 09:39 AM

Anonymous

cycle in Portland

5/19/2022 09:44 AM

Anonymous

Hood River Waterfront

5/19/2022 10:36 AM

| | |
|---------------------------------|--|
| Anonymous 5/19/2022 10:45 AM | I travel from my house to Cascade Locks Historical Museum and Cascade Locks Elementary School. Both of these destinations are closer to my house than the CAT stops. |
| Anonymous 5/19/2022 11:12 AM | n/a |
| Anonymous 5/19/2022 01:15 PM | Portland to Hood River |
| Anonymous 5/19/2022 01:43 PM | Walk at port. No where close to catch us to port. |
| Anonymous 5/19/2022 02:02 PM | Lyle to White Salmon |
| Anonymous 5/19/2022 03:23 PM | waterfront Roseaurers |
| Anonymous 5/19/2022 04:33 PM | Downtown |
| Anonymous 5/19/2022 04:55 PM | N/A I don't drive daily |
| Anonymous 5/19/2022 06:51 PM | The dalles |
| Anonymous 5/20/2022 06:58 AM | N/a |
| Anonymous 5/20/2022 05:00 PM | Waterfront |
| Anonymous 5/21/2022 07:54 AM | Hiking, sightseeing |
| Anonymous 5/23/2022 08:22 AM | None |
| Anonymous | Hood river one community health |

5/25/2022 02:50 PM

Anonymous

Work Gym

5/25/2022 03:27 PM

Anonymous

Work: Kelly Ave in The Dalles to Double Mountain Brewery. Maybe a stop on the Eastside of TD for morning commuters. I would like to take my bike to ride once I get to HR.

5/26/2022 01:51 PM

Anonymous

Work - CAT Medical Appointment - Providence Hood River.

5/31/2022 10:24 AM

Anonymous

One Community Health

6/01/2022 10:27 AM

Anonymous

Work/Odell,OR

6/01/2022 08:44 PM

Anonymous

Gym, sports club and work pipe grove

6/02/2022 05:42 PM

Anonymous

Event Site, Hood River. Bingen Point.

6/03/2022 10:48 AM

Anonymous

I do not go to Hood River on a daily basis.

6/04/2022 04:03 PM

Anonymous

The downtown area the stop is at Hood River Public Library. As well as the stop at One Community Health

6/04/2022 08:14 PM

Anonymous

Work at pFriem, travel to the heights with bike. Will soon live in White Salmon and want to commute by bus.

6/06/2022 07:01 AM

Anonymous

Mosier Community School.

6/07/2022 02:18 PM

Anonymous

No

6/07/2022 02:41 PM

Chris Watchie

Blank

6/08/2022 11:51 AM

Anonymous

Work at PPMC in Portland.

6/08/2022 12:14 PM

Anonymous

The hights and

6/08/2022 04:22 PM

Anonymous

No

6/08/2022 08:17 PM

Anonymous

Mount Hood Meadows Teacup

6/08/2022 09:56 PM

Anonymous

Work and store

6/09/2022 12:22 PM

Anonymous

Work but I work.in The Dalles .

6/09/2022 01:00 PM

Anonymous

Na

6/09/2022 04:58 PM

Anonymous

Na

6/09/2022 05:04 PM

Anonymous

The Dalles to Playworks:Hood River

6/09/2022 05:06 PM

Anonymous

Columbia High School, White Salmon library

6/09/2022 05:23 PM

Anonymous

Work: The Next Door

6/09/2022 05:23 PM

Anonymous

NA

6/09/2022 05:28 PM

Anonymous

Shopping Medical

6/09/2022 05:28 PM

| | |
|---------------------------------|---|
| Anonymous 6/09/2022 05:34 PM | Na |
| Anonymous 6/09/2022 05:55 PM | 1+ mile to the school district office Walking on the Indian Creek trail Shopping at Rosauers |
| Anonymous 6/09/2022 05:58 PM | N/A. I love out of town and come to hood river to visit |
| Anonymous 6/09/2022 06:23 PM | Post canyon biking Waterfront for recreation Skiing meadows Depends on season |
| Anonymous 6/09/2022 06:38 PM | Heights to Waterfront (home to work, play, eat) Downtown/heights to eat/get takeout |
| Anonymous 6/09/2022 08:20 PM | Don't go anywhere on a daily basis. |
| Anonymous 6/09/2022 09:15 PM | Westside Elementary |
| Anonymous 6/09/2022 10:06 PM | I don't usually go outside of northwest Portland where I live and work without a car |
| Anonymous 6/09/2022 10:12 PM | N/a |
| Anonymous 6/10/2022 04:22 AM | Stop at the pot dispensary in Hood River |
| Anonymous 6/10/2022 07:06 AM | Portland |
| Anonymous 6/10/2022 04:32 PM | Parkdale to hood river by 7:15am and back leaving hood river at 2:30pm |
| Anonymous 6/10/2022 04:54 PM | Nowhere daily. |

Anonymous

6/13/2022 05:30 PM

Waterfront

Anonymous

6/13/2022 06:00 PM

Work in downtown hood river, school at Westside elementary

Anonymous

6/14/2022 09:14 AM

Westside elementary/HROA

Anonymous

6/14/2022 04:11 PM

Grocery visit friends

Anonymous

6/15/2022 08:48 PM

None

Anonymous

6/16/2022 05:20 PM

Cars

Anonymous

6/17/2022 06:22 AM

Vancouver

Anonymous

6/17/2022 01:20 PM

walmart, safeway

Anonymous

6/17/2022 08:47 PM

We use the bus for to and from the PDX airport about 3 times per year. We love it when it meshes with our flights and appreciate this economical option.

Anonymous

6/18/2022 06:11 PM

Rosauerson the heights H.R.

Anonymous

6/19/2022 11:23 AM

N/A

Anonymous

6/20/2022 08:01 AM

I go to Portland and Parkdale and The Dalles a few times a month

Anonymous

6/20/2022 03:33 PM

Jackson Park, Hood River Library, CrossFit Viento (on Viento Lane)

Anonymous

Work (schools in The Dalles)

6/21/2022 10:35 PM

Anonymous

high school

6/22/2022 08:30 AM

Anonymous

Mercado

6/22/2022 08:51 AM

Anonymous

N/A

6/22/2022 09:02 AM

Anonymous

Hood River

6/22/2022 09:29 AM

Anonymous

The Dalles

6/22/2022 09:55 AM

Anonymous

n/a

6/22/2022 10:00 AM

Anonymous

trabajo

6/22/2022 10:23 AM

Anonymous

parkdale a hood river

6/22/2022 11:01 AM

Anonymous

underwood

6/22/2022 11:09 AM

Anonymous

wyeast middle school

6/22/2022 11:34 AM

Anonymous

duckwall

6/22/2022 11:49 AM

Anonymous

To work in the Dalles and to the grocery store (Safeway or Rosauers)

6/22/2022 03:53 PM

Anonymous

Work & school, nearby locations

6/22/2022 04:04 PM

Anonymous

6/22/2022 04:06 PM

I don't go anywhere daily. Most often are grocery store and Post Canyon.

Anonymous

6/23/2022 08:39 AM

empaque diamond

Anonymous

6/23/2022 09:24 AM

I don't go anywhere on a daily basis.

Anonymous

6/23/2022 10:11 AM

Trabajo dufur azure

Anonymous

6/23/2022 10:22 AM

trabajo insitu, hood river/ Odell

Anonymous

6/23/2022 12:33 PM

escuela westside y may street

Anonymous

6/23/2022 01:58 PM

Mid Valley Market

Anonymous

6/23/2022 04:00 PM

de hood river a odell, parkdale. Depende lugar de temporada.

Anonymous

6/24/2022 02:14 PM

Hood river valley high

Anonymous

6/24/2022 02:19 PM

Work: S Portland

Anonymous

6/24/2022 02:24 PM

Hood River waterfront

Anonymous

6/24/2022 02:46 PM

Na

Anonymous

6/24/2022 02:50 PM

The groceries store, Rosauers

Anonymous

6/24/2022 02:51 PM

To work and to my boyfriends house across town.

Anonymous

6/24/2022 02:54 PM

Portland cascade Locke occasionally

Anonymous

6/24/2022 03:18 PM

Hollywood shops

Anonymous

6/24/2022 03:20 PM

Historic Columbia River Highway State Trail is the closest to daily travel in Hood River area. All ski areas in the winter, Timberline in the summer.

Anonymous

6/24/2022 03:21 PM

Work, burnside SFNY in Portland, OR

Anonymous

6/24/2022 03:22 PM

Travel between Portland and Hood River 1-6 times per month, utilizing each stop on that route at different times.

Anonymous

6/24/2022 03:25 PM

N/A

Anonymous

6/24/2022 03:26 PM

.

Anonymous

6/24/2022 03:30 PM

.

Anonymous

6/24/2022 03:35 PM

.

Anonymous

6/24/2022 03:37 PM

Work at Cascadia School in Vancouver, WA, walking in Mt Tabor Park Portland

Anonymous

6/24/2022 03:39 PM

Hood river waterfront park

Anonymous

6/24/2022 03:40 PM

.

Anonymous

6/24/2022 03:46 PM

I stay in Portland most of the time but I visit family in hood river fairly often

| | |
|---------------------------------|---|
| Anonymous 6/24/2022 03:48 PM | Hood River Hospital- work Rosaur or Safeway |
| Anonymous 6/24/2022 04:03 PM | . |
| Anonymous 6/24/2022 04:06 PM | . |
| Anonymous 6/24/2022 04:07 PM | Coffee Shop (Stoked Riverfront). |
| Anonymous 6/24/2022 04:07 PM | Children's playground near hospital. |
| Anonymous 6/24/2022 04:12 PM | Work (1109 June St., Hood River). Home (9th & Kelley Ave., The Dalles). |
| Anonymous 6/24/2022 04:12 PM | . |
| Anonymous 6/24/2022 04:15 PM | . |
| Anonymous 6/24/2022 04:21 PM | . |
| Anonymous 6/24/2022 04:25 PM | . |
| Anonymous 6/24/2022 04:37 PM | N/A |
| Anonymous 6/24/2022 05:26 PM | N/A |
| Anonymous 6/24/2022 05:58 PM | Work: Hood River County -Mon-Fri |

Anonymous

6/24/2022 06:19 PM

None daily in Hood River area

Anonymous

6/24/2022 07:35 PM

work: Mud Pies Preschool in SE Portland

Anonymous

6/24/2022 07:41 PM

Rosauer's Hood River

Anonymous

6/24/2022 07:49 PM

Portland to HR and back

Anonymous

6/24/2022 09:16 PM

Multnomah falls

Anonymous

6/24/2022 10:46 PM

Work from NE to NW or SE Portland 5-6 days/week

Anonymous

6/25/2022 12:19 AM

The list actually made me think of ways to use CAT that I am not doing now. I'd really like to go from Bingen to PDX either Sunday night or early Monday morning and then home from PDX on Thursday nights. I will be working in Seattle on Thursday and will need to get to SeaTac and down after work so a later bus or van share would be great.

Anonymous

6/25/2022 07:13 AM

NA

Anonymous

6/25/2022 09:30 AM

Not daily

Anonymous

6/25/2022 09:54 AM

Cascade Locks

Anonymous

6/25/2022 10:11 AM

School , downtown

Anonymous

6/25/2022 04:06 PM

Waters Edge, The Dalles Freddie's Safeway Grocery Outlet All stores with in walking distance in The Dalles (would like to shop Hood River, White Salmon). Just unsure I'd be left.

Anonymous

6/26/2022 05:24 AM

Work (downtown PDX)

Anonymous

6/26/2022 06:41 AM

BZ Corner to Centrl Office in Hood River

Anonymous

6/26/2022 04:39 PM

Na

Anonymous

6/26/2022 04:52 PM

Work: INSITU in hood river and Bingen..

Anonymous

6/27/2022 05:31 AM

INSITU in Bingen , Lyle.

Anonymous

6/27/2022 10:20 AM

parkdale hood river

Anonymous

6/27/2022 10:42 AM

hood river to multnomah

Anonymous

6/27/2022 10:52 AM

Trabajo

Anonymous

6/27/2022 02:22 PM

Work and Hood River

Anonymous

6/27/2022 03:11 PM

On a daily basis I mostly stay in my neighborhood in southeast Portland, traveling around on foot.

Anonymous

6/27/2022 03:57 PM

West Orient Middle School in Gresham and Cascade Athletic Club on Division Street in Gresham.

Anonymous

6/27/2022 04:18 PM

I stay home often on a daily basis. I walk in Gvmt Camp to most places I want to go.

Anonymous

6/27/2022 04:23 PM

Event site

Anonymous

Winter: meadows or teacup 4x a week, summer: event site 2x a week

6/27/2022 04:41 PM

Anonymous

Teacup Meadows

6/27/2022 05:01 PM

Anonymous

None

6/27/2022 05:19 PM

Anonymous

Whole Foods in Portland, local restaurant or trailhead

6/27/2022 05:24 PM

Anonymous

N/A

6/27/2022 05:59 PM

Anonymous

na, but I would go through Hood River once a week.

6/28/2022 06:23 AM

Anonymous

N/A

6/28/2022 07:50 AM

Anonymous

lavar mi ropa jueves o viernes de pine grove a hood river

6/28/2022 09:07 AM

Anonymous

diamond odell

6/28/2022 09:19 AM

Anonymous

n/a

6/28/2022 09:46 AM

Anonymous

I don't go to locations in Hood River County on a daily basis

6/28/2022 09:48 AM

Anonymous

the dalles high school

6/28/2022 10:14 AM

Anonymous

hood river

6/28/2022 10:38 AM

Anonymous

Hood river middle school

6/28/2022 10:41 AM

Anonymous n/a

6/28/2022 11:38 AM

Anonymous n/a

6/28/2022 11:52 AM

Anonymous .

6/28/2022 01:25 PM

Anonymous n/a

6/28/2022 01:32 PM

Anonymous trabajar, hood river

6/28/2022 01:38 PM

Anonymous hood river

6/28/2022 01:44 PM

Anonymous actividad despues de la escuela

6/28/2022 01:53 PM

Anonymous Work

6/28/2022 01:55 PM

Anonymous Work

6/28/2022 02:01 PM

Anonymous n/a

6/28/2022 02:21 PM

Anonymous trabajo en hood river

6/28/2022 02:40 PM

Anonymous 1

6/28/2022 02:49 PM

Anonymous n/a

6/28/2022 02:58 PM

Anonymous Valley Orchard

6/28/2022 03:26 PM

Anonymous

6/28/2022 03:30 PM

Work

Anonymous

6/28/2022 03:31 PM

n/a

Anonymous

6/28/2022 03:43 PM

Work & Doctor

Anonymous

6/28/2022 03:46 PM

hood river

Anonymous

6/28/2022 03:51 PM

distrito esolar

Anonymous

6/28/2022 03:53 PM

Safeway

Anonymous

6/28/2022 04:03 PM

Troutlake

Anonymous

6/28/2022 04:08 PM

Work

Anonymous

6/29/2022 07:03 AM

n/a

Anonymous

6/29/2022 09:03 AM

Hood River

Anonymous

6/29/2022 09:06 AM

trabajo, escuela

Anonymous

6/29/2022 09:15 AM

Hampton Hotel

Anonymous

6/29/2022 09:34 AM

n/a

Anonymous

6/29/2022 09:35 AM

.

Anonymous
6/29/2022 09:39 AM
one community health work

Anonymous
6/29/2022 09:44 AM
Adam's fruit

Anonymous
6/29/2022 09:51 AM
mid valley school tofurkey

Anonymous
6/29/2022 10:04 AM
Orchard

Anonymous
6/29/2022 10:04 AM
tienda guadalajara

Anonymous
6/29/2022 10:11 AM
n/a

Anonymous
6/29/2022 10:13 AM
Orchard

Anonymous
6/29/2022 10:19 AM
trabajo, escuela

Anonymous
6/29/2022 10:26 AM
N/A

Anonymous
6/29/2022 10:36 AM
trabajo

Anonymous
6/29/2022 10:36 AM
School

Anonymous
6/29/2022 11:29 AM
trabajo

Anonymous
6/29/2022 11:45 AM
la escuela

Anonymous
mercado

6/29/2022 11:49 AM

Anonymous

Work

6/29/2022 11:56 AM

Anonymous

HRVHS

6/29/2022 12:08 PM

Anonymous

Mercado Guadalajara

6/29/2022 02:41 PM

Anonymous

Orchard

6/29/2022 03:08 PM

Anonymous

School

6/29/2022 03:31 PM

Anonymous

PBO

6/29/2022 03:52 PM

Anonymous

Hospital Hill trails, Bike Park, Post office, Hi-school Pharmacy,
Harvest Market, NorthShore Cafe in White Salmon

7/01/2022 11:59 AM

Anonymous

N/A

7/01/2022 08:10 PM

Anonymous

Hood River aquatic center and waterfront

7/03/2022 02:36 PM

Anonymous

Work and play; Binns hill staging area. To ride Mtb and maintain the
trail system

7/04/2022 10:44 AM

Anonymous

I travel daily to the shopping center on Cascade Ave - serviced by the
stop near Walmart.

7/09/2022 02:22 PM

Anonymous

Hood River Waterfront Park

7/18/2022 07:36 PM

Anonymous

I don't use the bus daily. I use the CA to get to the Columbia River
Gorge area.

8/20/2022 08:33 AM

Anonymous

none

8/21/2022 08:00 AM

Mandatory Question (482 response(s))

Question type: Essay Question

Q18 | Now that you've told us why and when you travel, please tell us the top 1-2 locations you go on a weekly basis. Please be as specific as possible (e.g., Shopping: Safeway in Hood River, Library: Parkdale).

Anonymous

Wy'east Middle School, centro de Hood River, Brimstone Boulders

2/16/2022 04:51 PM

Anonymous

shopping

2/17/2022 04:22 PM

Anonymous

Restaurants in Hood River, Odell and Parkdale

2/22/2022 08:57 AM

Anonymous

Rose hours in Hood River. Fred Meyer in TD.

2/22/2022 12:51 PM

Anonymous

Safeway Shopping at Safeway

2/22/2022 02:39 PM

Anonymous

Shopping

2/22/2022 02:54 PM

Anonymous

Hood River downtown, Hood River waterfront

2/22/2022 05:32 PM

Anonymous

CAT offices

2/23/2022 08:12 AM

Anonymous

Fred Meyer The Dalles

2/23/2022 09:31 AM

Anonymous

Hood River Dance Academy, Westside Elementary School Fields,
Hood River High School, Hood River Library, The Dalles Library,
downtown The Dalles, west side of The Dalles

2/23/2022 12:08 PM

Anonymous

2/23/2022 07:01 PM

Shopping: Hood River Safeway, Rosauers

Anonymous

2/23/2022 07:25 PM

Safeway Rosauers Riverside Church HR Library Fred Meyers in The Dalles Grocery Outlet The Dalles

Anonymous

2/23/2022 07:59 PM

Work:The Dalles/Hood River Life in general:Hood River/Portland

Anonymous

2/24/2022 04:51 AM

Na

Anonymous

2/24/2022 07:01 AM

Weekends: start: 3 miles south of Parkdale to Hood River downtown, The Heights, Waterfront and/or Cascade Ave. I drive to Hood River at least once per weekend to take care of errands such as shopping, socializing, or volunteering.

Anonymous

2/24/2022 07:43 AM

Rosauers. Home to Mosier. Teacup lake

Anonymous

2/24/2022 09:16 AM

In town — Cascade Ave

Anonymous

2/24/2022 11:33 AM

Mt Hood Meadows.

Anonymous

2/24/2022 12:30 PM

N/A

Anonymous

2/24/2022 01:05 PM

Rouersers, physical therapy

Anonymous

2/25/2022 03:17 PM

Safeway, waterfront

Anonymous

2/25/2022 05:32 PM

I would go to Hood River more regularly if there weren't so many stops.

Anonymous

2/25/2022 05:47 PM

Rosauer's, HR Library

Anonymous

2/25/2022 07:34 PM

N/a

Anonymous

2/25/2022 07:59 PM

Shopping Safeway, waterfront park, skiing

Anonymous

2/25/2022 08:41 PM

Double mountain and downtown

Anonymous

2/25/2022 09:24 PM

Grocery stores, restaurants

Anonymous

2/25/2022 09:36 PM

Church north and heights Hood River. Safeway or Rosaurrd or The Dalles-grocery outlet

Anonymous

2/25/2022 11:23 PM

Hood River Valley Adult Center and area by Best Western: Hood River

Anonymous

2/26/2022 07:30 AM

shopping, restaurants

Anonymous

2/26/2022 08:25 AM

Grocery store (Safeway or Rosauers), recreation spots (bike trails, waterfront, hiking trails)

Anonymous

2/26/2022 09:18 AM

Shopping at Rosauers, walking on DT waterfront

Anonymous

2/26/2022 10:02 AM

Waterfront, church, Parkdale weekends

Anonymous

2/26/2022 12:11 PM

Restaurants

Anonymous

2/26/2022 12:35 PM

Downtown and The Heights

Anonymous

Safeway

2/26/2022 02:29 PM

Anonymous

The dalles

2/26/2022 05:55 PM

Anonymous

Shopping-Rosauers, shopping-Safeway, Columbia River water park

2/26/2022 08:45 PM

Anonymous

Downtown HR, Rosauers, XC ski trails along Hwy 35

2/27/2022 11:58 AM

Anonymous

Belmont Drive (that I have to walk from the Buntings stop) 22nd Street

2/28/2022 10:47 AM

Anonymous

Safeway ,and Walmart

2/28/2022 06:33 PM

Anonymous

Kickstand, Ground, Rosauers

2/28/2022 11:00 PM

Anonymous

Rosseurs in Hood River. The waterfront in Hood River

3/01/2022 08:46 PM

Anonymous

Courthouse in Hood River Mid Columbia Center for Living in Hood River

3/02/2022 06:23 AM

Anonymous

Safeway, farmer's market

3/02/2022 07:18 PM

Anonymous

Entertainment: Hood River waterfront

3/04/2022 08:14 AM

Anonymous

Rosauer's, Ace in HR

3/04/2022 09:41 AM

Anonymous

NA

3/04/2022 09:49 AM

Anonymous

Portland, Providence Park

3/04/2022 09:51 AM

| | |
|---------------------------------|---|
| Anonymous 3/04/2022 09:55 AM | Rosauers, Walgreens Safeway |
| Anonymous 3/04/2022 11:07 AM | 1) Rosauers 2) DT hood river |
| Anonymous 3/04/2022 02:25 PM | Downtown work office (3rd @ State), post office, Rosauer's/UPS Store |
| Anonymous 3/04/2022 05:09 PM | Safeway. Walmart |
| Anonymous 3/04/2022 06:35 PM | Fruit loop The dalles |
| Anonymous 3/04/2022 09:31 PM | Rosauers & Wal-Mart. |
| Anonymous 3/05/2022 03:46 AM | Restaurant in downtown Hood River, Mt Hood for skiing, biking or hiking |
| Anonymous 3/05/2022 08:53 AM | Shopping: Safeway or Roseur's in HR Recreation: Coyote Wall / Catherine Creek |
| Anonymous 3/05/2022 09:55 AM | Safeway, Portland |
| Anonymous 3/05/2022 12:30 PM | I live in Oregon City. I only visit the Gorge for vacations, which do not happen on a weekly basis. |
| Anonymous 3/05/2022 12:46 PM | Safeway in Hood River, waterfront in Hood River, Farmers Market in Hood River |
| Anonymous 3/05/2022 03:54 PM | During this ski season, I have been going to Mount Hood Meadows or Teacup Nordic one or two times a week. |
| Anonymous 3/05/2022 04:21 PM | N/A |

Anonymous

3/05/2022 05:36 PM

City to the heights

Anonymous

3/05/2022 05:58 PM

Store

Anonymous

3/05/2022 06:18 PM

Rosauers in HR

Anonymous

3/05/2022 09:07 PM

Safeway in Hood River

Anonymous

3/06/2022 06:58 AM

Rosauers, event site

Anonymous

3/06/2022 11:20 AM

Rosauers/safeway, white salmon

Anonymous

3/07/2022 02:17 AM

Shopping on the hights then home..Cascade ave. 2 Safeway area to riverfront area 2 to 5 ti.es a week during summer.

Anonymous

3/08/2022 08:01 AM

Rosauer's or Safeway for grocery shopping Hood River library Events and entertainment downtown and in the Heights

Anonymous

3/08/2022 04:29 PM

Rosauers or Safeway weekly. Downtown every few weeks.

Anonymous

3/09/2022 11:02 AM

Safeway, Walmart - typically I drive to transport groceries home. Library, Event Site, other light errands - I walk Trail heads along Hwy 35 (Oak Ridge, Tamanawanas, Polallie, Dog River, Pocket Creek (summer & winter) Teacup, Bennett Pass). - I drive to hike, bike and ski.

Anonymous

3/09/2022 04:30 PM

Safeway, Farmer's Market in Hood River

Anonymous

3/09/2022 08:29 PM

Hood river meadows/recreation

Anonymous

I commute to and from Portland to Downtown Hood River to visit

3/09/2022 10:02 PM

family.

Anonymous

Safeway

3/10/2022 10:03 AM

Anonymous

Rosaeurs, Waterfront, White Salmon, Mt. Hood Meadows

3/10/2022 11:14 AM

Anonymous

NA

3/10/2022 05:17 PM

Anonymous

Safeway in hood river

3/10/2022 07:21 PM

Anonymous

Troutdale

3/10/2022 07:26 PM

Anonymous

Safeway in Hood River, Rosauers

3/10/2022 07:40 PM

Anonymous

I go to Walmart Hood River weekly and to therapy in Hood River every other week.

3/10/2022 07:41 PM

Anonymous

York Hill stables (horse riding) and CGDA (Colombia Gorge Dance Academy)

3/10/2022 07:54 PM

Anonymous

Shopping: Rosaeur's.

3/10/2022 08:00 PM

Anonymous

Rosauers

3/10/2022 08:08 PM

Anonymous

Safeway, Starbucks in Hood River

3/10/2022 08:33 PM

Anonymous

I don't ride the bus currently.

3/10/2022 09:50 PM

Anonymous

none

3/10/2022 10:06 PM

Anonymous

3/11/2022 08:27 AM

Hood River Library

Anonymous

3/11/2022 08:47 AM

Grocery Store, gym.

Anonymous

3/11/2022 08:50 AM

Roauers, Walmart,

Anonymous

3/11/2022 09:01 AM

Safeway, Walmart

Anonymous

3/11/2022 09:03 AM

N/a

Anonymous

3/11/2022 09:19 AM

Safeway Other neighborhoods(To socialize with friends)

Anonymous

3/11/2022 09:20 AM

Shopping hood river Safeway, hood river library

Anonymous

3/11/2022 10:10 AM

Rosaurs Hood River, Hood River Waterfront.

Anonymous

3/11/2022 10:12 AM

Hood River High School

Anonymous

3/11/2022 10:45 AM

Dog River downtown Hood River

Anonymous

3/11/2022 11:16 AM

Rosaurs grocery store

Anonymous

3/11/2022 11:24 AM

Shopping:Roseours Downtown: Mall 202

Anonymous

3/11/2022 12:31 PM

Shopping: Grocery Outlet

Anonymous

Safeway

3/11/2022 02:13 PM

Anonymous

Sports: Brimstone Boulders, Shopping: Rosauers

3/12/2022 10:42 AM

Anonymous

Doctor office and the library

3/12/2022 10:45 AM

Anonymous

Na

3/12/2022 04:05 PM

Anonymous

Hood river Valley High School and Wyeast middle school

3/13/2022 09:20 PM

Anonymous

Rosauers in Hood River

3/14/2022 10:01 AM

Anonymous

Shopping: mcisaacs, safeway

3/14/2022 11:11 AM

Anonymous

Roseaures, The Spit, Portland

3/14/2022 01:45 PM

Anonymous

Drive / carpool to White Salmon Grange. CAT but return from work at Mt. Hood Meadows (3:45 return) Safeway in Hood River

3/14/2022 05:34 PM

Anonymous

shopping at safeway, post office, and to portland alternative Sundays

3/15/2022 02:41 PM

Anonymous

Safeway, HR. Cascade Locks Bible Fellowship, CL.

3/16/2022 12:54 PM

Anonymous

School and dutch bros

3/17/2022 01:37 PM

Anonymous

Shopping at Roseaurs, Downtown to Common House , mount hood meadows, Everybody's in White Salmon

3/19/2022 07:52 AM

Anonymous

Blank.

3/19/2022 10:30 AM

Anonymous

3/19/2022 05:40 PM

Grocery shopping

Anonymous

3/23/2022 12:38 AM

shop Grocery Outlet The Dalles, The Dalles public library

Anonymous

3/23/2022 05:43 PM

White Salmon businesses and restaurants.

Anonymous

3/24/2022 07:14 PM

Restaurant

Anonymous

3/25/2022 01:00 PM

salem

Anonymous

3/25/2022 01:03 PM

IGA FRED MYERS

Anonymous

3/25/2022 01:13 PM

mt hood for skiing

Anonymous

3/25/2022 01:15 PM

hood river Meadows

Anonymous

3/25/2022 01:16 PM

Shopping sandy Fred Meyer

Anonymous

3/25/2022 01:21 PM

Meadows and hood River hotel

Anonymous

3/25/2022 01:40 PM

work and resturaunts

Anonymous

3/25/2022 01:42 PM

library

Anonymous

3/25/2022 01:59 PM

Activities

Anonymous

3/25/2022 02:01 PM

na

| | |
|---------------------------------|--|
| Anonymous 3/25/2022 02:12 PM | gym, work |
| Anonymous 3/25/2022 02:14 PM | hhosptisl |
| Anonymous 3/25/2022 02:15 PM | na |
| Anonymous 3/25/2022 02:18 PM | Shopping libbrary |
| Anonymous 3/25/2022 02:22 PM | na |
| Anonymous 3/25/2022 02:22 PM | school |
| Anonymous 3/25/2022 02:48 PM | Safeway-Hood river Downtown hood river, oak street |
| Anonymous 3/25/2022 03:27 PM | Need something to go to Outer hood river events |
| Anonymous 3/25/2022 06:56 PM | Rosauers |
| Anonymous 3/28/2022 07:03 PM | Grocery, Downtown, Heights |
| Anonymous 3/28/2022 08:47 PM | Shopping: Rosauers, Entertainment: Downtown HR to meet friends for lunch (various HR restaurants), Recreation:skiing at Meadows, visit family in White Salmon. |
| Anonymous 3/30/2022 06:33 AM | ... |
| Anonymous 3/30/2022 09:29 AM | Store: Safeway, Recreation: HR Waterfront |

| | |
|---------------------------------|---|
| Anonymous 3/31/2022 11:33 AM | Grocery stores, possibly downtown. |
| Anonymous 4/02/2022 08:04 AM | Rosauers |
| Anonymous 4/02/2022 08:15 AM | Event site, Safeway |
| Anonymous 4/02/2022 08:39 AM | Rosauers |
| Anonymous 4/06/2022 04:51 PM | Safeway Rosauers |
| Anonymous 4/06/2022 05:08 PM | Safewy biblioteca |
| Anonymous 4/07/2022 01:11 PM | the dales to meet and hang with friends |
| Anonymous 4/10/2022 05:51 PM | Restuarants or Bank, Errands in city of Hood River |
| Anonymous 4/11/2022 02:42 PM | Get on HR CAT office. And coming back from portland, get off at Sin Clair Gas station, HR. |
| Anonymous 4/13/2022 10:45 AM | Shopping at Rosaures Walk downtown, get a ride back up to Belmont Occasionally both ways depending on time, and weather. |
| Anonymous 4/13/2022 07:18 PM | Sorosis park exercise Fred Meyer/ Grocery Outlet shopping Hood River church Riverside |
| Anonymous 4/15/2022 11:00 AM | One community health, rosaurs |
| Anonymous 4/21/2022 03:10 PM | Shopping: Rosaurs Hood River Library: Hood River |
| Anonymous | Rosaures- shopping, Treebird - shopping |

4/21/2022 05:08 PM

Anonymous

4/25/2022 12:38 PM

Getting around the Hood River area is nice but it helps when shopping to catch a bus to get closer to the destination.

Anonymous

4/25/2022 10:03 PM

Winco, Richland

Anonymous

4/26/2022 06:04 AM

Recreation: Mt Hood Meadows

Anonymous

4/26/2022 08:18 AM

Harvest Market Hood River (heights or downtown)

Anonymous

4/26/2022 08:26 AM

Grocery: west hr to the heights

Anonymous

4/26/2022 08:28 AM

Shopping at roseaurs and Safeway

Anonymous

4/26/2022 08:29 AM

Rosaures in Hood River

Anonymous

4/26/2022 08:33 AM

dinner in heights and downtown

Anonymous

4/26/2022 08:39 AM

Post canyon

Anonymous

4/26/2022 08:42 AM

Meadows Bike trailheads

Anonymous

4/26/2022 08:54 AM

yes

Anonymous

4/26/2022 08:56 AM

farmstead market, power station gym, wallmart, safeway, downtown, water front

Anonymous

4/26/2022 09:08 AM

waterfront odell

| | |
|---------------------------------|--|
| Anonymous 4/26/2022 09:21 AM | Rosauers |
| Anonymous 4/26/2022 09:25 AM | cgcc |
| Anonymous 4/26/2022 09:25 AM | hood river valley track , preschool Windsong in heights on hull street, family man in post canyon |
| Anonymous 4/26/2022 09:36 AM | Safeway and Walmart |
| Anonymous 4/26/2022 09:41 AM | Rpsauers |
| Anonymous 4/26/2022 09:44 AM | Recreation and Downtown/Restaurants |
| Anonymous 4/26/2022 09:45 AM | Downtown |
| Anonymous 4/26/2022 10:02 AM | Shopping- Rosauers Church- Shepherd of the Valley Various restaurants River walk |
| Anonymous 4/26/2022 10:47 AM | Shopping: Rosauers, Safeway, harvest market, Fred meyer |
| Anonymous 4/26/2022 04:11 PM | Work in Portland 2-3 times weekly. Grocery store in WS weekly. |
| Anonymous 4/26/2022 05:10 PM | Downtown Hood River |
| Anonymous 4/26/2022 05:11 PM | Rosauers, Meadows |
| Anonymous 4/28/2022 06:14 AM | Nichols Boat Basin, The Hatchery, Rosauers |
| Anonymous | Downtown and the Heights |

4/28/2022 06:26 AM

Anonymous

Grocery store, sporting events

4/28/2022 06:41 AM

Anonymous

Safeway in Hood River, Rosauers in Hood River, Downtown restaurants

4/28/2022 06:59 AM

Anonymous

church

4/28/2022 07:01 AM

Anonymous

Post Canyon

4/28/2022 07:09 AM

Anonymous

Walmart, Walgreens

4/28/2022 07:21 AM

Anonymous

Shopping in hood river,

4/28/2022 08:07 AM

Anonymous

Fred Meyer: The Dalles, White Salmon High School

4/28/2022 08:44 AM

Anonymous

Grocery store,

4/28/2022 09:31 AM

Anonymous

Rosauers hood river

4/28/2022 09:37 AM

Anonymous

Safeway in Hood River, Walgreens in Hood River

4/28/2022 09:45 AM

Anonymous

Work takes us all over the valley

4/28/2022 10:04 AM

Anonymous

Waters Edge in The Dalles, shopping in The Dalles

4/28/2022 10:43 AM

Anonymous

West side to downtown /even site

4/28/2022 11:57 AM

| | |
|---------------------------------|---|
| Anonymous 4/28/2022 02:10 PM | library in parkdale, high school and across teh river too to white salmon and bingen. |
| Anonymous 4/28/2022 03:24 PM | Rosauers, Event site/water front, Winddance/Tum-a-lum/Mothers, |
| Anonymous 4/28/2022 03:33 PM | nothing regular |
| Anonymous 4/28/2022 03:34 PM | White Salmon library, Downtown White Salmon |
| Anonymous 4/28/2022 03:37 PM | Rosauers and Nichols Landing for work |
| Anonymous 4/28/2022 04:36 PM | My hood meadows |
| Anonymous 4/28/2022 07:39 PM | Shopping- farm stand, rosauers |
| Anonymous 4/29/2022 04:55 AM | Shopping: Rosauers and Farm Stand |
| Anonymous 4/29/2022 06:49 AM | Rosauers, Downtown Hood River for work |
| Anonymous 4/29/2022 06:57 AM | Divots restaurant |
| Anonymous 4/29/2022 06:57 AM | Rosauers in Hood River, Treebird in Hood River, Mt Hood |
| Anonymous 4/29/2022 09:02 AM | rosauers. |
| Anonymous 4/29/2022 11:51 AM | The Dalles Upper Valley |
| Anonymous 4/29/2022 07:02 PM | downtown Hood River |

| | |
|---------------------------------|--|
| Anonymous 4/30/2022 09:10 AM | Safeway c, waterfront , post canyon (family man) |
| Anonymous 4/30/2022 12:48 PM | n/a |
| Anonymous 4/30/2022 02:11 PM | central Hood River |
| Anonymous 4/30/2022 04:30 PM | Doctors appointment |
| Anonymous 5/01/2022 01:34 PM | No again |
| Anonymous 5/02/2022 09:54 AM | Downtown hood river - (oak and 2nd), Safeway hood river |
| Anonymous 5/02/2022 12:15 PM | Work once a week from HR Heights to downtown especially in weather that is variable. |
| Anonymous 5/02/2022 08:20 PM | Safeway, Roseauers, HRVHS, Event site, freebird, Mt Hood Meadows |
| Anonymous 5/03/2022 01:29 AM | Hood River Valley Adult Center and home off cadcade near Cascade and 10th. |
| Anonymous 5/03/2022 07:40 AM | hospital |
| Anonymous 5/03/2022 04:32 PM | Portland |
| Anonymous 5/03/2022 05:04 PM | Portland |
| Anonymous 5/03/2022 06:13 PM | Fred Meyer in The Dalles |

Anonymous

5/03/2022 06:56 PM

Rosauers and downtown HR

Anonymous

5/03/2022 08:50 PM

Shopping: grocery outlet & fred meyer in The Dalles

Anonymous

5/05/2022 08:23 AM

Downtown, McGrath Chiropractic, etc. Rosauers

Anonymous

5/05/2022 08:48 AM

Safeway

Anonymous

5/06/2022 08:38 AM

Cascade Locks marina Park

Anonymous

5/06/2022 08:41 AM

My boyfriends house

Anonymous

5/06/2022 09:43 AM

Grocery store gym

Anonymous

5/06/2022 09:45 AM

Waterfalls

Anonymous

5/06/2022 09:56 AM

Double mountain brewery, Baldwin saloon

Anonymous

5/07/2022 05:30 AM

Columbia Gorge to hike

Anonymous

5/07/2022 10:49 AM

Mt Hood Meadows, ski Union Station, work

Anonymous

5/07/2022 11:08 AM

I am exploring all the destinations that I can by bus.

Anonymous

5/08/2022 10:35 AM

I go to Portland then Hillsboro every Sunday to pick up my son.

Anonymous

5/08/2022 05:57 PM

I live in portland - walk to most restaurants and stores on23 streetthere

Anonymous

5/09/2022 01:57 PM

NA

Anonymous

5/09/2022 03:52 PM

Not applicable

Anonymous

5/10/2022 12:05 PM

N/A

Anonymous

5/12/2022 10:43 AM

N/A

Anonymous

5/13/2022 09:53 AM

NA

Anonymous

5/13/2022 09:53 AM

Na

Anonymous

5/13/2022 09:54 AM

Not from Portland

Anonymous

5/13/2022 09:55 AM

Omsi Century theaters

Anonymous

5/13/2022 09:56 AM

Downtown

Anonymous

5/13/2022 06:14 PM

N/a

Anonymous

5/15/2022 11:33 AM

Rosaurers; Hood River High School

Anonymous

5/15/2022 03:58 PM

Library Hood River

Anonymous

5/17/2022 03:10 PM

Parkdale, Insitu, Waterfront, Port

Anonymous

Barrett and Markham Rd in HR ; 13th and Belmont in HR

5/17/2022 04:38 PM

Anonymous

Multnomah falls, cascade locks

5/17/2022 08:25 PM

Anonymous

My.hood Meadows

5/17/2022 08:36 PM

Anonymous

Shopping Rosauers Meetings. HR and TD

5/17/2022 09:19 PM

Anonymous

Too many to list

5/18/2022 07:46 AM

Anonymous

N/A

5/18/2022 01:31 PM

Anonymous

Safeway in hood river, gym in hood river, hope medical center in hood river,

5/18/2022 04:27 PM

Anonymous

Shopping at Safeway in Hood River and otherwise accessing resources there that aren't available in Cascade Locks

5/18/2022 06:25 PM

Anonymous

Religious services: from hood River to White Salmon

5/19/2022 08:15 AM

Anonymous

Library in the Dalles

5/19/2022 08:40 AM

Anonymous

Rosauers

5/19/2022 08:59 AM

Anonymous

Shopping Rosauers

5/19/2022 08:59 AM

Anonymous

Safeway: Hood River Grocery Outlet: The Dalles

5/19/2022 09:14 AM

Anonymous

Downtown (freshies) and the waterfront (Solstice).

5/19/2022 09:37 AM

Anonymous

5/19/2022 09:39 AM

Safeway, Wal Mart

Anonymous

5/19/2022 09:44 AM

se 26th food coop in Portland

Anonymous

5/19/2022 10:36 AM

White Salmon

Anonymous

5/19/2022 10:45 AM

Cascade Locks Library, Safeway or Roseauers in Hood River,
various Columbia Gorge trailheads

Anonymous

5/19/2022 11:12 AM

grocery, Meadows, recreation

Anonymous

5/19/2022 01:15 PM

Safeway

Anonymous

5/19/2022 01:43 PM

Rousauers

Anonymous

5/19/2022 02:02 PM

The Dalles Fred Meyer from Lyle. Trailheads from Lyle.

Anonymous

5/19/2022 03:23 PM

downtown

Anonymous

5/19/2022 04:33 PM

Medical. Heights. May street. Port

Anonymous

5/19/2022 04:55 PM

Shopping WS downtown, HR downtown

Anonymous

5/19/2022 06:51 PM

Safeway

Anonymous

5/20/2022 06:58 AM

Shopping in Roseauers; various restaurants in hood river and white
salmon; recreation: Mosier twin tunnels state park; recreation: run the
stairs in downtown hood river

Anonymous

5/20/2022 05:00 PM

Parks

Anonymous

5/21/2022 07:54 AM

This question is not for me

Anonymous

5/23/2022 08:22 AM

Grocery

Anonymous

5/25/2022 02:50 PM

Rosauers

Anonymous

5/25/2022 03:27 PM

Store Bars

Anonymous

5/26/2022 01:51 PM

White Salmon for dinner. Parkdale for dinner.

Anonymous

5/31/2022 10:24 AM

Work shopping

Anonymous

6/01/2022 10:27 AM

Marina, Brimstone climbing gym, Hood River High School, Portland

Anonymous

6/01/2022 08:44 PM

Shopping/Safeway Hood River

Anonymous

6/02/2022 05:42 PM

Walmart/Safeway

Anonymous

6/03/2022 10:48 AM

Safeway and Walmart in HR, Ace and Rosauers in HR, shops in White Salmon but I just walk into town.

Anonymous

6/04/2022 04:03 PM

I go to Portland twice a week for work.

Anonymous

6/04/2022 08:14 PM

The stop at Hood River Library.

Anonymous

6/06/2022 07:01 AM

Shopping at Safeway

Anonymous

6/07/2022 02:18 PM

Fred Meyer in the Dalles. Safeway in the Dalles.

Anonymous

6/07/2022 02:41 PM

No

Chris Watchie

6/08/2022 11:51 AM

Safeway and Library

Anonymous

6/08/2022 12:14 PM

Safeway in Hood River, work in Portland, Hood River Options Academy for kids school.

Anonymous

6/08/2022 04:22 PM

Restaurants in nights and down town and hikes

Anonymous

6/08/2022 08:17 PM

No

Anonymous

6/08/2022 09:56 PM

HRM parking lot

Anonymous

6/09/2022 12:22 PM

Work and recreation

Anonymous

6/09/2022 01:00 PM

Rosauers

Anonymous

6/09/2022 04:58 PM

Na

Anonymous

6/09/2022 05:04 PM

Na

Anonymous

6/09/2022 05:06 PM

Playworks:hood river to near the hospital in hood river for doctors appointment

Anonymous

6/09/2022 05:23 PM

Safeway, Hood River library

Anonymous

6/09/2022 05:23 PM

Shopping: Safeway in HR

Anonymous

6/09/2022 05:28 PM

NA

Anonymous

6/09/2022 05:28 PM

Fred Meyer Kaiser

Anonymous

6/09/2022 05:34 PM

Work : downtown hood river to downtown Portland

Anonymous

6/09/2022 05:55 PM

Winter weekends at Mt Hood Meadows Spring/fall Post Canyon
Summer: event site

Anonymous

6/09/2022 05:58 PM

N/A.

Anonymous

6/09/2022 06:23 PM

Safeway in HR

Anonymous

6/09/2022 06:38 PM

Roseauers, Solstice

Anonymous

6/09/2022 08:20 PM

Library white salmon, white salmon bakery, grocery store white salmon

Anonymous

6/09/2022 09:15 PM

Safeway in Hood River, HR downtown restaurants

Anonymous

6/09/2022 10:06 PM

I don't usually go outside of northwest Portland where I live and work without a car

Anonymous

6/09/2022 10:12 PM

N/a

Anonymous

6/10/2022 04:22 AM

Everyday at the pot dispensary the one with the cross on it

Anonymous

N/A

6/10/2022 07:06 AM

Anonymous

Portland

6/10/2022 04:32 PM

Anonymous

Waterfront. Downtown. Heights.

6/10/2022 04:54 PM

Anonymous

Waterfront

6/13/2022 05:30 PM

Anonymous

Rosauers, grocery outlet in the Dallas

6/13/2022 06:00 PM

Anonymous

Safeway/walmart/stoked

6/14/2022 09:14 AM

Anonymous

Restaurant, movie

6/14/2022 04:11 PM

Anonymous

None

6/15/2022 08:48 PM

Anonymous

Lunch

6/16/2022 05:20 PM

Anonymous

Vancouver

6/17/2022 06:22 AM

Anonymous

belmont road near west side school

6/17/2022 01:20 PM

Anonymous

N/A

6/17/2022 08:47 PM

Anonymous

Hood river liquor store

6/18/2022 06:11 PM

Anonymous

N/A

6/19/2022 11:23 AM

Anonymous

6/20/2022 08:01 AM

See above comment

Anonymous

6/20/2022 03:33 PM

Shopping: Safeway in Hood River, Rosauers in Hood River, Hood River Waterfront, The Spit, Hood River Port, over the Bridge to White Salmon, Mt. Hood Meadows

Anonymous

6/21/2022 10:35 PM

Rosauers Ace Hardware,

Anonymous

6/22/2022 08:30 AM

Guadalajara

Anonymous

6/22/2022 08:51 AM

Guadalajara, Walmart

Anonymous

6/22/2022 09:02 AM

n/a

Anonymous

6/22/2022 09:29 AM

Parkdale school

Anonymous

6/22/2022 09:55 AM

n/a

Anonymous

6/22/2022 10:00 AM

store

Anonymous

6/22/2022 10:23 AM

hood river

Anonymous

6/22/2022 11:01 AM

saafway, hood river and parkdale

Anonymous

6/22/2022 11:09 AM

underwood school

Anonymous

6/22/2022 11:34 AM

safway

Anonymous

walmart

6/22/2022 11:49 AM

Anonymous

Same

6/22/2022 03:53 PM

Anonymous

Library

6/22/2022 04:04 PM

Anonymous

Waterfront and downtown

6/22/2022 04:06 PM

Anonymous

Guadalajara

6/23/2022 08:39 AM

Anonymous

We love to participate in downtown activities but the parking situation is hopeless. If there were better options to go from the Heights downtown we could find easier parking there and then take CAT. We might even start taking it into Portland every once in a while.

6/23/2022 09:24 AM

Anonymous

compras walmart hood river

6/23/2022 10:11 AM

Anonymous

compras safeway hood river

6/23/2022 10:22 AM

Anonymous

mercado guadalajara

6/23/2022 12:33 PM

Anonymous

Walmart, Cat Bus Station

6/23/2022 01:58 PM

Anonymous

fines de semana a la Safeway, Walmart. Parkdale, Cooper spur. Clear creek.

6/23/2022 04:00 PM

Anonymous

Na

6/24/2022 02:14 PM

Anonymous

Portland: Fred Meyer on Hawthorne

6/24/2022 02:19 PM

Anonymous

Waterfront

6/24/2022 02:24 PM

Anonymous

Na

6/24/2022 02:46 PM

Anonymous

Downtown hood River

6/24/2022 02:50 PM

Anonymous

Work: portland public schools, and to Hollywood transit center

6/24/2022 02:51 PM

Anonymous

NA

6/24/2022 02:54 PM

Anonymous

Hollywood shops

6/24/2022 03:18 PM

Anonymous

Historic Columbia River Highway State Trail. Hood River Co-op for groceries.

6/24/2022 03:20 PM

Anonymous

My partners house in nw portland

6/24/2022 03:21 PM

Anonymous

Hood River.

6/24/2022 03:22 PM

Anonymous

N/A

6/24/2022 03:25 PM

Anonymous

.

6/24/2022 03:26 PM

Anonymous

.

6/24/2022 03:30 PM

Anonymous

.

6/24/2022 03:35 PM

Anonymous

Shopping at Hawthorne New Seasons, workout at Cascade Athletic Club205

6/24/2022 03:37 PM

| | |
|---------------------------------|---|
| Anonymous 6/24/2022 03:39 PM | Rosaueres grocery store, |
| Anonymous 6/24/2022 03:40 PM | . |
| Anonymous 6/24/2022 03:46 PM | “” |
| Anonymous 6/24/2022 03:48 PM | Waterfront Downtown coffee Heights for salon and bakery Library |
| Anonymous 6/24/2022 04:03 PM | . |
| Anonymous 6/24/2022 04:06 PM | . |
| Anonymous 6/24/2022 04:07 PM | Rosauers. |
| Anonymous 6/24/2022 04:07 PM | Belmont to children's playground near hospital. |
| Anonymous 6/24/2022 04:12 PM | A grocery store. |
| Anonymous 6/24/2022 04:12 PM | . |
| Anonymous 6/24/2022 04:15 PM | . |
| Anonymous 6/24/2022 04:21 PM | . |
| Anonymous 6/24/2022 04:25 PM | . |
| Anonymous 6/24/2022 04:37 PM | N/A |

Anonymous

6/24/2022 05:26 PM

N/A

Anonymous

6/24/2022 05:58 PM

Shopping-Rosauers Saturday Market

Anonymous

6/24/2022 06:19 PM

Chiropractor in Portland.

Anonymous

6/24/2022 07:35 PM

Shopping: QFC in Portland

Anonymous

6/24/2022 07:41 PM

Post canyon

Anonymous

6/24/2022 07:49 PM

Waterfront

Anonymous

6/24/2022 09:16 PM

Multnomah falls

Anonymous

6/24/2022 10:46 PM

New Seasons in Portland

Anonymous

6/25/2022 12:19 AM

See above answer-I mixed daily & weekly together

Anonymous

6/25/2022 07:13 AM

NA

Anonymous

6/25/2022 09:30 AM

Not weekly

Anonymous

6/25/2022 09:54 AM

Cascade Lockd

Anonymous

6/25/2022 10:11 AM

Roseurs, Mt Hood

Anonymous

Would like to

6/25/2022 04:06 PM

Anonymous

Trader Joe's (Hollywood district in pdx)

6/26/2022 05:24 AM

Anonymous

BZ Corner to Harvest Market BZ Corner to the CAT bus CAT bus to Gateway

6/26/2022 06:41 AM

Anonymous

Na

6/26/2022 04:39 PM

Anonymous

Play: timberline lodge including evenings

6/26/2022 04:52 PM

Anonymous

Fred Meyer in the dalles.

6/27/2022 05:31 AM

Anonymous

Parkdale

6/27/2022 10:20 AM

Anonymous

same as above. winter: Mt. hood meadows

6/27/2022 10:42 AM

Anonymous

safeway

6/27/2022 10:52 AM

Anonymous

Columbia Gorge College

6/27/2022 02:22 PM

Anonymous

Grocery store (Trimet bus). Lloyd Center (Trimet bus or Max).

6/27/2022 03:11 PM

Anonymous

Grocery shopping in Gresham. In the winter, Nordic skiing on Mt. Hood and Mt Adams

6/27/2022 03:57 PM

Anonymous

Mt Hood Meadow 2-3 times/week during ski season Hwy 35 for hiking in summer

6/27/2022 04:18 PM

Anonymous

Harvest Market Gaddis park

6/27/2022 04:23 PM

Anonymous

6/27/2022 04:41 PM

Shopping

Anonymous

6/27/2022 05:01 PM

Skiing

Anonymous

6/27/2022 05:19 PM

None

Anonymous

6/27/2022 05:24 PM

Gym: Hollywood in Portland Mountain Bike trailhead in Hood River or Parkdale

Anonymous

6/27/2022 05:59 PM

Safeway Hood River

Anonymous

6/28/2022 06:23 AM

Teacup Nordic area

Anonymous

6/28/2022 07:50 AM

Multnomah falls, Cascade locks

Anonymous

6/28/2022 09:07 AM

Guadalajara jueves y viernes en la tarde pm regerso a mi casa.

Anonymous

6/28/2022 09:19 AM

al mercado y a la iglesia

Anonymous

6/28/2022 09:46 AM

Rosauers and safeway

Anonymous

6/28/2022 09:48 AM

I don't go to locations in Hood River County on a weekly basis

Anonymous

6/28/2022 10:14 AM

columbia gym

Anonymous

6/28/2022 10:38 AM

guadalajara

Anonymous

safeway

6/28/2022 10:41 AM

Anonymous

walmart

6/28/2022 11:38 AM

Anonymous

n/a

6/28/2022 11:52 AM

Anonymous

.

6/28/2022 01:25 PM

Anonymous

portland

6/28/2022 01:32 PM

Anonymous

compras safeway/ walmart. hood river

6/28/2022 01:38 PM

Anonymous

safeway, hood river, Portland

6/28/2022 01:44 PM

Anonymous

hood river

6/28/2022 01:53 PM

Anonymous

St Mary's church

6/28/2022 01:55 PM

Anonymous

Store

6/28/2022 02:01 PM

Anonymous

n/a

6/28/2022 02:21 PM

Anonymous

safeway hood river, walmart

6/28/2022 02:40 PM

Anonymous

1 safeway

6/28/2022 02:49 PM

Anonymous

n/a

6/28/2022 02:58 PM

| | |
|---------------------------------|---|
| Anonymous 6/28/2022 03:26 PM | Guadalajara, walmart |
| Anonymous 6/28/2022 03:30 PM | Hood River |
| Anonymous 6/28/2022 03:31 PM | n/a |
| Anonymous 6/28/2022 03:43 PM | Hood River |
| Anonymous 6/28/2022 03:46 PM | n/a |
| Anonymous 6/28/2022 03:51 PM | rosauers, guadalajara |
| Anonymous 6/28/2022 03:53 PM | Walmart |
| Anonymous 6/28/2022 04:03 PM | Safeway |
| Anonymous 6/28/2022 04:08 PM | Shopping |
| Anonymous 6/29/2022 07:03 AM | Teacup Nordic Skiing Area (have been going less frequently during pandemic but would like to travel there weekly) |
| Anonymous 6/29/2022 09:03 AM | . |
| Anonymous 6/29/2022 09:06 AM | iglesia, futbol |
| Anonymous 6/29/2022 09:15 AM | Walmart, Rosauers |
| Anonymous 6/29/2022 09:34 AM | safeway |

Anonymous

6/29/2022 09:35 AM

.

Anonymous

6/29/2022 09:39 AM

fred meyer- the dalles downtown hood river

Anonymous

6/29/2022 09:44 AM

Mercado Guadalajara

Anonymous

6/29/2022 09:51 AM

mid valley high school

Anonymous

6/29/2022 10:04 AM

Walmart

Anonymous

6/29/2022 10:04 AM

walmart

Anonymous

6/29/2022 10:11 AM

n/a

Anonymous

6/29/2022 10:13 AM

Mercado Guadalajara

Anonymous

6/29/2022 10:19 AM

iglesia, futbol

Anonymous

6/29/2022 10:26 AM

N/A

Anonymous

6/29/2022 10:36 AM

iglesia

Anonymous

6/29/2022 10:36 AM

School

Anonymous

6/29/2022 11:29 AM

stores

Anonymous

Tienda

6/29/2022 11:45 AM

Anonymous

safeway walmart

6/29/2022 11:49 AM

Anonymous

Hood River

6/29/2022 11:56 AM

Anonymous

Safeway

6/29/2022 12:08 PM

Anonymous

St. Mary's Church

6/29/2022 02:41 PM

Anonymous

Hood River

6/29/2022 03:08 PM

Anonymous

Sports

6/29/2022 03:31 PM

Anonymous

Guadalajara Mercado. Walmart. Safeway

6/29/2022 03:52 PM

Anonymous

Farmstand, TreeBird Market, Rosauers and Safeway in Hood River.
Teacup Nordic on Mount Hood

7/01/2022 11:59 AM

Anonymous

n/a

7/01/2022 08:10 PM

Anonymous

Rosauers Safeway weed store pool waterfront upper valey

7/03/2022 02:36 PM

Anonymous

Post canyon, Mosier beach, the Hatchery, the event site, the Bridge
across the Columbia is road block for humans who work, play,
exercise, need to eat.

7/04/2022 10:44 AM

Anonymous

Weekly to am commuting in from either Cascade Locks or the Dalles
to and from work and am currently unable to ride the bus because
service times do not allow for me to be on time.

7/09/2022 02:22 PM

Anonymous

7/18/2022 07:36 PM

Walmart

Anonymous

8/20/2022 08:33 AM

Multnomah falls, Cascade Locks, Hood River- hiking

Anonymous

8/21/2022 08:00 AM

From Portland to Cascade Locks weekly to connect to area hiking trails an recreation.

Mandatory Question (482 response(s))

Question type: Essay Question

Q19 Now that you've told us why and when you travel, please tell us the top 1-2 locations you go on a monthly basis. Please be as specific as possible (e.g., Entertainment: Downtown Hood River/Portland, Recreation: Mt. Hood Meadows).

Anonymous

2/16/2022 04:51 PM

Portland, hiking en area de Pine Grove, Mark O. Hatfield West Trailhead

Anonymous

2/17/2022 04:22 PM

Mt Hood Meadows

Anonymous

2/22/2022 08:57 AM

Mt Hood Meadows, doctor appointments in Hood River

Anonymous

2/22/2022 12:51 PM

Portland.

Anonymous

2/22/2022 02:39 PM

The Dalles Post Canyon

Anonymous

2/22/2022 02:54 PM

Other incidental errands

Anonymous

2/22/2022 05:32 PM

Portland, Mt. Hood Meadows

Anonymous

2/23/2022 08:12 AM

N.a

Anonymous

2/23/2022 09:31 AM

Mt. Hood Meadows

Anonymous

2/23/2022 12:08 PM

White Salmon, Parkdale, Portland

Anonymous

2/23/2022 07:01 PM

Dining Out: Downtown Hood River

Anonymous

2/23/2022 07:25 PM

Andrews/skylight Stave & Stone Winery Hood Crest Winery

Anonymous

2/23/2022 07:59 PM

Medical:HR/Portland

Anonymous

2/24/2022 04:51 AM

Na

Anonymous

2/24/2022 07:01 AM

Cooper Spur Road (3 miles south of Parkdale) to Mt Hood Meadows or other M. H. National Forest destinations on weekends for exercise. Same start point to Portland for entertainment, social life, or errands once monthly.

Anonymous

2/24/2022 07:43 AM

Portland.

Anonymous

2/24/2022 09:16 AM

Cascade Ave

Anonymous

2/24/2022 11:33 AM

Portland.

Anonymous

2/24/2022 12:30 PM

Hood River to Portland and The Dalles to Providence Hospital in Hood River.

Anonymous

2/24/2022 01:05 PM

HR & pdx downtown

Anonymous

2/25/2022 03:17 PM

June, July, August

| | |
|---------------------------------|--|
| Anonymous 2/25/2022 05:32 PM | I go to PDX for regular business travel and would prefer better options from WS. |
| Anonymous 2/25/2022 05:47 PM | Pharmacies in HR. |
| Anonymous 2/25/2022 07:34 PM | N/a |
| Anonymous 2/25/2022 07:59 PM | Portland |
| Anonymous 2/25/2022 08:41 PM | Entertainment White Salmon |
| Anonymous 2/25/2022 09:24 PM | Hard to say |
| Anonymous 2/25/2022 09:36 PM | N/A |
| Anonymous 2/25/2022 11:23 PM | Entertainment: Downtown Hood River |
| Anonymous 2/26/2022 07:30 AM | Meadows, various hiking trails |
| Anonymous 2/26/2022 08:25 AM | Same as daily and weekly spots |
| Anonymous 2/26/2022 09:18 AM | LibrAry in Hood River, Tumalum hardware store |
| Anonymous 2/26/2022 10:02 AM | Mt hood, Portland, cascade locks |
| Anonymous 2/26/2022 12:11 PM | Hood River |
| Anonymous 2/26/2022 12:35 PM | local trailheads, portland, the dalles, white salmon |

Anonymous

2/26/2022 02:29 PM

Hair and nails downtown and by tumalum

Anonymous

2/26/2022 05:55 PM

N/a

Anonymous

2/26/2022 08:45 PM

Walmart, el rincocito, various trailheads.

Anonymous

2/27/2022 11:58 AM

Portland, Portland Airport

Anonymous

2/28/2022 10:47 AM

would be great if Hood River bus ran closer to the time that the earliest buses to Portland coincide instead of having to do dial a ride to get to waucoma and then wait for portland bus..

Anonymous

2/28/2022 06:33 PM

Rite aid, Dr office

Anonymous

2/28/2022 11:00 PM

RenŪ, Wildwood Chiropractic (White salmon)

Anonymous

3/01/2022 08:46 PM

Portland. The Dalles

Anonymous

3/02/2022 06:23 AM

One community Health Entertainment: Downtown Hood River

Anonymous

3/02/2022 07:18 PM

Portland, Mt. Hood

Anonymous

3/04/2022 08:14 AM

Recreation: Catherine Creek trailhead

Anonymous

3/04/2022 09:41 AM

Teacup

Anonymous

3/04/2022 09:49 AM

NA

Anonymous

3/04/2022 09:51 AM

Appointments- location varies

Anonymous

3/04/2022 09:55 AM

Parkdale

Anonymous

3/04/2022 11:07 AM

1) DT White Salmon 2) Columbia Hills area

Anonymous

3/04/2022 02:25 PM

Downtown, Meadows, Teacup, waterfront

Anonymous

3/04/2022 05:09 PM

Hoodriver for shopping for groceries

Anonymous

3/04/2022 06:35 PM

Pdx Troutdale

Anonymous

3/04/2022 09:31 PM

Same as above

Anonymous

3/05/2022 03:46 AM

Portland downtown (client connections), Road Trips for Leisure
(Pacific NW mountain and lake areas)

Anonymous

3/05/2022 08:53 AM

Shopping: Costco in PDX, Home Depot in the Dalles Entertainment:
Downtown Hood River

Anonymous

3/05/2022 09:55 AM

Rosauers, Walmart

Anonymous

3/05/2022 12:30 PM

I live in Oregon City. I only visit the Gorge for vacations, which do not
happen on a monthly basis.

Anonymous

3/05/2022 12:46 PM

Providence Hood River, Chalk Gym in Hood River

Anonymous

3/05/2022 03:54 PM

I have been going to Bend, Oregon (by transit) about once a month
recently.

| | |
|---------------------------------|--|
| Anonymous 3/05/2022 04:21 PM | Portland |
| Anonymous 3/05/2022 05:36 PM | Meadows |
| Anonymous 3/05/2022 05:58 PM | Golf course |
| Anonymous 3/05/2022 06:18 PM | NA |
| Anonymous 3/05/2022 09:07 PM | Mt Hood Meadows 1 -4 x/month Portland 1x/month |
| Anonymous 3/06/2022 06:58 AM | Community center, the ruins |
| Anonymous 3/06/2022 11:20 AM | Trader Joes in portland |
| Anonymous 3/07/2022 02:17 AM | Portland,entertainment |
| Anonymous 3/08/2022 08:01 AM | Concerts and events in the upper valley Winter recreation on Mt Hood |
| Anonymous 3/08/2022 04:29 PM | A trailhead weekly in summer but less in winter. No specific one / try to choose remote ones. |
| Anonymous 3/09/2022 11:02 AM | The Dalles Home Depot - I drive Downtown HR - I walk |
| Anonymous 3/09/2022 04:30 PM | Downtown Portland (twice a month) |
| Anonymous 3/09/2022 08:29 PM | Friends in Portland |
| Anonymous 3/09/2022 10:02 PM | Entertainment: Downtown Hood River/Portland, Hood River/White Salmon; Recreation: Meadows, Teacup, Washington White Salmon |

Anonymous

3/10/2022 10:03 AM

Downtown

Anonymous

3/10/2022 11:14 AM

Portland, Cascade Locks

Anonymous

3/10/2022 05:17 PM

The waterfront, Hood River Valley High school

Anonymous

3/10/2022 07:21 PM

Downtown hood river

Anonymous

3/10/2022 07:26 PM

Troutdale

Anonymous

3/10/2022 07:40 PM

Mt. Hood Meadows

Anonymous

3/10/2022 07:41 PM

I do after school activities about once or twice a month Hood River.

Anonymous

3/10/2022 07:54 PM

Downtown Hood River, Mt. Hood Meadows

Anonymous

3/10/2022 08:00 PM

Entertainment: Hood River Cinemas

Anonymous

3/10/2022 08:08 PM

Fish people

Anonymous

3/10/2022 08:33 PM

Hood River Cinemas

Anonymous

3/10/2022 09:50 PM

I don't ride the bus currently.

Anonymous

3/10/2022 10:06 PM

none

Anonymous

Mt Hood Meadows, Gateway

3/11/2022 08:27 AM

Anonymous

Movies, Restaurants

3/11/2022 08:47 AM

Anonymous

Portland, PDX

3/11/2022 08:50 AM

Anonymous

Straight-line Orthodontist,

3/11/2022 09:01 AM

Anonymous

N/a

3/11/2022 09:03 AM

Anonymous

Waterfront park/restaurants like solstice and ferment Downtown (Like mikes ice cream and stores there)

3/11/2022 09:19 AM

Anonymous

Downtown hood river movie theater, Portland shopping center.

3/11/2022 09:20 AM

Anonymous

Mt Hood Meadows, and Post Canyon Trails

3/11/2022 10:10 AM

Anonymous

Downtown hoodriver.

3/11/2022 10:12 AM

Anonymous

Safeway in Hood River

3/11/2022 10:45 AM

Anonymous

The cinemas in hoodriver, clackamas town center in Portland

3/11/2022 11:16 AM

Anonymous

Medical:Portland

3/11/2022 11:24 AM

Anonymous

Shopping: Columbia Plaza

3/11/2022 12:31 PM

Anonymous

Vancouver waterfront, Mt. Hood

3/11/2022 02:13 PM

Anonymous

3/12/2022 10:42 AM

Recreation: Mt. Hood Meadows, Library: Hood River

Anonymous

3/12/2022 10:45 AM

Portland..safeway and walmart

Anonymous

3/12/2022 04:05 PM

Mt. Hood meadows

Anonymous

3/13/2022 09:20 PM

Hood river Valley High School and Wyeast middle school

Anonymous

3/14/2022 10:01 AM

Mt. Hood Meadows, Downtown Hood River

Anonymous

3/14/2022 11:11 AM

entertainment: downtoen hR restaurants Travel: Portland friends, HE
community events

Anonymous

3/14/2022 01:45 PM

Mosier/Rowena/Lyle area trails, friends' homes in neighborhoods and
rural areas

Anonymous

3/14/2022 05:34 PM

Visit family in Portland.

Anonymous

3/15/2022 02:41 PM

downtown hood river, across the bridge to whitesalmon,
entertainment downtown hood river. shopping,

Anonymous

3/16/2022 12:54 PM

Hood River community pool. Wyeth state park trailhead. Approx.
monthly, weekends.

Anonymous

3/17/2022 01:37 PM

I go to Portland a lot

Anonymous

3/19/2022 07:52 AM

Nowhere in particular

Anonymous

3/19/2022 10:30 AM

Blank.

Anonymous

3/19/2022 05:40 PM

Portlandia

Anonymous

3/23/2022 12:38 AM

Medical appointments in Portland

Anonymous

3/23/2022 05:43 PM

Why is this mandatory, I have no idea.

Anonymous

3/24/2022 07:14 PM

Hood River, The Dalles.

Anonymous

3/25/2022 01:00 PM

Portland and mt hood

Anonymous

3/25/2022 01:03 PM

Costco Trader Joe

Anonymous

3/25/2022 01:13 PM

restaurants

Anonymous

3/25/2022 01:15 PM

the dalles or

Anonymous

3/25/2022 01:16 PM

Recreation at meadows

Anonymous

3/25/2022 01:21 PM

Hood ri er downtown and portland

Anonymous

3/25/2022 01:40 PM

restaurants mt hood

Anonymous

3/25/2022 01:42 PM

yes

Anonymous

3/25/2022 01:59 PM

Appointments

Anonymous

3/25/2022 02:01 PM

na

| | |
|---------------------------------|---|
| Anonymous 3/25/2022 02:12 PM | Gym, work |
| Anonymous 3/25/2022 02:14 PM | hospitak |
| Anonymous 3/25/2022 02:15 PM | na |
| Anonymous 3/25/2022 02:18 PM | ...? |
| Anonymous 3/25/2022 02:22 PM | mt hood |
| Anonymous 3/25/2022 02:22 PM | Portland 75 |
| Anonymous 3/25/2022 02:48 PM | N/A |
| Anonymous 3/25/2022 03:27 PM | Meadows Wine tasting |
| Anonymous 3/25/2022 06:56 PM | Mt Hood Meadows or PDX |
| Anonymous 3/28/2022 07:03 PM | . |
| Anonymous 3/28/2022 08:47 PM | Entertainment: Downtown HR/Portland |
| Anonymous 3/30/2022 06:33 AM | ... |
| Anonymous 3/30/2022 09:29 AM | Recreation: Mt Hood Meadows, Shopping/Recreation: Portland |
| Anonymous 3/31/2022 11:33 AM | Again, varied and not predictable. Mostly recreational opportunities, occasionally into PDX (Costco). |

| | |
|---------------------------------|--|
| Anonymous 4/02/2022 08:04 AM | the Dalles |
| Anonymous 4/02/2022 08:15 AM | Event site, Safeway |
| Anonymous 4/02/2022 08:39 AM | Hwy 35 access to skiing, hiking |
| Anonymous 4/06/2022 04:51 PM | The dalles grocery outlet The waterfront |
| Anonymous 4/06/2022 05:08 PM | Portlnad |
| Anonymous 4/07/2022 01:11 PM | vist mother |
| Anonymous 4/10/2022 05:51 PM | Recreation, Pineside Mount Adams, Syncline |
| Anonymous 4/11/2022 02:42 PM | Get on HR CAT office. And coming back from portland, get off at Sin Clair Gas station, HR. |
| Anonymous 4/13/2022 10:45 AM | To Gateway I'd like to go to Evening events downtown, CCA, movies, restaurants |
| Anonymous 4/13/2022 07:18 PM | Portland shopping and entertainment |
| Anonymous 4/15/2022 11:00 AM | Downtown hood river, Portland. |
| Anonymous 4/21/2022 03:10 PM | Hiking: Wyeth, other hikes along there Shopping: Fred Meyers The Dalles |
| Anonymous 4/21/2022 05:08 PM | Entertainment downtown hood river, entertainment white salmon |

Anonymous

4/25/2022 12:38 PM

Hood River to Carson or passed the Bridge of the Gods to get to hiking trails or looking to do something fun

Anonymous

4/25/2022 10:03 PM

Trails around Columbia valley, large variety.

Anonymous

4/26/2022 06:04 AM

Entertainment: Downtown Portland

Anonymous

4/26/2022 08:18 AM

Winco & Target in Portland

Anonymous

4/26/2022 08:26 AM

Hiking: throughout gorge

Anonymous

4/26/2022 08:28 AM

Hood river to Portland

Anonymous

4/26/2022 08:29 AM

Recreation: hikes throughout the gorge

Anonymous

4/26/2022 08:33 AM

Dr appt Portland

Anonymous

4/26/2022 08:39 AM

CGFM

Anonymous

4/26/2022 08:42 AM

portland The dalles

Anonymous

4/26/2022 08:54 AM

yes

Anonymous

4/26/2022 08:56 AM

Portland, richland, eugene

Anonymous

4/26/2022 09:08 AM

hood river and portland

Anonymous

Maybe an out of city event - or perhaps just across river to White

4/26/2022 09:21 AM

Salmon (the bakery or hikes)

Anonymous

See above cgcc

4/26/2022 09:25 AM

Anonymous

white salmon, syncline trailhead,

4/26/2022 09:25 AM

Anonymous

Providence

4/26/2022 09:36 AM

Anonymous

Meadows, white salmon

4/26/2022 09:41 AM

Anonymous

Recreation, Downtown

4/26/2022 09:44 AM

Anonymous

Mt hood

4/26/2022 09:45 AM

Anonymous

Portland The Dalles A concert Art events

4/26/2022 10:02 AM

Anonymous

Hiking in mt. Hood, Gifford Pinchot national forest, central gorge.

4/26/2022 10:47 AM

Anonymous

Downtown Hood River. Downtown White Salmon. Wineries all over the gorge!

4/26/2022 04:11 PM

Anonymous

Downtown Hood River

4/26/2022 05:10 PM

Anonymous

Elks

4/26/2022 05:11 PM

Anonymous

Bennet Pass snow park, Oak Ridge Trail, Dog River Trail

4/28/2022 06:14 AM

Anonymous

Portland, recreation

4/28/2022 06:26 AM

| | |
|---------------------------------|---|
| Anonymous 4/28/2022 06:41 AM | Restaurants (usually try to avoid downtown to avoid tourist congestion). |
| Anonymous 4/28/2022 06:59 AM | Entertainment Downtown Hood River, PDX, Shopping The Dalles |
| Anonymous 4/28/2022 07:01 AM | entertainment or happy hour |
| Anonymous 4/28/2022 07:09 AM | Recreation, Downtown restaurants |
| Anonymous 4/28/2022 07:21 AM | Columbia Gorge Family Medicine |
| Anonymous 4/28/2022 08:07 AM | Portland |
| Anonymous 4/28/2022 08:44 AM | Teacups in the winter, Mt hood, Hospital hill, White Salmon for hiking, North Shore Medical group, Bingen |
| Anonymous 4/28/2022 09:31 AM | n shore medical, HR city center |
| Anonymous 4/28/2022 09:37 AM | Restaurants , hood river |
| Anonymous 4/28/2022 09:45 AM | Kula Chiropractic in White Salmon, Umpqua Bank in White Salmon |
| Anonymous 4/28/2022 10:04 AM | Work takes us all over the valley |
| Anonymous 4/28/2022 10:43 AM | Waters Edge. band practices and gigs in HR |
| Anonymous 4/28/2022 11:57 AM | Would like to travel downtown I. Evening |
| Anonymous | clinic |

4/28/2022 02:10 PM

Anonymous

PHRMH

4/28/2022 03:24 PM

Anonymous

nothing regular

4/28/2022 03:33 PM

Anonymous

Downtown Hood River , Mt Hood Meadows

4/28/2022 03:34 PM

Anonymous

Walk to Food down town

4/28/2022 03:37 PM

Anonymous

My hood meadows

4/28/2022 04:36 PM

Anonymous

The spit & event site

4/28/2022 07:39 PM

Anonymous

Parkdale twice per month to visit friends and ex-neighbors.

4/29/2022 04:55 AM

Anonymous

Hood River waterfront, the Dalles Grocery Outlet

4/29/2022 06:49 AM

Anonymous

mt hood recreation

4/29/2022 06:57 AM

Anonymous

Dr.s office in the heights, downtown white salmon

4/29/2022 06:57 AM

Anonymous

portland

4/29/2022 09:02 AM

Anonymous

Portland Downtown hood river

4/29/2022 11:51 AM

Anonymous

downtown Hood River

4/29/2022 07:02 PM

Anonymous

4/30/2022 09:10 AM

Entertainment at ruins , rosauers hood river supply

Anonymous

4/30/2022 12:48 PM

Portland

Anonymous

4/30/2022 02:11 PM

Mt Hood Meadows & Portland

Anonymous

4/30/2022 04:30 PM

Walmart

Anonymous

5/01/2022 01:34 PM

How many times I have to tell you no?

Anonymous

5/02/2022 09:54 AM

Home Depot in the dalles, portland airport

Anonymous

5/02/2022 12:15 PM

My husband and I go sightseeing around the gorge every weekend.

Anonymous

5/02/2022 08:20 PM

Portland, PDX

Anonymous

5/03/2022 01:29 AM

Medical appointments and Disability resources - some local in Hood River and others in either The Dalles across the River in White Salmon. Post Office

Anonymous

5/03/2022 07:40 AM

library

Anonymous

5/03/2022 04:32 PM

My. Hood Meadows

Anonymous

5/03/2022 05:04 PM

Portland

Anonymous

5/03/2022 06:13 PM

Downtown Hood River from The Dalles

Anonymous

Airport, wine tasting

5/03/2022 06:56 PM

Anonymous

5/03/2022 08:50 PM

Entertainment: The Ruins in Hood River, dinner on the water front on downtown

Anonymous

5/05/2022 08:23 AM

Mosier Hood River Golf Course

Anonymous

5/05/2022 08:48 AM

The Dalles - BiMart, Home Depot,

Anonymous

5/06/2022 08:38 AM

Mt. Hood, Portland

Anonymous

5/06/2022 08:41 AM

My boyfriends house

Anonymous

5/06/2022 09:43 AM

Portland to hood river

Anonymous

5/06/2022 09:45 AM

Downtown Waterfalls

Anonymous

5/06/2022 09:56 AM

Visiting/helping relatives

Anonymous

5/07/2022 05:30 AM

To the coast

Anonymous

5/07/2022 10:49 AM

Mt hood meadows or other ski areas

Anonymous

5/07/2022 11:08 AM

Portland / Stevenson

Anonymous

5/08/2022 10:35 AM

Pietro's in Hood River.

Anonymous

5/08/2022 05:57 PM

Gorge hikes/ mt hood hikes from timberline

| | |
|---------------------------------|--|
| Anonymous 5/09/2022 01:57 PM | Trailheads in the Gorge. The exact trail always changes |
| Anonymous 5/09/2022 03:52 PM | Mt Hood Meadows, trail heads |
| Anonymous 5/10/2022 12:05 PM | Portland |
| Anonymous 5/12/2022 10:43 AM | Artifacts Full Sail |
| Anonymous 5/13/2022 09:53 AM | NA |
| Anonymous 5/13/2022 09:53 AM | Hood river |
| Anonymous 5/13/2022 09:54 AM | Not from Portland |
| Anonymous 5/13/2022 09:55 AM | N/a |
| Anonymous 5/13/2022 09:56 AM | Downtown |
| Anonymous 5/13/2022 06:14 PM | Dog Mt. |
| Anonymous 5/15/2022 11:33 AM | Cascade Locks in eve; Mosier or White Salmon in eve; Portland in eve |
| Anonymous 5/15/2022 03:58 PM | Portland Costco |
| Anonymous 5/17/2022 03:10 PM | Mt Hood, Mosior |
| Anonymous 5/17/2022 04:38 PM | Car repair and tires Brookside-Eliot/Tucker-12th |

Anonymous

5/17/2022 08:25 PM

N/a

Anonymous

5/17/2022 08:36 PM

Mt.hood meadows

Anonymous

5/17/2022 09:19 PM

Doctor hr Portland

Anonymous

5/18/2022 07:46 AM

Too many to list

Anonymous

5/18/2022 01:31 PM

Shopping: Safeway, Rosaur's Work: Hood River County History Museum, FISH Food Bank

Anonymous

5/18/2022 04:27 PM

One Community health, Providence.

Anonymous

5/18/2022 06:25 PM

My work is in Portland and that would be in Central Southeast Portland. I travel to the office infrequently but struggle to make the CAT work. My fiancé and I will use it to go to things in PDX like a soccer game as well as a night out in Hood River.

Anonymous

5/19/2022 08:15 AM

Recreation: Hood River to the waterfall corridor to ride road bikes
Recreation: Hood River to Trout Lake to ride bikes

Anonymous

5/19/2022 08:40 AM

Mt. Hood

Anonymous

5/19/2022 08:59 AM

Hrvhs, one community health

Anonymous

5/19/2022 08:59 AM

Columbia Bank

Anonymous

5/19/2022 09:14 AM

Entertainment: the Ruins, HR

Anonymous

Solstice and freshies.

5/19/2022 09:37 AM

Anonymous

Home Depot, Coastal

5/19/2022 09:39 AM

Anonymous

Doctors and dentists in Portland.

5/19/2022 09:44 AM

Anonymous

Cascade Locks/Stevenson

5/19/2022 10:36 AM

Anonymous

Fubonn Market in Portland, Costco at NE 138th in Portland, US bank in Hood River

5/19/2022 10:45 AM

Anonymous

portland airport

5/19/2022 11:12 AM

Anonymous

Shipping

5/19/2022 01:15 PM

Anonymous

Downtown Hood River

5/19/2022 01:43 PM

Anonymous

Portland to or from Lyle.

5/19/2022 02:02 PM

Anonymous

Costco Trader Joe

5/19/2022 03:23 PM

Anonymous

Medical

5/19/2022 04:33 PM

Anonymous

Downtown HR, HR waterfront

5/19/2022 04:55 PM

Anonymous

PDX airport

5/19/2022 06:51 PM

Anonymous

Recreation: various hiking trails in the gorge

5/20/2022 06:58 AM

Anonymous

5/20/2022 05:00 PM

Cinemas

Anonymous

5/21/2022 07:54 AM

Hood river waterfront, trailheads

Anonymous

5/23/2022 08:22 AM

Grocery fromn Stevenson

Anonymous

5/25/2022 02:50 PM

Portland

Anonymous

5/25/2022 03:27 PM

Portland

Anonymous

5/26/2022 01:51 PM

Portland.

Anonymous

5/31/2022 10:24 AM

Costco Portland

Anonymous

6/01/2022 10:27 AM

N/A

Anonymous

6/01/2022 08:44 PM

Visit family/ Wood Village, OR

Anonymous

6/02/2022 05:42 PM

Restaurants

Anonymous

6/03/2022 10:48 AM

Downtown Portland, PDX.

Anonymous

6/04/2022 04:03 PM

I do not go to Hood River on a monthly basis

Anonymous

6/04/2022 08:14 PM

Waterfront.

Anonymous

6/06/2022 07:01 AM

Portland once or twice a month

| | |
|-------------------------------------|--|
| Anonymous 6/07/2022 02:18 PM | Downtown the Dalles. |
| Anonymous 6/07/2022 02:41 PM | No |
| Chris Watchie 6/08/2022 11:51 AM | Portland - Gateway The Dalles - Shopping |
| Anonymous 6/08/2022 12:14 PM | Portland for kids sports events. Locations change frequently, but schools, ball fields, etc. |
| Anonymous 6/08/2022 04:22 PM | Medical and dental and Portland |
| Anonymous 6/08/2022 08:17 PM | No |
| Anonymous 6/08/2022 09:56 PM | Downtown hood river |
| Anonymous 6/09/2022 12:22 PM | Entertainment |
| Anonymous 6/09/2022 01:00 PM | Hikes, trailheads |
| Anonymous 6/09/2022 04:58 PM | Mt hood meadows down town hood river |
| Anonymous 6/09/2022 05:04 PM | Na |
| Anonymous 6/09/2022 05:06 PM | Downtown hood river |
| Anonymous 6/09/2022 05:23 PM | Downtown HR |
| Anonymous | Entertainment: the waterfront park |

6/09/2022 05:23 PM

Anonymous

Hood river and or Stevenson to PDX and back

6/09/2022 05:28 PM

Anonymous

Portland Entertainment Hood River, Shopping

6/09/2022 05:28 PM

Anonymous

Na

6/09/2022 05:34 PM

Anonymous

I like the bus route I to Portland for when I need to fly

6/09/2022 05:55 PM

Anonymous

N/A

6/09/2022 05:58 PM

Anonymous

Downtown HR for restaurants/entertainment

6/09/2022 06:23 PM

Anonymous

Portland to eat, shop and go to airport

6/09/2022 06:38 PM

Anonymous

Portland (gateway transit center)

6/09/2022 08:20 PM

Anonymous

Portland Airport

6/09/2022 09:15 PM

Anonymous

I don't usually go outside of northwest Portland where I live and work without a car, However I plan trips to good river and other recreation areas once every couple of months

6/09/2022 10:06 PM

Anonymous

Cascade Locks, Multnomah Falls

6/09/2022 10:12 PM

Anonymous

Pot, man.

6/10/2022 04:22 AM

Anonymous

Too many questions

6/10/2022 07:06 AM

Anonymous

6/10/2022 04:32 PM

Bingen

Anonymous

6/10/2022 04:54 PM

Portland. White salmon. My hood. Gorge hikes.

Anonymous

6/13/2022 05:30 PM

My meadows

Anonymous

6/13/2022 06:00 PM

Family man biking

Anonymous

6/14/2022 09:14 AM

Library/working hands/friends houses

Anonymous

6/14/2022 04:11 PM

Medical

Anonymous

6/15/2022 08:48 PM

None

Anonymous

6/16/2022 05:20 PM

Caes

Anonymous

6/17/2022 06:22 AM

Gorge for hiking.

Anonymous

6/17/2022 01:20 PM

Portland

Anonymous

6/17/2022 08:47 PM

N/A

Anonymous

6/18/2022 06:11 PM

Dr. Office on June st.

Anonymous

6/19/2022 11:23 AM

N/a

Anonymous

6/20/2022 08:01 AM

I go to Mt Hood meadows a few times a year on the bus.

| | |
|---------------------------------|---|
| Anonymous 6/20/2022 03:33 PM | Mosier Twin Tunnels Trail, Post Canyon, "Fruit Loop" through Hood River orchards, The Dalles for general shopping |
| Anonymous 6/21/2022 10:35 PM | Hike Mt Hood, old highway, |
| Anonymous 6/22/2022 08:30 AM | N/A |
| Anonymous 6/22/2022 08:51 AM | N/A |
| Anonymous 6/22/2022 09:02 AM | N/a |
| Anonymous 6/22/2022 09:29 AM | Clinica del Carino |
| Anonymous 6/22/2022 09:55 AM | Tiendas |
| Anonymous 6/22/2022 10:00 AM | n/a |
| Anonymous 6/22/2022 10:23 AM | hood river |
| Anonymous 6/22/2022 11:01 AM | n/a |
| Anonymous 6/22/2022 11:09 AM | church in hood river |
| Anonymous 6/22/2022 11:34 AM | iglesia santa maria |
| Anonymous 6/22/2022 11:49 AM | mall portland |

Anonymous

6/22/2022 03:53 PM

Portland, bike trails

Anonymous

6/22/2022 04:04 PM

Farmers market

Anonymous

6/22/2022 04:06 PM

Mt. Hood Meadows

Anonymous

6/23/2022 08:39 AM

HR cine

Anonymous

6/23/2022 09:24 AM

Downtown Hood River, Mt. Hood Meadows, Portland

Anonymous

6/23/2022 10:11 AM

portland

Anonymous

6/23/2022 10:22 AM

clinica hood river

Anonymous

6/23/2022 12:33 PM

centro de hood river

Anonymous

6/23/2022 01:58 PM

Walmart, Mid Valley Market, Rosaurs

Anonymous

6/23/2022 04:00 PM

n/a

Anonymous

6/24/2022 02:14 PM

Na

Anonymous

6/24/2022 02:19 PM

Portland: Holgate Library

Anonymous

6/24/2022 02:24 PM

Mt Hood Meadows

Anonymous

6/24/2022 02:46 PM

River and brewery's

Anonymous

6/24/2022 02:50 PM

Portland Gateway Transit Center

Anonymous

6/24/2022 02:51 PM

Food: Hawthorne, hiking: cascade locks and other near by stops

Anonymous

6/24/2022 02:54 PM

Portland

Anonymous

6/24/2022 03:18 PM

Hollywood shops

Anonymous

6/24/2022 03:20 PM

Riverfront park and dining. Second wind, downtown dining.

Anonymous

6/24/2022 03:21 PM

My parents house in hood river. They're up by rosaur.

Anonymous

6/24/2022 03:22 PM

Cascade Locks and Multnomah Falls.

Anonymous

6/24/2022 03:25 PM

Recreation: the gorge, Mt hood meadows

Anonymous

6/24/2022 03:26 PM

.

Anonymous

6/24/2022 03:30 PM

.

Anonymous

6/24/2022 03:35 PM

.

Anonymous

6/24/2022 03:37 PM

Visit family in Hood River, Going our to eat Montavilla district

Anonymous

6/24/2022 03:39 PM

Gateway in Portland

Anonymous

6/24/2022 03:40 PM

.

| | |
|---------------------------------|---|
| Anonymous 6/24/2022 03:46 PM | Travel from Portland to hood river, downtown mostly |
| Anonymous 6/24/2022 03:48 PM | Andrews movie Portland airport |
| Anonymous 6/24/2022 04:03 PM | . |
| Anonymous 6/24/2022 04:06 PM | . |
| Anonymous 6/24/2022 04:07 PM | PDX. Portland office. |
| Anonymous 6/24/2022 04:07 PM | Downtown HR children's playground or park. |
| Anonymous 6/24/2022 04:12 PM | Portland |
| Anonymous 6/24/2022 04:12 PM | . |
| Anonymous 6/24/2022 04:15 PM | . |
| Anonymous 6/24/2022 04:21 PM | . |
| Anonymous 6/24/2022 04:25 PM | . |
| Anonymous 6/24/2022 04:37 PM | Recreation: PDX to Hood River |
| Anonymous 6/24/2022 05:26 PM | Would like to go to Mount Hood in summer for hikes. |
| Anonymous | Nothing regularly |

6/24/2022 05:58 PM

Anonymous

Multnomah Falls, Hood River Waterfront area, Mt Hood

6/24/2022 06:19 PM

Anonymous

Restaurant, Portland

6/24/2022 07:35 PM

Anonymous

White Salmon, Syncline

6/24/2022 07:41 PM

Anonymous

Downtown and upper valley

6/24/2022 07:49 PM

Anonymous

Multnomah falls

6/24/2022 09:16 PM

Anonymous

To a trailhead in the gorge, on the mountain or in the city

6/24/2022 10:46 PM

Anonymous

From Bingen to a movie in HR would be good

6/25/2022 12:19 AM

Anonymous

Hood River/Portland

6/25/2022 07:13 AM

Anonymous

Not monthly

6/25/2022 09:30 AM

Anonymous

Portland

6/25/2022 09:54 AM

Anonymous

Rockford grange,

6/25/2022 10:11 AM

Anonymous

Desire to shop Hood River Portland ...I prefer to take the train Mt.
Hood Meadows .. . #8

6/25/2022 04:06 PM

Anonymous

Events (downtown PDX)

6/26/2022 05:24 AM

Anonymous

6/26/2022 06:41 AM

BZ Corner to The Ruins

Anonymous

6/26/2022 04:39 PM

Na

Anonymous

6/26/2022 04:52 PM

Fred Meyer in the Dalles

Anonymous

6/27/2022 05:31 AM

Hiking trails.

Anonymous

6/27/2022 10:20 AM

Centro de Hood River

Anonymous

6/27/2022 10:42 AM

winter: mt hood meadows

Anonymous

6/27/2022 10:52 AM

la clinica

Anonymous

6/27/2022 02:22 PM

Doctor in Hood Eiver

Anonymous

6/27/2022 03:11 PM

Outdoor recreation, locations including Bend (Central Oregon Breeze), Cannon Beach (Amtrak bus), Portland metro area (Trimet bus).

Anonymous

6/27/2022 03:57 PM

Hiking in the Columbia Gorge

Anonymous

6/27/2022 04:18 PM

Medical appts in HR

Anonymous

6/27/2022 04:23 PM

costco near PDX airport Roseauers The Dalles

Anonymous

6/27/2022 04:41 PM

Downtown Hood River

Anonymous

Teacup

6/27/2022 05:01 PM

Anonymous

Mt Hood Meadows, Teacup X-C Ski area, other X-C ski areas

6/27/2022 05:19 PM

Anonymous

work

6/27/2022 05:24 PM

Anonymous

Meadows

6/27/2022 05:59 PM

Anonymous

From Pdx to Hood River

6/28/2022 06:23 AM

Anonymous

Multnomah falls, Cascade locks

6/28/2022 07:50 AM

Anonymous

cine y restaurante

6/28/2022 09:07 AM

Anonymous

portland

6/28/2022 09:19 AM

Anonymous

clinica

6/28/2022 09:46 AM

Anonymous

Cascade locks, Hood River, The Dalles, White Salmon, Mt Hood XC skiing Sno-Parks

6/28/2022 09:48 AM

Anonymous

one community health

6/28/2022 10:14 AM

Anonymous

park

6/28/2022 10:38 AM

Anonymous

hood river pools

6/28/2022 10:41 AM

Anonymous

n/a

6/28/2022 11:38 AM

Anonymous

6/28/2022 11:52 AM

n/a

Anonymous

6/28/2022 01:25 PM

.

Anonymous

6/28/2022 01:32 PM

portland

Anonymous

6/28/2022 01:38 PM

n/a

Anonymous

6/28/2022 01:44 PM

al centro de Hood river, Portland

Anonymous

6/28/2022 01:53 PM

portland

Anonymous

6/28/2022 01:55 PM

Hood River

Anonymous

6/28/2022 02:01 PM

Doctors office

Anonymous

6/28/2022 02:21 PM

n/a

Anonymous

6/28/2022 02:40 PM

portland

Anonymous

6/28/2022 02:49 PM

2 portland

Anonymous

6/28/2022 02:58 PM

n/a

Anonymous

6/28/2022 03:26 PM

clinica del carino

Anonymous

6/28/2022 03:30 PM

Portland

| | |
|---------------------------------|--|
| Anonymous 6/28/2022 03:31 PM | n/a |
| Anonymous 6/28/2022 03:43 PM | Centro De Hood River y Portland |
| Anonymous 6/28/2022 03:46 PM | n/a |
| Anonymous 6/28/2022 03:51 PM | marina y el gymnasio cerca de la ride aid "power statio" |
| Anonymous 6/28/2022 03:53 PM | Mall |
| Anonymous 6/28/2022 04:03 PM | Kids Park |
| Anonymous 6/28/2022 04:08 PM | Doctor |
| Anonymous 6/29/2022 07:03 AM | Teacup Nordic Skiing Area |
| Anonymous 6/29/2022 09:03 AM | Clackamas |
| Anonymous 6/29/2022 09:06 AM | n/a |
| Anonymous 6/29/2022 09:15 AM | Providence |
| Anonymous 6/29/2022 09:34 AM | n/a |
| Anonymous 6/29/2022 09:35 AM | Downtown Portland |
| Anonymous 6/29/2022 09:39 AM | recreation- moiser tunnels |

Anonymous

6/29/2022 09:44 AM

Mira

Anonymous

6/29/2022 09:51 AM

one community health

Anonymous

6/29/2022 10:04 AM

Puerto Los Angeles

Anonymous

6/29/2022 10:04 AM

marco sport

Anonymous

6/29/2022 10:11 AM

n/a

Anonymous

6/29/2022 10:13 AM

Ixtapa

Anonymous

6/29/2022 10:19 AM

n/a

Anonymous

6/29/2022 10:26 AM

N/A

Anonymous

6/29/2022 10:36 AM

hood river

Anonymous

6/29/2022 10:36 AM

Doctor

Anonymous

6/29/2022 11:29 AM

n/a

Anonymous

6/29/2022 11:45 AM

doctor

Anonymous

6/29/2022 11:49 AM

n/a

Anonymous

Doctor

6/29/2022 11:56 AM

Anonymous

Downtown Hood River

6/29/2022 12:08 PM

Anonymous

OCH

6/29/2022 02:41 PM

Anonymous

.

6/29/2022 03:08 PM

Anonymous

Appointments

6/29/2022 03:31 PM

Anonymous

N/A

6/29/2022 03:52 PM

Anonymous

Outfitters and Providence medical facilities in Hood River

7/01/2022 11:59 AM

Anonymous

Portland Downtown Hood River

7/01/2022 08:10 PM

Anonymous

Wld be good to have cat bus from airport late nite

7/03/2022 02:36 PM

Anonymous

Recreation and work in Hood River

7/04/2022 10:44 AM

Anonymous

I go in to Portland monthly/ multiple times a year for flights, travel, and entertainment.

7/09/2022 02:22 PM

Anonymous

Portland

7/18/2022 07:36 PM

Anonymous

Hood River- sightseeing, Cascade locks- Hiking

8/20/2022 08:33 AM

Anonymous

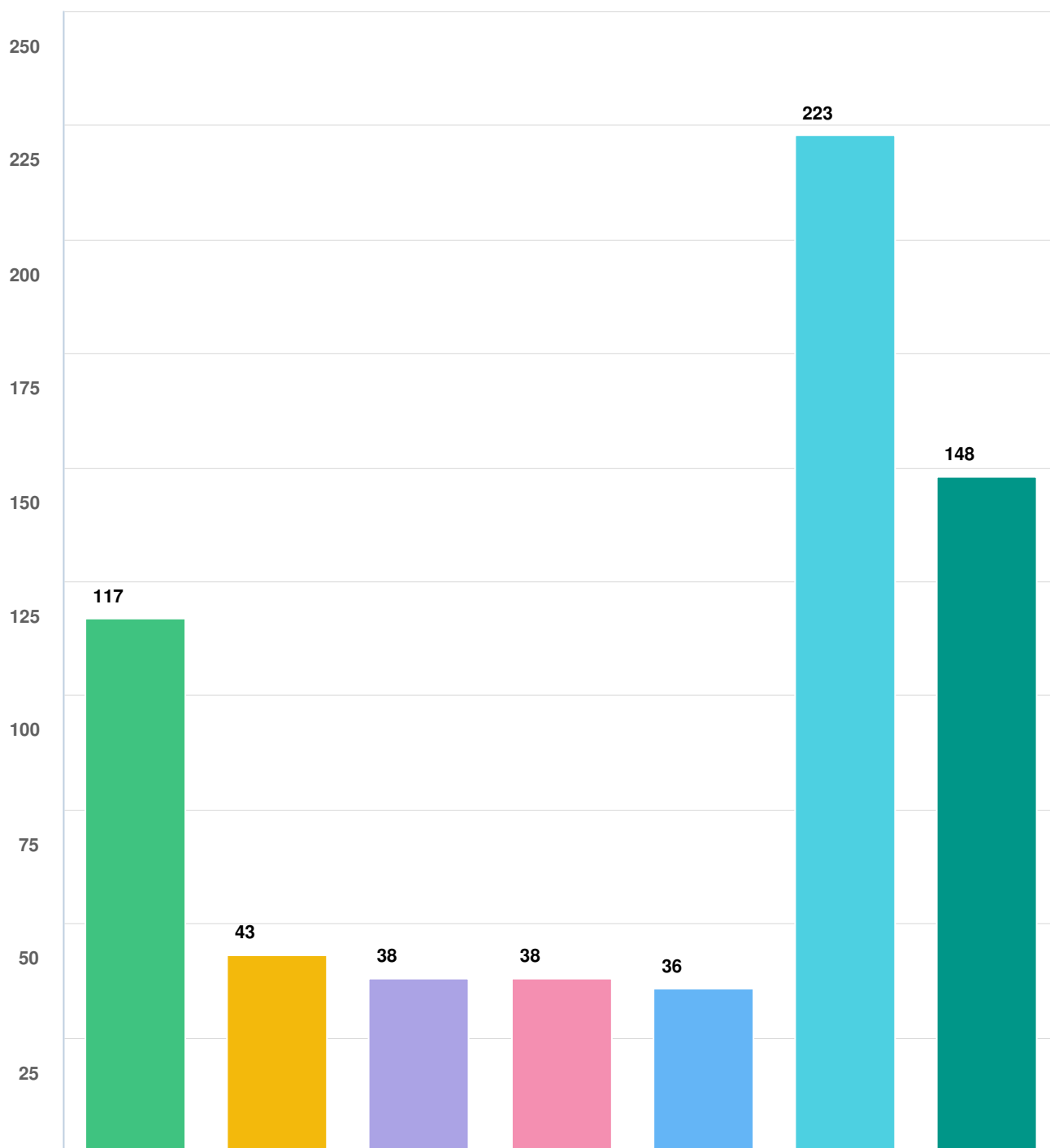
From Portland to Hood River for recreation and site seeing.

8/21/2022 08:00 AM

Mandatory Question (482 response(s))

Question type: Essay Question

Q20 Please tell us any barriers you experience using CAT. [Check all that apply]



Question options

- Other (please specify).
 ● CAT doesn't run where or when I need it to.
 ● Lack of accessible platforms.
- Lack of lighting.
 ● Lack of bicycle parking.
 ● Lack of sidewalks.
 ● Lack of bus shelters.

Mandatory Question (482 response(s))
Question type: Checkbox Question

Q21 Please tell us where and when you would like to use CAT.

Anonymous

2/22/2022 12:51 PM

Evenings and weekends

Anonymous

2/22/2022 02:39 PM

I don't understand how to link up the buses

Anonymous

2/22/2022 02:54 PM

Weekends and holidays or in the summer to make day trips to enjoy Hood River and other Columbia River Gorge recreational activities. It's exhausting to drive both ways. Being able to reduce the driving, e.g. access CAT in Hermiston would increase the frequency of our trips!

Anonymous

2/22/2022 05:32 PM

White Salmon - Mt. Hood ski areas White Salmon - Portland airport
White Salmon - Hood River

Anonymous

2/23/2022 08:12 AM

I would like to use dial to ride from Bingen also white salmon to hood River and back

Anonymous

2/23/2022 12:08 PM

The residents of Mosier would benefit from regular, year-round bus service (not advance call-in only).

Anonymous

2/23/2022 07:01 PM

Mosier to near The Dalles Veterinary Hospital, getting me there at 7:45 am and picking me up at 5:45 pm

Anonymous

2/23/2022 07:25 PM

Trail heads in The Gorge

Anonymous

2/23/2022 07:59 PM

Weekend service to WS/Bingen Mid day service to The Dalles
Increased frequency to upper valley Summer trailhead service-G2M summer version

Anonymous

2/24/2022 07:01 AM

Commuters in Parkdale need public transportation to Hood River for work. Suggestion: Mondays through Fridays provide a Park-and-Ride Short Bus with round-trip routes from Parkdale and Odell to Hood River for commuters who work typical shifts, such as 7-3, 8-4, and 9-5 o'clock. Increase bus size when ridership increases. Provide a Park-and-Ride location at the upper and middle valley terminals.

Anonymous

2/24/2022 07:43 AM

Everywhere

Anonymous

2/24/2022 09:16 AM

Daily — especially in dusk and snow

Anonymous

2/24/2022 12:30 PM

The Dalles to Hood River- later evenings and weekends.

Anonymous

2/25/2022 05:32 PM

Heading to PDX or downtown HR

Anonymous

2/25/2022 05:47 PM

Several times a week between HR and Parkdale.

Anonymous

2/25/2022 11:23 PM

Hood River Valley Adult Center

Anonymous

2/26/2022 08:25 AM

From the heights in Hood River to work in White Salmon would be rad!

Anonymous

2/26/2022 09:18 AM

I would like to see a stop at the corner of Rand and Montello.

Anonymous

2/26/2022 10:02 AM

Odell to hood river on weekends

Anonymous

2/26/2022 12:35 PM

See above

Anonymous

2/28/2022 10:47 AM

Belmont Drive (that I have to walk from the Buntings stop), buses that allow connection with the earlier bus to Portland

Anonymous

2/28/2022 06:33 PM

I would like them to go back to doing more door to door pick up and drop off

Anonymous

2/28/2022 11:00 PM

I would rather not.

Anonymous

3/02/2022 06:23 AM

I would like to use CAT more often from Parkdale. It would be beneficial to add more stop times.

Anonymous

3/04/2022 09:51 AM

Most likely use Gorge Express on weekends, occasional weeknights. More evening service needed.

Anonymous

3/04/2022 09:55 AM

Rosauers afternoon

Anonymous

3/04/2022 11:07 AM

N/A

Anonymous

3/05/2022 08:53 AM

I think the biggest hurdle is it being easy to know where and when it runs.

Anonymous

3/05/2022 12:30 PM

I enjoy visiting Cascade Locks, Skamania Lodge, Hood River, White Salmon, Mosier, and The Dalles for vacations. I would like to use transit in the evening and during the weekend. I have had to change my vacation plans because transit does not operate late in the evening. Plus, not all transit services operate during the weekend.

Anonymous

3/05/2022 12:46 PM

commented earlier - frequency of service would help

Anonymous

3/05/2022 03:54 PM

I would like to use CAT for cross-country skiing on Mount Hood in the winter, hiking in the Columbia Gorge, and backpacking in the Mount Hood National Forest in the summer.

Anonymous

3/05/2022 04:21 PM

Weekends at nighttime

Anonymous

3/05/2022 06:18 PM

30th and May St

Anonymous

3/05/2022 09:07 PM

I guess I could park my car near the stop, if it went to safeway then I could take CAT to shop

Anonymous

3/06/2022 06:58 AM

Locally from Brislawn loop to Harvest market in White Salmon on weekdays.

Anonymous

3/06/2022 11:20 AM

Going to the airport

Anonymous

3/07/2022 02:17 AM

More daily trips to upper valley w/ more stops there.

Anonymous

3/08/2022 08:01 AM

Reliable shuttles to trailheads along the Columbia River corridor and Mt Hood. Trailhead parking can be crowded and vehicle break-ins are a problem. Recreational bus support for heavy e-bikes and cargo bikes, especially to the Dalles for shopping, etc. Secure bike parking at CAT transit center for trips overnight or longer. PDX shuttle service that's safe and practical. Transit to electric car share (and RELIABLE car share vehicles). Pedestrian and bicycle crossing on the Hood River bridge (at least until the new bridge gets built).

Anonymous

3/08/2022 04:29 PM

I don't think I'd use CAT - faster to get in my car whenever I want. We don't live in the city with a bus every 10 minutes.

Anonymous

3/09/2022 11:02 AM

see above

Anonymous

3/09/2022 04:30 PM

Mid afternoons between Cascade Locks and HR.

Anonymous

3/09/2022 08:29 PM

Hood River meadows for snowboarding More stops at Multnomah Falls for work earlier and later in the day

Anonymous

3/09/2022 10:02 PM

It would be great if there could be more more frequent stops at Multnomah Falls earlier and later in the day. Also if stops could be added at Eagle Creek and Mosier so that I can get out there without needing to bum a ride!

Anonymous

3/10/2022 10:03 AM

Doctors

Anonymous

3/10/2022 11:14 AM

From the heights to downtown, on the weekends to Portland

Anonymous

3/10/2022 07:40 PM

I frequently travel between Hood River and White Salmon

Anonymous

3/10/2022 07:41 PM

I would like to use it maybe in summer in Cascade Locks maybe at around 5:00 for after school activities near the high school.

Anonymous

3/10/2022 07:54 PM

To and from Mt. Hood Meadows on the weekends or Friday night.

Anonymous

3/10/2022 08:00 PM

Hood River Middle School

Anonymous

3/10/2022 08:33 PM

The Gorge

Anonymous

3/10/2022 09:50 PM

when going to school, or when going to downtown Portland.

Anonymous

3/11/2022 08:27 AM

Return from Portland in the evening

Anonymous

3/11/2022 10:10 AM

I would love to use it daily

Anonymous

3/11/2022 10:12 AM

Odell

Anonymous

3/11/2022 12:31 PM

Dufur

Anonymous

3/12/2022 10:42 AM

From my neighborhood to the library of the grocery store, usually in the afternoons or mid morning on the weekends.

Anonymous

3/13/2022 09:20 PM

Anytime I'm free

Anonymous

3/14/2022 10:01 AM

Mostly on the weekends. From the Hood River Pool to downtown.

Anonymous

3/14/2022 11:11 AM

Downtown parkdale to Mt. Hood meadows

Anonymous

3/14/2022 01:45 PM

CAT used to have a gorge express service that left Hood River at about 7am and got to PDX around 8:30. That worked well for when I needed to go to PDX for the day. The current schedule doesn't work well for me so I no longer use it. I appreciate the added evening hours to the Hood River city route - when I worked downtown I never took CAT because I got off work at 5:30 and wouldn't have a way home. Now there's options for weekdays but nothing on the weekend so it doesn't work well for meeting friends downtown. If I still worked downtown, I would likely park and ride sometimes so I appreciate the change. Since my nearest stop is over a mile away (I'm over by Westside School), getting to the bus means a walk, or driving or biking. I can't really use it as a replacement transportation option and once I've started my trip, it doesn't make a lot of sense to switch to a bus which adds an extra 15 minutes for a short trip. Basically the bus is only useful for me in Hood River in avoiding parking issues downtown - which really only comes up if I'm staying downtown for hours. Otherwise I don't take it around town.

Anonymous

3/15/2022 02:41 PM

from belmont and charles place to all over town; especially to rosauer plaze, a nd safeway ;but also walmart and the bus station. the portland to hood river run at mid pm, and eve on sunday

Anonymous

3/17/2022 01:37 PM

No

Anonymous

3/19/2022 07:52 AM

I think it runs where I need it to but not at the hours needed. I need a later-night option to get to and from dinner in White Salmon. I also need to get home from work in Portland, but don't get to the Gateway transit center until 7ish.

Anonymous

3/19/2022 10:30 AM

I live in Vancouver, WA so this question might not be geared to my demographic.

Anonymous

3/19/2022 05:40 PM

Pick up in Cascade Locks to go to Wood Village/Portlandia on the weekend

Anonymous

3/23/2022 05:43 PM

White Salmon

Anonymous

3/25/2022 01:03 PM

Salem morning's

Anonymous

3/25/2022 01:13 PM

from salem

Anonymous

3/25/2022 01:16 PM

Sandy side

Anonymous

3/25/2022 01:21 PM

From hood ri erpkftland andmeDowx

Anonymous

3/25/2022 02:22 PM

near my school

Anonymous

3/25/2022 03:27 PM

Weekends

Anonymous

3/30/2022 09:29 AM

See above

Anonymous

4/02/2022 08:15 AM

All day to go to the mountain in afternoon

Anonymous

4/06/2022 04:51 PM

Overnight after the bars downtown to odell

Anonymous

4/11/2022 02:42 PM

Connections from the Dalles to HR, so that I can get on Gorge Express to Portland.

Anonymous

4/13/2022 07:18 PM

To portland

Anonymous

4/15/2022 11:00 AM

Columbia Gorge Community college from one campus to another. Around 12:15 maybe other time frames to help out other people as well.

Anonymous

4/21/2022 03:10 PM

Parkdale to Hood River more often

Anonymous

4/26/2022 06:04 AM

CAT pick up in White Salmon Siri g early morning/late afternoon (evening) commute hours

Anonymous

4/26/2022 08:28 AM

Weekends and evenings

Anonymous

4/26/2022 08:29 AM

White Salmon <~> Downtown Hood River White Salmon <~> The Heights

Anonymous

4/26/2022 08:33 AM

frankton rd

Anonymous

4/26/2022 08:39 AM

Pdx airport

Anonymous

4/26/2022 09:08 AM

weekend

Anonymous

4/26/2022 09:25 AM

Mosier to cgcc

Anonymous

4/26/2022 09:25 AM

Waterfront park especially in summer when parking is congested

Anonymous

4/26/2022 09:36 AM

From the dalles to hood river at leaving by 8:30 am

Anonymous

4/26/2022 09:41 AM

to the airport

Anonymous

4/26/2022 09:44 AM

More late night routes

Anonymous

4/26/2022 10:47 AM

Not sure...

Anonymous

4/26/2022 05:10 PM

Downtown Hood River on the gorge express

Anonymous

4/28/2022 06:41 AM

Airport shuttle service

Anonymous

4/28/2022 06:59 AM

To go downtown or to the grocery store

Anonymous

4/28/2022 08:07 AM

Lyle

Anonymous

4/28/2022 08:44 AM

Mosier to White Salmon High School 8am and 4pm, weekends to grocery stores from Mosier

Anonymous

4/28/2022 09:31 AM

???

Anonymous

4/28/2022 09:45 AM

On demand for trips to Hood River, requested via a smartphone application

Anonymous

4/28/2022 02:10 PM

na

Anonymous

4/28/2022 03:24 PM

Please see above

Anonymous

4/28/2022 04:36 PM

From downtown hood river to Pine grove morning and back in the afternoon

Anonymous

4/28/2022 07:39 PM

HR New School - 8:00 arrival from 12th & Sherman

Anonymous

4/29/2022 06:49 AM

Country Club Rd to HRAC & Rosauers

Anonymous

4/29/2022 06:57 AM

West side elementary could be a possibility. Parking for bikes would be great and already available there.

Anonymous

4/29/2022 06:57 AM

Work commute from white salmon to hood river and to schools in white salmon and around Klickitat county

Anonymous

4/29/2022 09:02 AM

8am 9pm

Anonymous

4/29/2022 07:02 PM

from the Underwood community hall

Anonymous

4/30/2022 12:48 PM

Would appreciate a later bus back from PDX

Anonymous

4/30/2022 02:11 PM

Mosier & HR downtown transit stops at various times

Anonymous

5/02/2022 09:54 AM

Evening transport from white salmon to restaurants in hood river

Anonymous

5/02/2022 08:20 PM

to go to airport PDX and portland. Need more frequency though.

Anonymous

5/03/2022 01:29 AM

Please see previous comments about adding access to Hood River Valley Adult Center - inclusion would better support an important and sometimes forgotten population of the community. Please see previous comments about improving Dial A Ride for people with special needs and disabilities.

Anonymous

5/03/2022 05:04 PM

WEEKEND DALLES: later in the morning 10 am and an early afternoon around 2 or 3. WEEKDAY DALLES: late evening from CAT around 7-8pm

Anonymous

5/03/2022 06:56 PM

Nothing to add

Anonymous

5/05/2022 08:23 AM

AM 7:30-9:00 range, and after 3:00 pm.

Anonymous

5/06/2022 08:41 AM

I would like to see it run a bit later and a bit more frequently from CAT

Anonymous

5/06/2022 09:56 AM

Cottage Grove

Anonymous

5/07/2022 10:49 AM

Union Station to Mt Hood Meadows

Anonymous

5/08/2022 10:35 AM

From the CAT station to Union Street in The Dalles. On Sunday at 5:30 pm.

Anonymous

5/09/2022 01:57 PM

I would like to use CAT to avoid the cost, time and environmental impact of traveling to hike in the Gorge. I don't own a car, which makes hiking anywhere outside downtown Portland difficult without an expensive car share. Especially with the new permitting system that will be implemented this summer, it's ridiculous that more funding wasn't set aside for expanding public transit options. Now there's yet another barrier to my ability to access trails, adding additional costs that make it impractical for me to hike in the Gorge.

Anonymous

5/09/2022 03:52 PM

Summer tourism going up towards Mt. Hood

Anonymous

5/15/2022 11:33 AM

In the evenings, downtown, along May Street, more than the one route up the hill (eg up Rand), across the river to White Salmon/Bingen

Anonymous

5/17/2022 03:10 PM

Evenings and pick and drop closer to my house.

Anonymous

5/17/2022 04:38 PM

Need more frequent service to/from Upper Valley: earlier in the day, later in the day [around traditional office job hours] and weekends.

Anonymous

5/17/2022 08:25 PM

I'd like to take it to the Washington side but it's not easy to figure out the schedules and how they link up. Scared to get stuck without a ride back to portland

Anonymous

5/18/2022 01:31 PM

To work in the mornings/evenings on weekdays, and to other places (stores, entertainment, etc.) on the weekends. d

Anonymous

5/18/2022 04:27 PM

Wednesdays to Hope Clinic; MWF to Hood river club; Thursdays to HR Alliance; Sunday to Hood River Alliance; and to Portland on Suinday.

Anonymous

5/18/2022 06:25 PM

More ability to use it as a commuter travel around a typically 9-5 workday.

Anonymous

5/19/2022 08:15 AM

I would take the bus to work from Wasco Street in Hood River to Webber street in The Dalles. i would bring my bike!

Anonymous

5/19/2022 08:59 AM

Bz corner to hood river waterfront, 9a arrival, 5p depart

Anonymous

5/19/2022 08:59 AM

Church on Sunday Portland Airport/Direct Service

Anonymous

5/19/2022 09:37 AM

Man this survey is repetitive

Anonymous

5/19/2022 09:39 AM

Hood River Bridge park and ride, 12-11pm

Anonymous

5/19/2022 09:44 AM

as means for getting from portland to gorge.

Anonymous

5/19/2022 11:12 AM

more option to portland

Anonymous

5/19/2022 01:43 PM

To go to downtown Portland or malls without using Max

Anonymous

5/19/2022 02:02 PM

Lyle to Portland after 6:30p

Anonymous

5/19/2022 03:23 PM

Trips to PORTland Coscto Trader Joes

Anonymous

5/19/2022 04:33 PM

Any medical

Anonymous

5/19/2022 04:55 PM

Direct to airport!

Anonymous

5/19/2022 06:51 PM

PDX airport early early morning or late night

Anonymous

5/21/2022 07:54 AM

Trailheads

Anonymous

5/23/2022 08:22 AM

Pick up in Stevenson or get our bus to you more frequently

Anonymous

5/31/2022 10:24 AM

Work

Anonymous

6/03/2022 10:48 AM

Ha, V.I.E.N.T.O.

Anonymous

6/04/2022 04:03 PM

Direct commuting to Portland. I used it in the winter to go to the mountain when conditions were bad. I would use it more going to the mountain but the last bus was at about 3:30.

Anonymous

6/06/2022 07:01 AM

Evening times after shift (8 pm)

Anonymous

6/07/2022 02:18 PM

Evenings and weekends. In & out of the Dalles.

Anonymous

6/07/2022 02:41 PM

No

Anonymous

6/08/2022 12:14 PM

My. Hood Meadows during the ski season. Please increase frequency of options to ride up and down from the mountain. Start the bus route to the mountain earlier in the ski season. This year the mountain express didn't start until several weeks after the ski season started.

Anonymous

6/08/2022 08:17 PM

De citas médicas

Anonymous

6/08/2022 09:56 PM

To the mountain

Anonymous

6/09/2022 12:22 PM

Oye

Anonymous

6/09/2022 01:00 PM

Upper valley to the Dalles,

Anonymous

6/09/2022 04:58 PM

More trail heads and stops in Portland

Anonymous

Fruit Loop

6/09/2022 05:04 PM

Anonymous

The dalles to hood river

6/09/2022 05:06 PM

Anonymous

Travel from TL to WS morning & afternoon.

6/09/2022 05:23 PM

Anonymous

Downtown Portland (Pioneer Square)

6/09/2022 05:34 PM

Anonymous

Early and late PDX flights and post canyon biking

6/09/2022 06:23 PM

Anonymous

Late night airport return to HR

6/09/2022 09:15 PM

Anonymous

I would use it in my free time if there was a bus stop downtown to help people without cars explore outside of the city

6/09/2022 10:06 PM

Anonymous

NW Portland

6/09/2022 10:12 PM

Anonymous

More regular parkdale hood river service

6/10/2022 04:32 PM

Anonymous

Westside - closer than the pool

6/13/2022 05:30 PM

Anonymous

Early morning

6/13/2022 06:00 PM

Anonymous

I often need to get out towards westside and it doesnt go to belmont beyond buntings

6/17/2022 01:20 PM

Anonymous

It is difficult to have to catch a very early Cat bus to the airport when our flight is in the afternoon. So more frequent midday service would also be very desirable!

6/17/2022 08:47 PM

Anonymous

Later evenings till 10 or 11 pm from Safeways to port area

6/18/2022 06:11 PM

Anonymous

Add express CAT to airport

6/19/2022 11:23 AM

Anonymous

More options in Portland

6/22/2022 04:04 PM

Anonymous

More around town.

6/22/2022 04:06 PM

Anonymous

It's hard to say since you don't have your summer schedule published online.

6/23/2022 09:24 AM

Anonymous

safeway and the dalles

6/23/2022 10:11 AM

Anonymous

Maybe a special direct route From white salmon to hood river high before 8

6/24/2022 02:14 PM

Anonymous

More AM and PM commute time options between Hood River and Portland

6/24/2022 02:24 PM

Anonymous

Have a stop at the river front

6/24/2022 02:46 PM

Anonymous

Run return trips later

6/24/2022 02:54 PM

Anonymous

From Gorge to Mountain: 7 days a week service. 7am buses in Government Camp to head towards Meadows in the winter and on further to Hood River I'm winter or summer. Late bus in winter, with a 6pm pickup at Meadows to head towards Government Camp then loop back to Hood River. Late summer bus drop-off in Government Camp at 6pm.

6/24/2022 03:20 PM

Anonymous

Later hours in the evening on any routes, especially those in the Gorge.

6/24/2022 03:22 PM

Anonymous

More stops in the gorge and connection to WA side.

6/24/2022 03:25 PM

Anonymous

dufur

6/24/2022 03:26 PM

Anonymous

Returning to HR from Gateway at night

6/24/2022 03:39 PM

Anonymous

Between hood river and Portland, after the 5:15 departure from hood river

6/24/2022 03:46 PM

Anonymous

.

6/24/2022 04:03 PM

Anonymous

Bus stop in downtown to elementary school. also from elementary school to children playground.

6/24/2022 04:07 PM

Anonymous

The dalles

6/24/2022 04:21 PM

Anonymous

Stop at eagle creek. Stop at Mount Hood

6/24/2022 05:26 PM

Anonymous

Mon-Fri from on the west end of the Heights area to downtown -work commute

6/24/2022 05:58 PM

Anonymous

Hiking or backpacking trips starting from locations other than Multnomah Falls or Cascade Locks. CAT generally runs when i need it but sometimes I'd prefer to leave Portland at 9 or 11 (e.g)

6/24/2022 07:35 PM

Anonymous

Trailheads

6/24/2022 07:41 PM

Anonymous

Closer to Port and Parkdale

6/24/2022 07:49 PM

Anonymous

I do use it occasionally, but would love if there was an earlier bus in the summer and/or a pick up location closer in Portland than gateway.

6/24/2022 10:46 PM

Anonymous

6/25/2022 12:19 AM

To and from PDX in the evening. But I'm going to try to use it a lot more for going to HR for errands! This list was helpful to spur ideas.

Anonymous

6/25/2022 09:30 AM

I'd prefer the Portland stop to be at the airport rather than Gateway TC.

Anonymous

6/25/2022 10:11 AM

More frequency

Anonymous

6/25/2022 04:06 PM

See #8

Anonymous

6/26/2022 05:24 AM

I'd love if CAT linked shuttles to trailheads in the gorge

Anonymous

6/26/2022 06:41 AM

I generally bike most places, and it would be so nice to have a very regular shuttle across the bridge. If I take the 5.20 bus from Gateway, I miss my last chance across the bridge by 5 minutes, so my husband had to drive and get me.

Anonymous

6/26/2022 04:52 PM

Evenings

Anonymous

6/27/2022 05:31 AM

Lyle mercantile, INSITU Bingen.

Anonymous

6/27/2022 03:57 PM

I would like to use CAT to access hiking and skiing trails on local mountains and in the Gorge (both sides).

Anonymous

6/27/2022 04:18 PM

I would use it if you serviced Gvmt Camp

Anonymous

6/27/2022 04:23 PM

get tp post canyone to ride mountain bike. If I could do that I might try it

Anonymous

6/27/2022 04:41 PM

Ski season: arrive at teacup or meadows early in the morning

Anonymous

6/27/2022 05:19 PM

Seasonal use of morning transportation from parking facilities in Hood River to ski areas on Mt Hood, and mid-afternoon transportation from

Mt Hood ski areas to Hood River parking facilities

Anonymous

6/27/2022 05:24 PM

listed above, Hood River, Post Canyon, Dog River TH, Bennett Pass
TH, Teacup Sno=Park

Anonymous

6/27/2022 05:59 PM

M-Saturday 6:00am-8:00pm

Anonymous

6/28/2022 06:23 AM

To go from Hood River to Teacup on Wed or weekends in Winter
when Teacup grooms

Anonymous

6/28/2022 07:50 AM

To other home destinations.longrr times during weekends

Anonymous

6/28/2022 09:48 AM

Portland to Hood River, Portland to Cooper Spur, across the Hood
River Bridge, because its not available to pedestrians and cyclists.

Anonymous

6/28/2022 02:01 PM

Work

Anonymous

6/29/2022 07:03 AM

to go skiing at Teacup Lake or Timberline or Meadows or to access
Government Camp.

Anonymous

6/29/2022 10:04 AM

n/a

Anonymous

7/01/2022 08:10 PM

Noted previously

Anonymous

7/04/2022 10:44 AM

Everyday at 6 pm and 6 am to get to Hood river with my bikes,
boards and tools

Anonymous

7/18/2022 07:36 PM

6-10pm

Anonymous

8/20/2022 08:33 AM

I would like Cat to add a stop at Eagle Creek Trailhead, Additionally,
if possible at other trialheads in the waterfall corridor between
mulnomah and Cascade Locks.

Anonymous

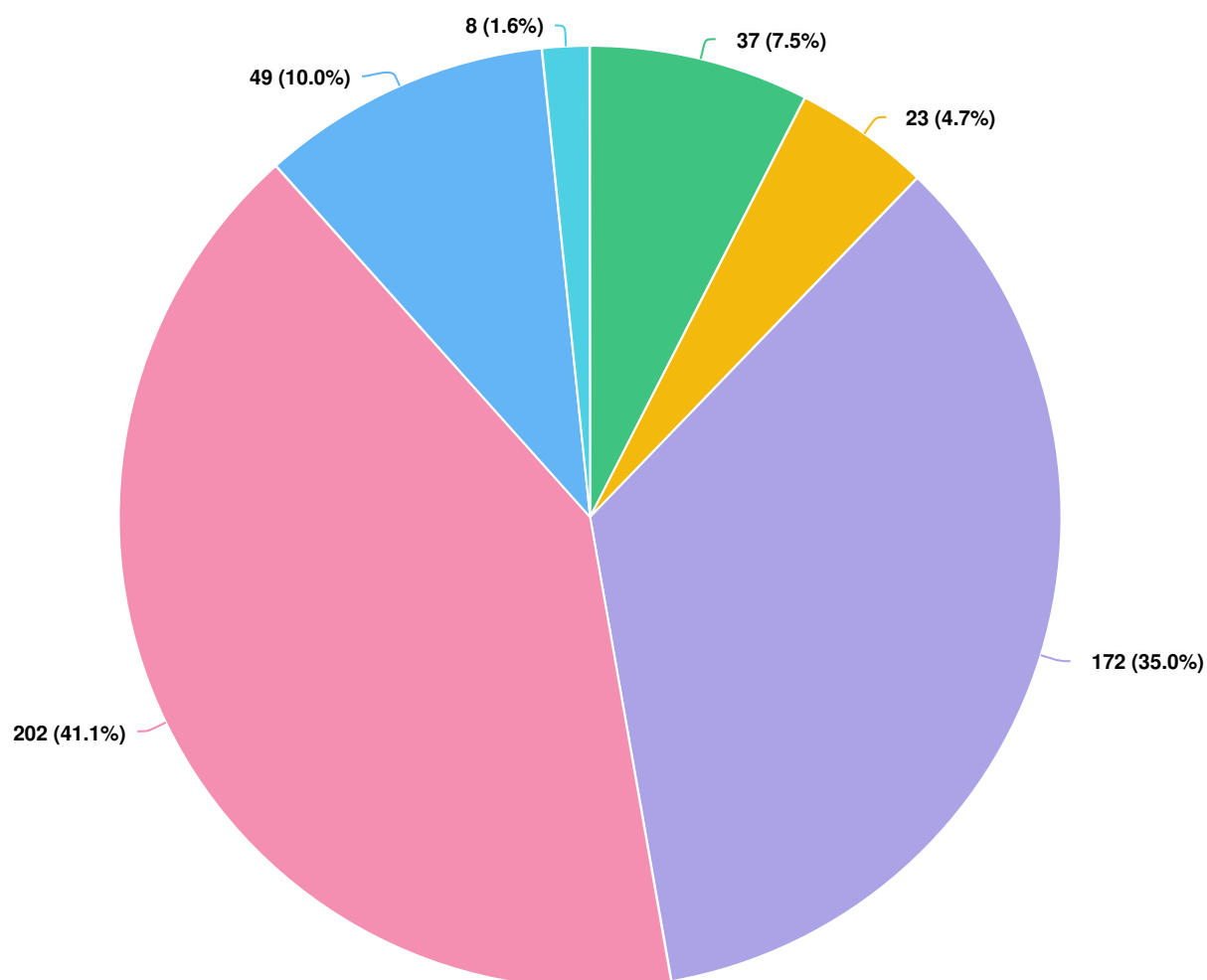
Portland to Eagle Creek day use area.

8/21/2022 08:00 AM

Mandatory Question (219 response(s))

Question type: Essay Question

Q22 Which age group do you belong to?

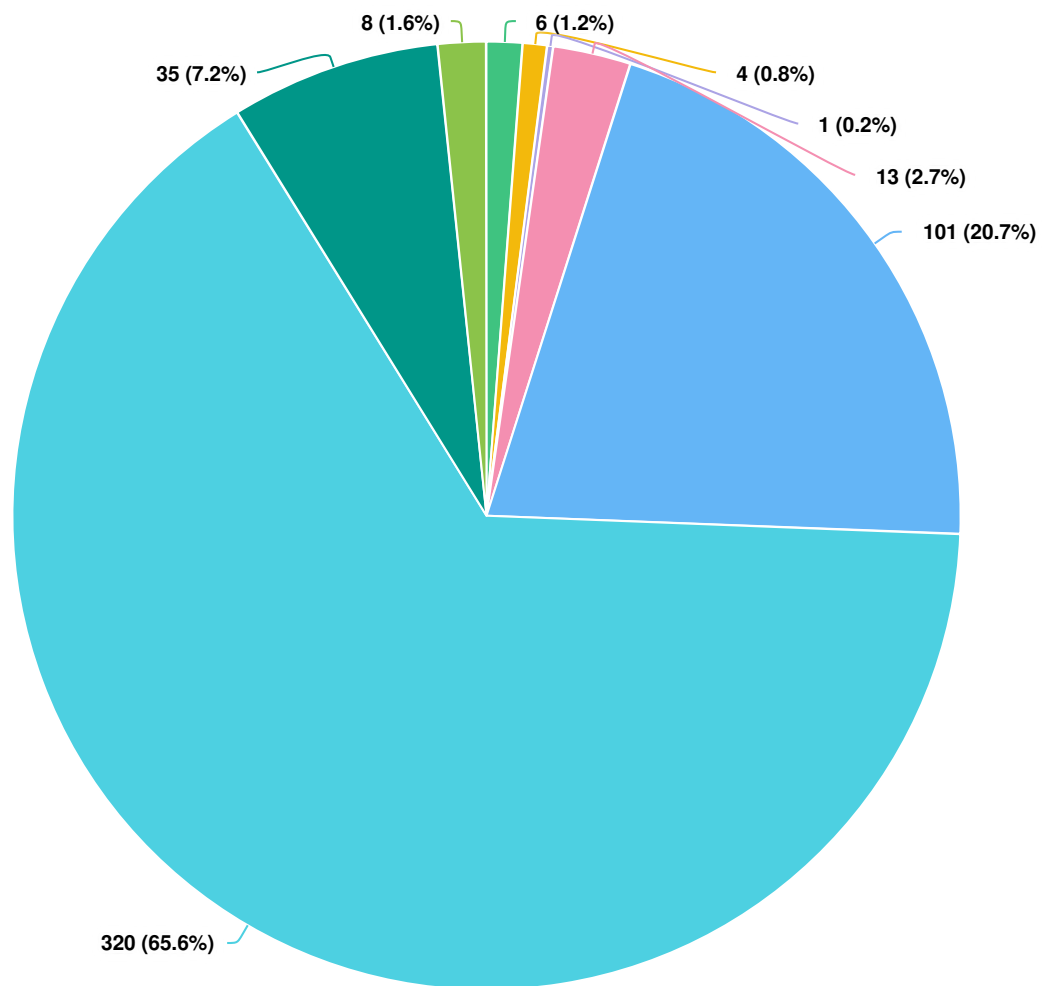


Question options

☐ Prefer not to answer ☐ Over 65 ☐ 45-64 ☐ 25-44 ☐ 18-24 ☐ Under 18

Mandatory Question (482 response(s))
Question type: Radio Button Question

Q23 This question helps CAT ensure all community voices are heard in the development of the Transit Master Plan. What is your race/ethnicity?

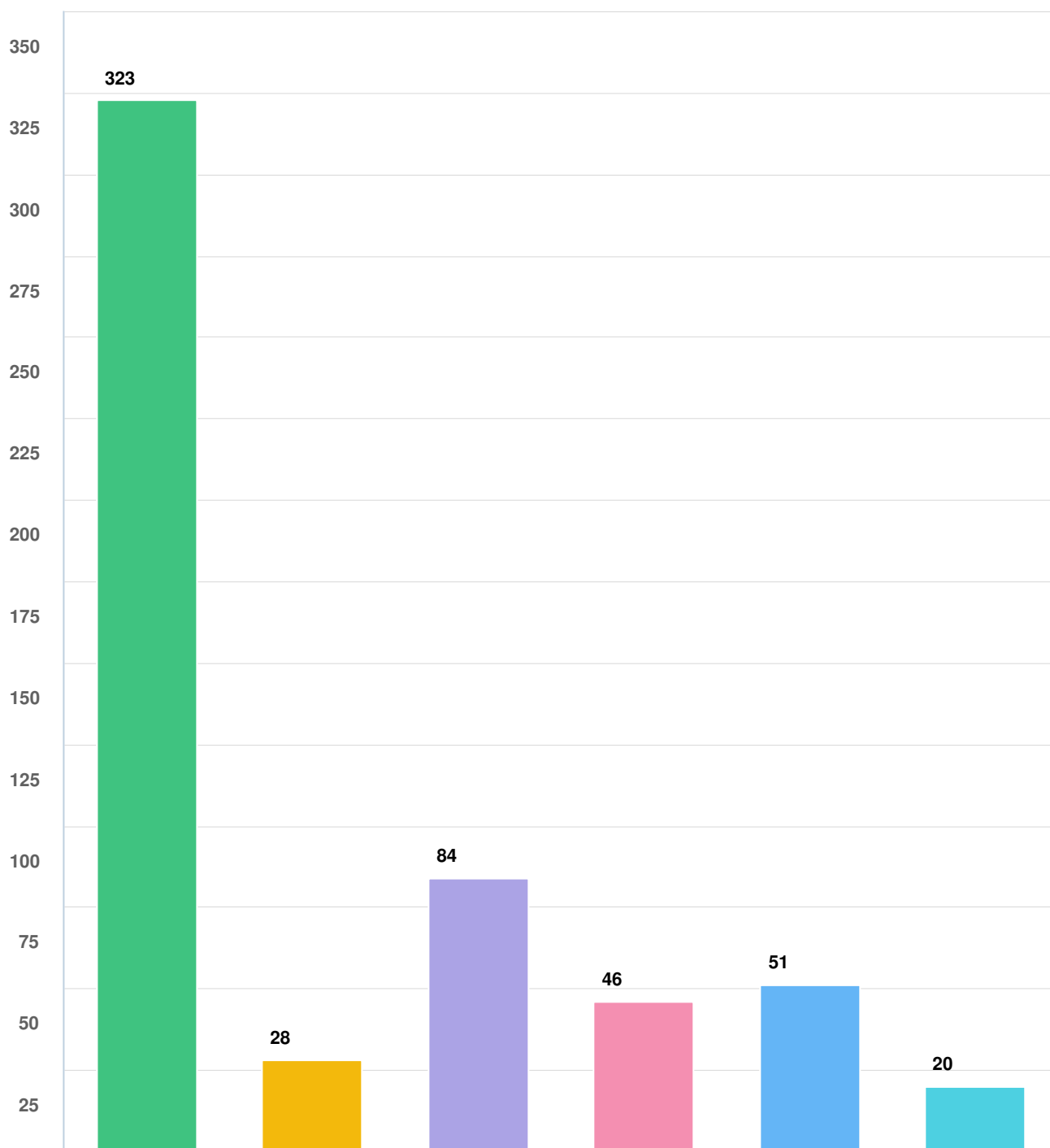


Question options

- Other (write in) Prefer not to say White/Caucasian Hispanic or Latino
- Asian American or Pacific Islander Native Hawaiian Black or African American American Indian or Alaskan

Optional question (479 response(s), 3 skipped)
Question type: Radio Button Question

Q24 What best describes you? [Check all that apply]

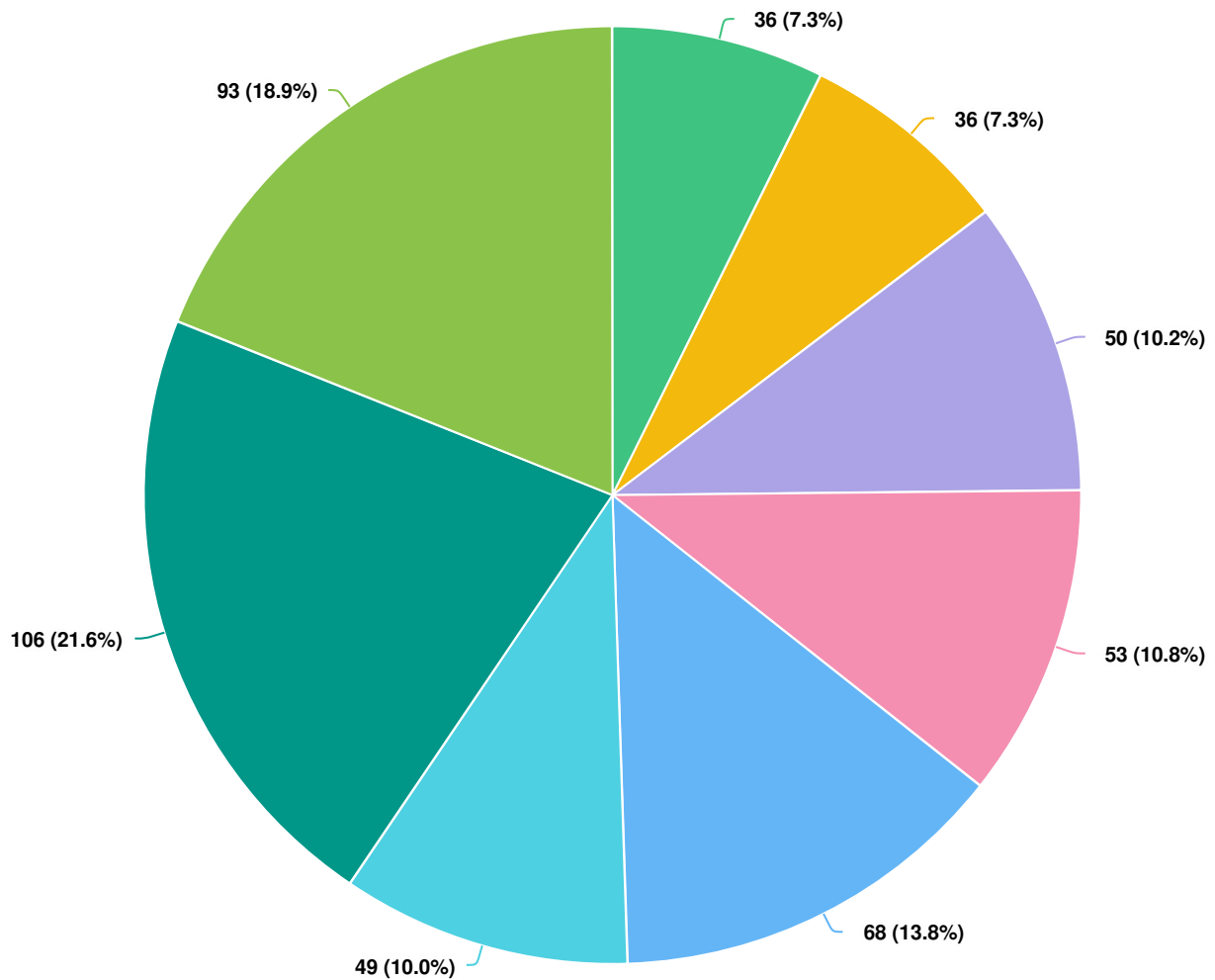


Question options

- Other (please specify)
 ● Parent/guardian of a K-12 student
 ● Student (K-12, high school, higher education)
 ● Retired
- Currently unemployed
 ● Employed

Mandatory Question (482 response(s))
Question type: Checkbox Question

Q25 What was your annual household income last year?

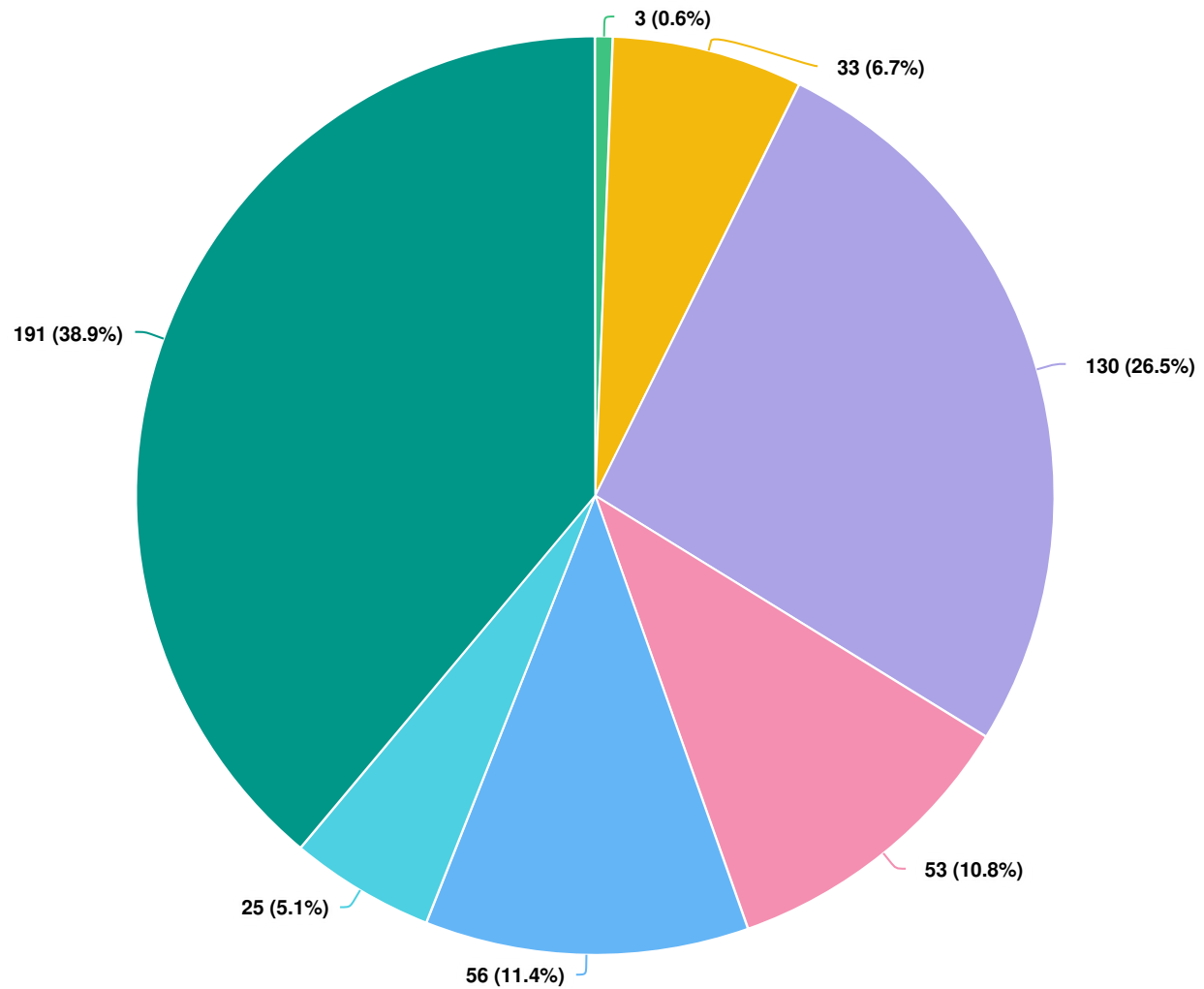


Question options

- Prefer not to say
 \$100,000 or more
 \$75,000 to \$99,999
 \$50,000 to \$74,999
 \$35,000 to \$49,999
- \$25,000 to \$34,999
 \$15,000 to \$24,999
 Less than \$15,000

Mandatory Question (482 response(s))
Question type: Radio Button Question

Q26 Please tell us how you heard about the survey?



Question options

- Other (please specify)
- Community organization
- Media
- CAT poster/display at local business/event
- CAT communications
- Hood River Valley School District
- Hood River Library

Mandatory Question (482 response(s))
Question type: Radio Button Question

Q27 | Please tell us which community organization shared information about the survey.

Anonymous

3/25/2022 01:03 PM

Meadows Outreach

Anonymous

3/25/2022 02:18 PM

meadows

Anonymous

3/25/2022 02:22 PM

cat

Anonymous

4/06/2022 05:08 PM

Servicios comunitarios

Anonymous

4/28/2022 08:44 AM

Unsure

Anonymous

4/28/2022 09:31 AM

cultureseed

Anonymous

4/28/2022 09:45 AM

CultureSeed

Anonymous

4/28/2022 02:10 PM

CultureSeed

Anonymous

4/28/2022 03:34 PM

Cultureseed

Anonymous

5/15/2022 03:58 PM

Thrive

Anonymous

5/19/2022 09:44 AM

Friends of the Columbia Gorge.

Anonymous

6/02/2022 05:42 PM

Cat

Anonymous

6/08/2022 08:17 PM

La comunidad

Anonymous Cat at community outreach in cascade locks

6/09/2022 12:22 PM

Anonymous n/a

6/23/2022 12:33 PM

Anonymous n/a

6/23/2022 04:00 PM

Anonymous n/a

6/27/2022 10:52 AM

Anonymous Oregon Nordic club

6/27/2022 05:01 PM

Anonymous Oregon Nordic Club

6/27/2022 05:24 PM

Anonymous ONC PDX Chapter

6/27/2022 05:59 PM

Anonymous n/a

6/28/2022 01:53 PM

Anonymous Portland Nordic Club

6/29/2022 07:03 AM

Anonymous OCH

6/29/2022 12:08 PM

Anonymous ONC PDX

7/01/2022 08:10 PM

Mandatory Question (24 response(s))

Question type: Essay Question

Q28 Is there anything else you would like to share about how CAT could best serve you?

Anonymous Help the community better understand how to link all the stops

2/22/2022 02:39 PM

Anonymous

2/23/2022 12:08 PM

Please consider Mosier in future transportation planning. I'm a board member of our Main Street Mosier organization, a community-enhancement nonprofit. We oversee annual events/festivals that would benefit from having regular bus service to/from our town. In addition, our local teen youth (and their parents) could benefit from bus service to take them to/from entertainment, recreation, and etc. in The Dalles and Hood River. Mosier parents do a lot of driving (too much).

Anonymous

2/23/2022 07:01 PM

I so want to partake of public transportation as I think it is an elegant solution to many of our current environmental issues.

Anonymous

2/23/2022 07:25 PM

I am a big believer in Mass transit. Have always taken the bus in other communities, but it doesn't seem to be a 'thing' here.

Anonymous

2/23/2022 07:59 PM

Clean up the bus stops They look real ghetto

Anonymous

2/24/2022 04:51 AM

What a great service you guys have. Thank you to the great drivers on the MtHood route. They certainly have to deal with some arrogant teen riders but handle it very well. Appreciate how they prioritize safety. Would love to see a bus that makes mountain biking options more available.

Anonymous

2/24/2022 07:01 AM

Provide a way to safely secure bikes on CAT bus during commutes.

Anonymous

2/24/2022 11:33 AM

I'm grateful for CAT!

Anonymous

2/24/2022 01:05 PM

Thanks for expanding!

Anonymous

2/25/2022 03:17 PM

Please make the trolley free again. It was so fun to hop on close to home and get to the waterfront or mikes.

Anonymous

2/25/2022 05:47 PM

I love that CAT exists because public transportation is an important tool in combating climate change. It just needs to expand runs, in my view. P.S. My cat actually does listen to me a lot of the time!

Anonymous

2/25/2022 07:34 PM

More access to Portland and The Dalles

Anonymous

2/26/2022 07:30 AM

Daily trolleys in the summer. More rural stops.

Anonymous

2/26/2022 09:18 AM

I'd like to see more direct bus service from Hood river to portland

Anonymous

2/26/2022 12:35 PM

It would be great to have public transportation available to and from the airport.

Anonymous

2/26/2022 02:29 PM

Build into the planning process a regular assessment on how the people are doing who like things as they are. Quantitative. Build into plan the way you will measure success.

Anonymous

2/27/2022 11:58 AM

Getting a qualified leader to manage it, and manage the financials and automate ridership for reliable metrics and a smart ROI. Hold people accountable.

Anonymous

2/28/2022 10:47 AM

better resources for dial a ride, office staff could be a lot more customer service based!

Anonymous

3/01/2022 08:46 PM

I would like to see electric vehicles in your fleet as soon as is practicable.

Anonymous

3/02/2022 06:23 AM

More bus stop shelters would be good for all sorts of weather.

Anonymous

3/04/2022 09:49 AM

NA

Anonymous

3/04/2022 09:51 AM

Put a bus stop at 7th and Columbia :)

Anonymous

3/04/2022 09:55 AM

I am disabled

Anonymous

3/05/2022 09:55 AM

The bus drivers I've driven with are wonderful!

Anonymous

3/05/2022 12:30 PM

Since I would like to use CAT to access hikes, please consider allowing riders to request deviated service to trailheads. I also need to be picked up after hiking, so there needs to be a way to request a pickup from trailheads.

Anonymous

3/05/2022 03:54 PM

First I would like to commend CAT for the reliable service and dedicated and personable employees. The current routes are a tremendous asset. I would like to do whatever I can to help expand access to recreation through transit.

Anonymous

3/07/2022 02:17 AM

Later routes.

Anonymous

3/08/2022 08:01 AM

CAT service is improving, which is important to our community. I have relied heavily on public transit in other places, and look forward to expanding my support and use of CAT as services evolve in the future.

Anonymous

3/09/2022 11:02 AM

I appreciate your attempts to broaden your services. Thank you!

Anonymous

3/09/2022 04:30 PM

Thank you for providing this service!

Anonymous

3/09/2022 08:29 PM

I love CAT! I hope for more rounds to the mountain and recreation sites in the Gorge!

Anonymous

3/09/2022 10:02 PM

As much as I think the Sasquatch shuttle is a great service, I wish you all could go to more trailheads for a longer season (or year-round). I also just want to say that I really appreciate the service you all provide. I hope that by responding to this survey your services will be seen as increasingly more valuable, and therefore invested in! I like having the option to go throughout the gorge without having a personal vehicle and needing to drive, this is making travel more accessible to me as someone who has physical and financial limitations when it comes to driving.

Anonymous

3/10/2022 07:26 PM

Having a student pass card

Anonymous
3/10/2022 07:41 PM

I would like to feel safer traveling from town to town since I don't live in Hood River and I would have to travel on the freeway.

Anonymous
3/11/2022 08:47 AM

No

Anonymous
3/11/2022 08:50 AM

I've never used it myself, and I cant see myself using it. However, I'll gladly support it with taxes because I think it is good for the community.

Anonymous
3/11/2022 09:20 AM

A application for mobile devices to know where the bus is and its routes and time. It would also be nice if the application had a request feature for the bus to come and pick you up, I would understand if you didn't put this in the application it is certainly asking a lot.

Anonymous
3/11/2022 02:13 PM

CAT Schedule at shelters

Anonymous
3/12/2022 04:05 PM

No

Anonymous
3/14/2022 01:45 PM

I would like to be able to use CAT to get around outside of Hood River. Park and ride options for me going to White Salmon, to trails along HWY 30, a better schedule to Portland, would be worth my driving or biking and the switching. But CAT serves me also by being of service to those in the community who don't have the option to drive. I am happy to support bus service for others even if I don't use it myself.

Anonymous
3/15/2022 02:41 PM

keep going and keep the cost as low as it is as muh as possible; the pas is great.

Anonymous
3/17/2022 01:37 PM

No

Anonymous
3/19/2022 07:52 AM

I tend to ride my bike to most places around town. Where I really need convenient transit with extended hours of operation is to/from White Salmon and Portland.

Anonymous

Left Blank.

3/19/2022 10:30 AM

Anonymous

Thank you for keeping this service modestly priced!

3/19/2022 05:40 PM

Anonymous

na

3/25/2022 01:00 PM

Anonymous

Bring a bus to Salem

3/25/2022 01:03 PM

Anonymous

bring a bus to my town

3/25/2022 01:13 PM

Anonymous

appreciate you

3/25/2022 01:21 PM

Anonymous

nope

3/25/2022 01:40 PM

Anonymous

no

3/25/2022 01:42 PM

Anonymous

No thanks

3/25/2022 01:59 PM

Anonymous

mNa

3/25/2022 02:01 PM

Anonymous

Na

3/25/2022 02:22 PM

Anonymous

Love it

3/25/2022 03:27 PM

Anonymous

I am very thankful for CAT and sincerely hope a year round bus to Mt Hood/Meadows is possible.

3/28/2022 08:47 PM

Anonymous

Don't ever stop.

3/30/2022 06:33 AM

Anonymous

3/31/2022 11:33 AM

Very hard for me to justify the expense of a service that doesn't come close to funding itself. I see CAT servicing a very narrow populace and yet wastefully trying to be so much more.

Anonymous

4/02/2022 08:15 AM

Later hours for gorge to mountain express

Anonymous

4/06/2022 04:51 PM

More transportation services for those who drink on the weekends to reduce DUIs and accidents

Anonymous

4/07/2022 01:11 PM

help find resources

Anonymous

4/11/2022 02:42 PM

In order for me to work, I will appreciate stable and safe services provided by CAT.

Anonymous

4/13/2022 10:45 AM

I only want to share that our income is high, because my husband is still working for 2 more years. We practice living on retirement wages, and have the ability to save for a simpler life. We are community focused, Earth focused, and try not to fly. So grateful to have a transit system that is expanding for greater use in the future.

Anonymous

4/15/2022 11:00 AM

Less big or time gaps on some of the transportation routes.

Anonymous

4/26/2022 06:04 AM

I love the CAT. It provides me with a safe commute option to work/play that is easy and affordable.

Anonymous

4/26/2022 08:56 AM

I would love to see all electric busses

Anonymous

4/26/2022 04:11 PM

Would love the CGE east bound time moved back to 4PM. Can barely make it in time since it moved to 3:50.

Anonymous

4/28/2022 06:14 AM

I really think a local App like GoLoco (which failed like 10 years ago) would be great in the gorge. Payments could go thru the CAT card so you wouldn't need a credit card. Local riders and drivers could be vetted by the police, like one time interview to get approval and pick up and drop off areas could have surveillance cameras for extra security. This type of "hitchhiking" ride share app is like 10X to 20X

cheaper than uber or lyft and can give point to point ride to folks.

Anonymous

4/28/2022 06:26 AM

"mass" transit is not economic or efficient for a small community.

Anonymous

4/28/2022 06:41 AM

If these services can survive on their own merit without using tax dollars, that's fine, otherwise I'm not in favor.

Anonymous

4/28/2022 06:59 AM

By reducing congestion on the roads which would make it safer to ride my bicycle

Anonymous

4/28/2022 07:01 AM

Having a current ride schedule that is accessible is seemingly helpful to guide elders in our community

Anonymous

4/28/2022 07:21 AM

I just wish more people used it.

Anonymous

4/28/2022 08:07 AM

TRAINS!

Anonymous

4/28/2022 09:31 AM

My blind aunt uses the bus occasionally to come visit from pdx. It has been great for her. but even when i worked in hood river it seemed inconvenient to get on the bus in white salmon to get across the river.

Anonymous

4/28/2022 09:37 AM

It has been very beneficial to our Portland staff members to be able to commute into Hood River.

Anonymous

4/28/2022 10:43 AM

I am most concerned for my parents who live at The Springs in The Dalles

Anonymous

4/28/2022 02:10 PM

cheaper prices for bigger families

Anonymous

4/28/2022 03:24 PM

Coordinate with an integrated transit system for the region. Continue to provide transport to the Portland Transit center and the Dalles.

Anonymous

4/28/2022 03:37 PM

I like the idea of CAT for tourists to use from waterfront to around town. Maybe even over to the start of the hiking trail to Mosier.

Anonymous

4/29/2022 04:55 AM

The signs at Gateway for CAT are difficult to find. And where does a car drop someone off at Gateway. It was cool and wet and I wanted to stay with my dear friend as long as possible, but there was not a clear spot to be in the car.

Anonymous

4/30/2022 09:10 AM

No

Anonymous

5/02/2022 08:20 PM

Need more bike friendly options.

Anonymous

5/03/2022 01:29 AM

As CAT moves forward and as you have made such wonderful advances to access to businesses, nature, and other fun activities, please consider upgrades for people with special needs and disabilities. While CAT is making exciting headway supporting community wants, the needs of a special segment of the population is being missed. Kudos for the expanded opportunities and encouragement for comparable compassionate support.

Anonymous

5/03/2022 07:40 AM

na

Anonymous

5/03/2022 05:04 PM

seriously... more weekend dalles trips. Provided by LINK =)

Anonymous

5/06/2022 09:56 AM

Nothing

Anonymous

5/07/2022 10:49 AM

More portland to and from location and time options

Anonymous

5/07/2022 11:08 AM

I think the CAT system is wonderful and appreciate the ability to get around so well without owning a car. It is very liberating!

Anonymous

5/08/2022 10:35 AM

Yes, I would really appreciate a getting dropped off at Safeway in The Dalles on Sundays at 5:45 pm.

Anonymous

5/08/2022 05:57 PM

I am just so glad to see this as an option !

Anonymous

5/09/2022 01:57 PM

I understand it's not CAT's responsibility to shuttle around Portlanders. However, given that CAT already has infrastructure for this, I think it would be reasonable for ODOT to fund mass transit services run by CAT in the Gorge.

Anonymous

5/09/2022 03:52 PM

I like the regional coordination for transit.

Anonymous

5/10/2022 12:05 PM

Please switch over to electric vehicles as soon as feasible.

Anonymous

5/13/2022 09:56 AM

No

Anonymous

5/13/2022 06:14 PM

Love the Dog Mt. shuttle!!

Anonymous

5/15/2022 11:33 AM

would be great to get a lift up to the top of the twin tunnels

Anonymous

5/17/2022 03:10 PM

Serve Hood River and not just the lower income and elderly. Stop focusing on Tourists. Other than the pink, I think the trolley was great but increase the stops and have it enter neighborhoods. It was great for the kids to go to the waterfront or a lift to downtown. I used it on weekends to get downtown and avoid the hills when possible. Why not have it in the winter? We ride bikes in the winter, why not an open trolley. Again, we are Hood River. A unique adventure town, let's act like it. Your direction and image looks like a retirement transport service, not the transport service for an epic PNW town.

Anonymous

5/17/2022 08:25 PM

It's a great bus and I appreciate it!

Anonymous

5/17/2022 08:36 PM

No

Anonymous

5/18/2022 07:46 AM

I want to support you, but need an earlier time to Odell

Anonymous

5/18/2022 01:31 PM

Expanding to include weekend transportation to and from Hood River to Upper Valley (Odell/Parkdale). Can use for daily commutes but

having this option for shopping, entertainment, etc. would be huge.

Anonymous

5/19/2022 08:15 AM

Thank you!

Anonymous

5/19/2022 08:59 AM

Elderly friends would like to go to church on Sunday. Need handicapped accessability.

Anonymous

5/19/2022 09:37 AM

It's time you provide a route to cider fest. I'll say it now and I'll say it every year. It is absolutely irresponsible to hold a drinking event in a location that requires driving and then not provide transportation or free entrance for designated drivers. Imagine telling a friend "hey can you come to this drinking event but not drink so that you can drive me home and either you or I has to pay for you to be there." What you're doing is putting yourself in a position to be sued by someone who gets drunk and then gets in an accident. Do something now before someone gets hurt or move the location to somewhere that tourists and more locals can walk to.

Anonymous

5/19/2022 09:44 AM

Make cycling along the gorge quieter and safer.

Anonymous

5/19/2022 01:15 PM

Nope

Anonymous

5/19/2022 03:23 PM

Charter bus weekend trips to Coast or Seattle sporting events

Anonymous

5/21/2022 07:54 AM

Oregon Hikers blog info led me here

Anonymous

5/23/2022 08:22 AM

Stevenson access

Anonymous

5/25/2022 02:50 PM

More postings of routes On an app or a website

Anonymous

5/25/2022 03:27 PM

More access to those at bars on the weekends -rides to the upper valley and to the dalles

Anonymous

I'm really excited to have CAT in the Gorge. I was born and raised

5/26/2022 01:51 PM

here, as well as a few generation deep, and have seen the growth. I think CAT is an excellent tool to keep our area beautiful. I also have 2 visually impaired people in my life that will never get to drive/bike, and CAT will give them access to many things as they grow older and become more independent.

Anonymous

N/A

6/02/2022 05:42 PM

Anonymous

I think the service has improved. Late buses were an issue before.

6/04/2022 04:03 PM

Anonymous

No

6/07/2022 02:41 PM

Anonymous

No

6/08/2022 08:17 PM

Anonymous

Thanks for listening

6/08/2022 09:56 PM

Anonymous

With gas being so expensive the CAT mass transit needs to beef up.and help people get around.

6/09/2022 01:00 PM

Anonymous

Can cat please put the bus line number and route name on the buses as well as making them stop at the bus stop marker. I and three others missed a bus from the transit center to Portland this past winter because the bus pulled in so quickly and didn't stop at the shelter and stop marker it stopped further down.

6/09/2022 04:58 PM

Anonymous

Appreciate the ability to get to hood river from the airport without a bus. Lack of coverage within the city meant we had to haul luggage a few miles to reach hotel on Western waterfront. Would love to get up to Parkdale or Mt Hood Meadows on a bus.

6/09/2022 05:04 PM

Anonymous

Please add Trout Lake to White Salmon route.

6/09/2022 05:23 PM

Anonymous

You are doing a good job. I am in favor of continuing to expand options to walk or ride bikes on paths away from traffic A protected bike path from Odell to downtown would be amazing A walking and

6/09/2022 05:55 PM

bike path between mid valley and Wyeast would be amazing

Anonymous

6/09/2022 05:58 PM

It's affordable, easy to buy a ticket and use it for any time (flexible). A top feature of hood river and the gorge

Anonymous

6/09/2022 08:20 PM

Thanks for all you do!

Anonymous

6/09/2022 10:06 PM

Not at this time

Anonymous

6/09/2022 10:12 PM

It would be more accessible and I would use it more often if stops were extended to NW Portland for direct access to the other stops.

Anonymous

6/10/2022 04:22 AM

Well yeah dude if they just had like a free gummy when you got on the bus that would be awesomely delicious

Anonymous

6/10/2022 04:32 PM

I love the gateway/airport shuttle! Thank you!

Anonymous

6/10/2022 04:54 PM

Keep it up. Appreciate the Portland route.

Anonymous

6/14/2022 09:14 AM

Thanks for what you do!

Anonymous

6/14/2022 04:11 PM

I'm concerned about the cost to taxpayers for the fuel for operating mostly empty giant buses

Anonymous

6/17/2022 06:22 AM

Thank you for this service!

Anonymous

6/17/2022 01:20 PM

not at this time

Anonymous

6/20/2022 08:01 AM

Annual pass is a great option. Maybe make the pass good for a year from the date of purchase instead of a fixed date. Thank you!

Anonymous

I am pleased that dogs are permitted (with a muzzle)

6/20/2022 03:33 PM

Anonymous

6/21/2022 10:35 PM

As I see CAT buses out and about more, I feel more likely to use it.
More prominent bus stops would give me more confidence in the reliability of the system.

Anonymous

6/22/2022 08:30 AM

N/A

Anonymous

6/22/2022 08:51 AM

N/A

Anonymous

6/22/2022 09:02 AM

N/A

Anonymous

6/22/2022 09:29 AM

N/A

Anonymous

6/22/2022 09:55 AM

n/a

Anonymous

6/22/2022 10:00 AM

n/a

Anonymous

6/22/2022 10:23 AM

n/a

Anonymous

6/22/2022 11:01 AM

n/a

Anonymous

6/22/2022 11:09 AM

n/a

Anonymous

6/23/2022 08:39 AM

n/a

Anonymous

6/23/2022 10:22 AM

n/a

Anonymous

6/23/2022 12:33 PM

n/a

Anonymous

6/23/2022 04:00 PM

n/a

Anonymous

6/24/2022 02:46 PM

The app is confusing. I thought all CAT go to hood river. That's not the case. I got on CAT that only went to CCL. I had the wait for another CAT for over an hour and half. The times in the app need to designate which times are for which route from gateway tc. Then when I got to hood river I was told the public transit only runs certain times on the weekend. The app didn't have any times for HR public transit system. I had to look inside the bus shelter to read when the next bus was coming and where it went. Would've loved to know this before heading out to hood river. I had to walk to full sail and walk back to CAT to catch the last bus out to gateway TC. Didn't even get the chance to go downtown and shop. Although I wouldn't have bought anything as I would have to carry all that back to CAT one only bus stop for hood river. Also, the CAT stops in Troutdale and I was wonder if there was any park-n-ride spot near that stop. I didn't see any. From my trip I only saw Gateway TC and Hood River TC have park and ride. Again, the app doesn't really point out where to park your car if you want to use CAT for the Gorge. Thankfully I didn't have my children with me as I wanted to see how family friendly this would be for summer trips with bikes. I'm really hesitant in being my kids and bikes as I don't know if I'll get back home. Last bus at 5 is really early and not sure if I can make it back in time to catch the last bus back to Pdx. I'm weighing the pros and cons of this service. Right now I'm in the con column as there are too many unknowns for me to feel confident I can do this with kids and bikes. Michael Weigel 97224

Anonymous

6/24/2022 02:51 PM

Please more trips to the coast!!!! I would go to the beach every month if I could.... I just dont have a car or affordable transit.

Anonymous

6/24/2022 02:54 PM

I think this is an awesome service to airport but return trips stop too early. Just in general it's nice to have an option to commute to cascade Locks or portland and have late night return option. Bus is empty during the day b/c no return options at night. How many people actually use this for work?

Anonymous

6/24/2022 03:20 PM

Please consider expanding services to include Government Camp to allow for increased empowerment to an underserved community.

Anonymous

6/24/2022 03:21 PM

CAT is the only thing that makes visiting my family in hood river feasible. Neither I nor my parents have reliable access to a car, and

y'all are doing amazing, truly important work and making the gorge more accessible to everyone. Many thanks and keep it up.

Anonymous

6/24/2022 03:22 PM

The affordability of the Gorge Pass and the expansion with other lines is phenomenal, please keep it up. Extended evening hours and more stops in the Gorge (esp. Eagle Creek) are my wish.

Anonymous

6/24/2022 03:35 PM

NO

Anonymous

6/24/2022 03:37 PM

Thank you!

Anonymous

6/24/2022 03:40 PM

NO

Anonymous

6/24/2022 04:03 PM

.

Anonymous

6/24/2022 04:06 PM

.

Anonymous

6/24/2022 04:07 PM

Keep up the good work!

Anonymous

6/24/2022 04:12 PM

My children are Blind and I have been teaching them how to use the CAT bus (and have been trying to incorporate it into my regular routine to be a good role model). However, I have found that I just can't seem to do it. Usually, I like to mountain bike after work, so I miss the last bus to the Dalles.

Anonymous

6/24/2022 04:12 PM

.

Anonymous

6/24/2022 04:15 PM

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Anonymous

6/24/2022 04:21 PM

.

Anonymous

6/24/2022 04:25 PM

.

Anonymous

6/24/2022 05:26 PM

Service is nice. Really appreciate it since I don't own a car, but would be nice to have one connection to Mount Hood. Maybe even a Troutdale to Government Camp connection.

Anonymous

6/24/2022 05:58 PM

I am grateful for the services that are provided. I support public transportation! I love the fact I can take public transportation across the bridge at appropriate times to use the Amtrak services. Please continue to grow these services.

Anonymous

6/24/2022 07:41 PM

Might be worth considering bike shuttles to popular locations - post canyon, syncline, whoopdie - with more space for bikes and allowing dogs

Anonymous

6/24/2022 07:49 PM

Don't stop, keep going.

Anonymous

6/25/2022 12:19 AM

I'm not sure what the schedule is for the routes so maybe posting it at stops could help

Anonymous

6/25/2022 07:13 AM

Local Uber/ car pickups for weather that makes walking treacherous.

Anonymous

6/25/2022 09:54 AM

I admire your effort!

Anonymous

6/25/2022 04:06 PM

I hope this helps...I do appreciate public transportation & realize the Gorge area is vast.... what a beautiful drive. It is so comfortable for me (senior) to feel safe with helpful drivers.

Anonymous

6/26/2022 06:41 AM

I tell everyone how much I love CAT!

Anonymous

6/26/2022 04:39 PM

Transit to concert venues would be ah-mazing (I'm thinking Troutdale specifically)

Anonymous

6/27/2022 05:31 AM

Expand service to areas where low income people actually can still afford to live. The Californians in hood river and white salmon don't

ride the bus. Their luxury car's cup holders usually are required for their non fat latte's and passenger seats for their selfie sticks.

Anonymous

6/27/2022 10:20 AM

n/a

Anonymous

6/27/2022 10:42 AM

n/a

Anonymous

6/27/2022 10:52 AM

que sea mas accesible en Odell

Anonymous

6/27/2022 03:11 PM

My travel and use of transit is highly seasonal, so my answers to questions 11, 12, and 13 need to be interpreted in that light. For example in January, February, and March of this year I used CAT to reach Mount Hood Meadows or Teacup Nordic for skiing on average more than once a week. I should add that I found the combination of Columbia Gorge Express and Gorge to Mountain Express to be extremely helpful in putting together a very satisfying ski season. I hope that the frequency of those routes, coordination of their schedules, and the courteous and professional operations can continue.

Anonymous

6/27/2022 04:23 PM

I need to try it. As long as it is more convenient to take the car i will have a hard time forcing myself to choose the bus. If something encouraged me to try the bus -- like getting to an event I could not otherwise reach -- I might like it once I tried it. I think you need to break through some of the stereotypes of bus riding . Some folks think it is unsafe, takes a long time, exposes you to unpleasant people, costs a lot, doesn't go at convenient times, it might be full when you need to return home, hot, cold, uncomfortable, standing room only, etc, etc.

Anonymous

6/27/2022 04:41 PM

No

Anonymous

6/27/2022 05:01 PM

No

Anonymous

6/27/2022 05:19 PM

I would ski far more often, and it would be far more likely that Hood River would be my destination, if I could access those ski areas by reliable public transportation. I would be happy to drive to Hood River

to have access to that service.

Anonymous

6/27/2022 05:24 PM

Thank you for starting the winter ski buses! Because of covid and family health issues, we haven't been able to use it yet, but plan to in the future.

Anonymous

6/28/2022 09:07 AM

n/a

Anonymous

6/28/2022 09:46 AM

mas rutas accesibles en pine grove

Anonymous

6/28/2022 10:41 AM

no

Anonymous

6/28/2022 11:52 AM

n/a

Anonymous

6/28/2022 01:25 PM

.

Anonymous

6/28/2022 01:38 PM

n/a

Anonymous

6/28/2022 01:44 PM

n/a

Anonymous

6/28/2022 01:53 PM

n/a

Anonymous

6/28/2022 01:55 PM

.

Anonymous

6/28/2022 02:21 PM

n/a

Anonymous

6/28/2022 02:49 PM

n/a

Anonymous

6/28/2022 02:58 PM

n/a

| | |
|---------------------------------|--|
| Anonymous 6/28/2022 03:26 PM | n/a |
| Anonymous 6/28/2022 03:30 PM | . |
| Anonymous 6/28/2022 03:31 PM | n/a |
| Anonymous 6/28/2022 03:46 PM | n/a |
| Anonymous 6/28/2022 03:51 PM | n/a |
| Anonymous 6/28/2022 04:08 PM | Offer more service |
| Anonymous 6/29/2022 09:34 AM | n/a |
| Anonymous 6/29/2022 09:39 AM | love it! so useful |
| Anonymous 6/29/2022 10:11 AM | n/a |
| Anonymous 6/29/2022 11:29 AM | n/a |
| Anonymous 7/03/2022 02:36 PM | Thank u |
| Anonymous 7/09/2022 02:22 PM | Thanks for all you do. More commuter times from the surrounding communities would be lovely. |
| Anonymous 8/21/2022 08:00 AM | Please add Eagle Creek Day Use area to existing Portland to Cascade Locks route. Eagle Creek trail is a very popular hiking area with well known parking limitations and overcrowding and no access by existing public transit. Since I do not have a car, I take a three mile |



Community Survey #2

Transit Service Options

Opciones Futuras del Servicio CAT

rideCATbus.org



¡Díganos sus preferencias para que CAT pueda llevarle a su destino!

Tome la Encuesta #2

A partir de principios de 2022, los residentes y visitantes del Condado Hood River han compartido sus opiniones y sugerencias acerca de cómo CAT puede satisfacer mejor sus necesidades de transporte para informar la actualización del Plan Maestro de Tránsito de 2017 de CAT.

Por favor repase las posibles opciones de servicio de tránsito basadas en las aportaciones de la comunidad de la Encuesta CAT #1.

Paso 1

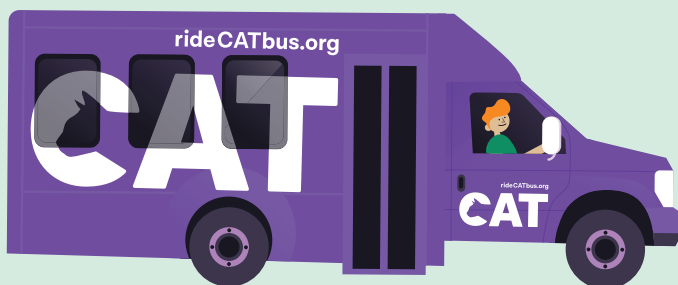
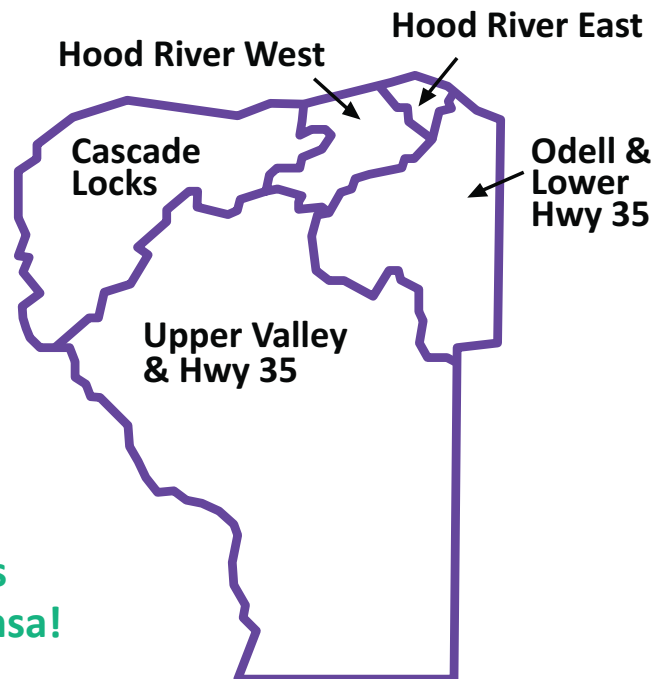
Identifique dónde usted utiliza los servicios CAT

Paso 2

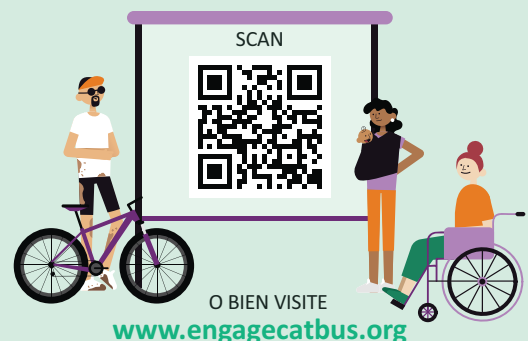
Repase las opciones de servicio de tránsito propuestas para esa área

Paso 3

¡Díganos qué piensa!



Tome la encuesta



O BIEN VISITE

www.engagecatbus.org

Todos tenemos un lugar donde tenemos que ir...
CAT está estableciendo la mejor manera de llevarlo allí.



Antes de comenzar, algunas definiciones útiles:

Ruta desviada: Lugares de subidas o bajadas programadas cerca de una ruta de tránsito, generalmente programado con un día de anticipación.

Servicios de movilidad compartida: Algunos ejemplos son Dial-A-Ride (viaje a pedido telefónico) / paseos previamente programados, bicicletas compartida, autos compartidos y taxis.

Puntos céntricos de movilidad: Ubicaciones fijas que congregan el transporte público, las bicicletas compartidas, los autos compartidos y los puntos de abordaje de autos compartidos y de camionetas compartidas (vanpool) para que las personas puedan llegar a su destino.

Bicicletas Compartidas: Una red de bicicletas y estaciones donde una persona puede pagar por el alquiler de una bicicleta de una estación por un período de tiempo (por hora o por día).

Autos compartidos: Un servicio de alquiler de autos a corto plazo en el que una persona puede reservar un auto a petición por hora o por día para ir a donde quiera, cuando quiera.



Para obtener más información, por favor visite: www.engagecatbus.org

Para poder brindar sugerencias / comentarios adicionales, envíe un correo electrónico a: info@ridecatbus.org

O bien llame al: 541-386-4204

Cascade Locks

Como la segunda comunidad más grande del Condado Hood River, CAT ofrece un alto nivel de servicio regional desde Cascade Locks hasta Hood River y Portland con una gran cantidad de pasajeros regionales. Los servicios de movilidad compartida locales y una ruta fija desviada se encuentran disponibles, pero no han logrado alcanzar las metas de cantidad de pasajeros.

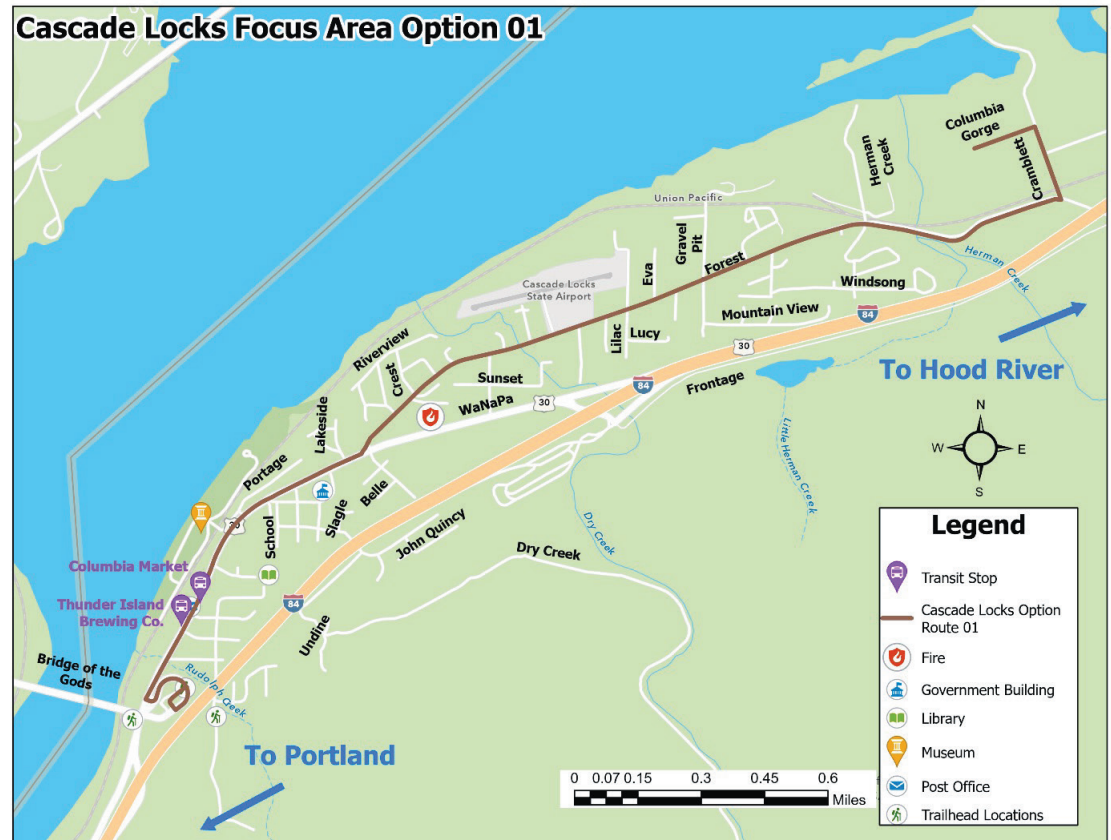
Las opciones de Cascade Locks se enfocan en brindar servicios de movilidad local con conectividad regional para un mayor uso por parte de los residentes y visitantes.

Opción 1

Ruta Fija Desviada Local Formalizada

Características Principales

- Brinda un servicio de ruta fija desviada que opera en un círculo en Cascade Locks con paradas formalizadas y personalizadas para subir para una mayor confiabilidad y visibilidad del servicio.
- Conecta los vecindarios locales con el punto céntrico de movilidad de Cascade Locks para conexiones regionales (por ejemplo: Columbia Gorge Express) y otras opciones de transporte.
- Mantiene su ruta fija desviada con paradas designadas y opera de lunes a domingo, durante todo el año, con paradas personalizadas para subir.
- Se conecta al servicio de transporte regional y a las opciones de transporte en el punto céntrico de movilidad de Cascade Locks.
- Se podrían añadir paradas a medida que el área se urbaniza.



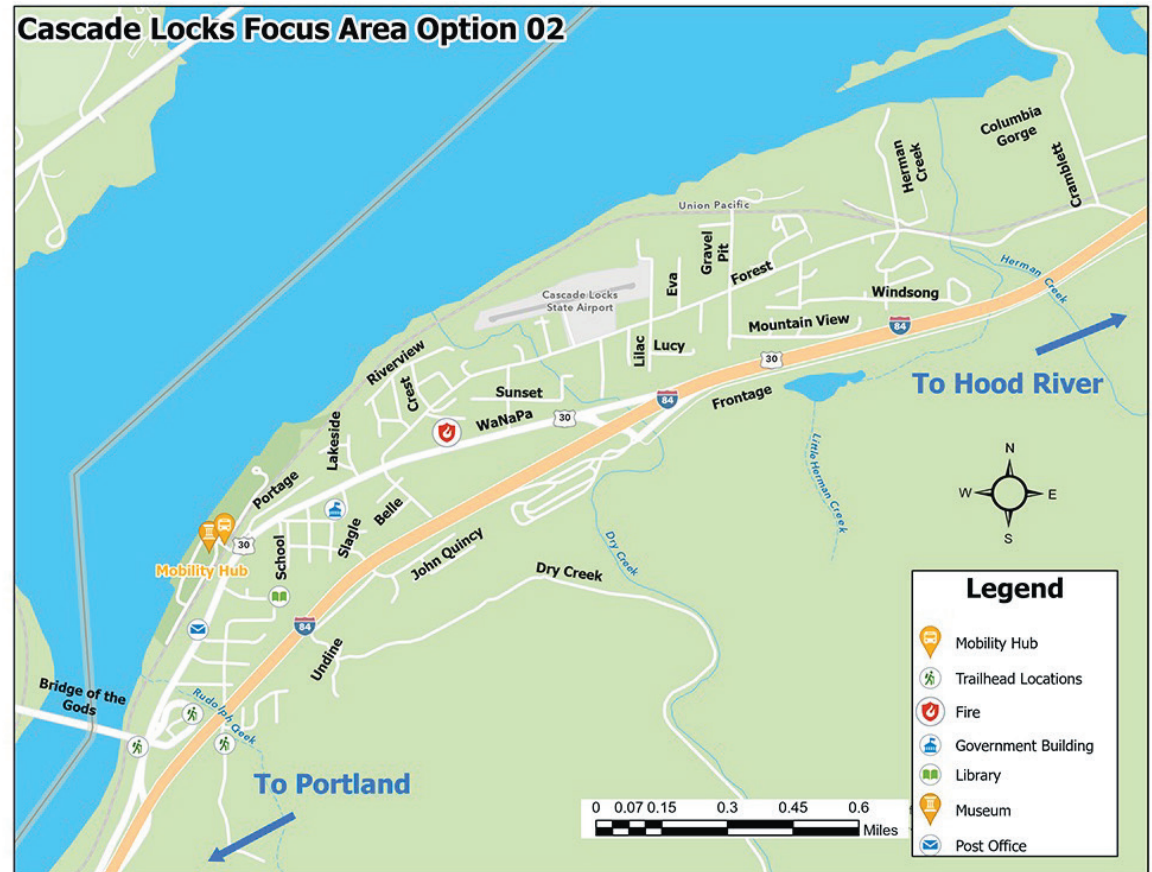
Cascade Locks

Opción 2

Servicios de Movilidad Compartida Locales

Características Principales

- Establece *servicios de movilidad compartida* locales dentro de Cascade Locks de lunes a viernes para conectar a residentes y visitantes con destinos locales, inicios de senderos, tiendas y áreas de empleo.
- Conecta a los pasajeros con el punto céntrico de movilidad de Cascade Locks para poder obtener servicios de transporte regional y otras opciones de transporte, incluyendo Estacionar y Compartir Viaje, bicicletas compartidas, taxis compartidos, etc.
- Los pasajeros deben hacer transbordo a Columbia Gorge Express desde el punto céntrico de movilidad de Cascade Locks para servicio hacia Hood River, The Dalles o Portland.
- Requiere una solicitud de reserva con *por lo menos un día de anticipación* y el servicio es según el orden de hacer la reserva.
- Elimina el tránsito de ruta fija local o el servicio directo CAT de Cascade Locks hacia y desde Hood River.



Encuesta de Cascade Locks

Por favor indique su preferencia:

- ☐ Me gusta la **OPCIÓN 1: Ruta Fija Desviada Local Formalizada**
- ☐ Me gusta la **OPCIÓN 2: Servicios de Movilidad Compartida Locales**
- ☐ No me gusta ninguna de las opciones o bien preferiría mantener el servicio actual de Cascade Locks.
- ☐ Otra preferencia - por favor describa:
¿Por qué?

En unas pocas palabras, por favor díganos por qué esta es la mejor opción para usted en Cascade Locks:

Puntos Céntricos de Movilidad

Los puntos céntricos de movilidad son ubicaciones fijas que congregan el transporte público, las bicicletas compartidas, los autos compartidos y los puntos de abordaje de autos compartidos y de camionetas compartidas (vanpool) para que las personas puedan llegar a su destino. Construidos alrededor de servicios de transporte frecuente, los puntos céntricos de movilidad ofrecen un espacio seguro, cómodo, conveniente y accesible para poder transbordar sin problema alguno de un tipo de transporte a otro.

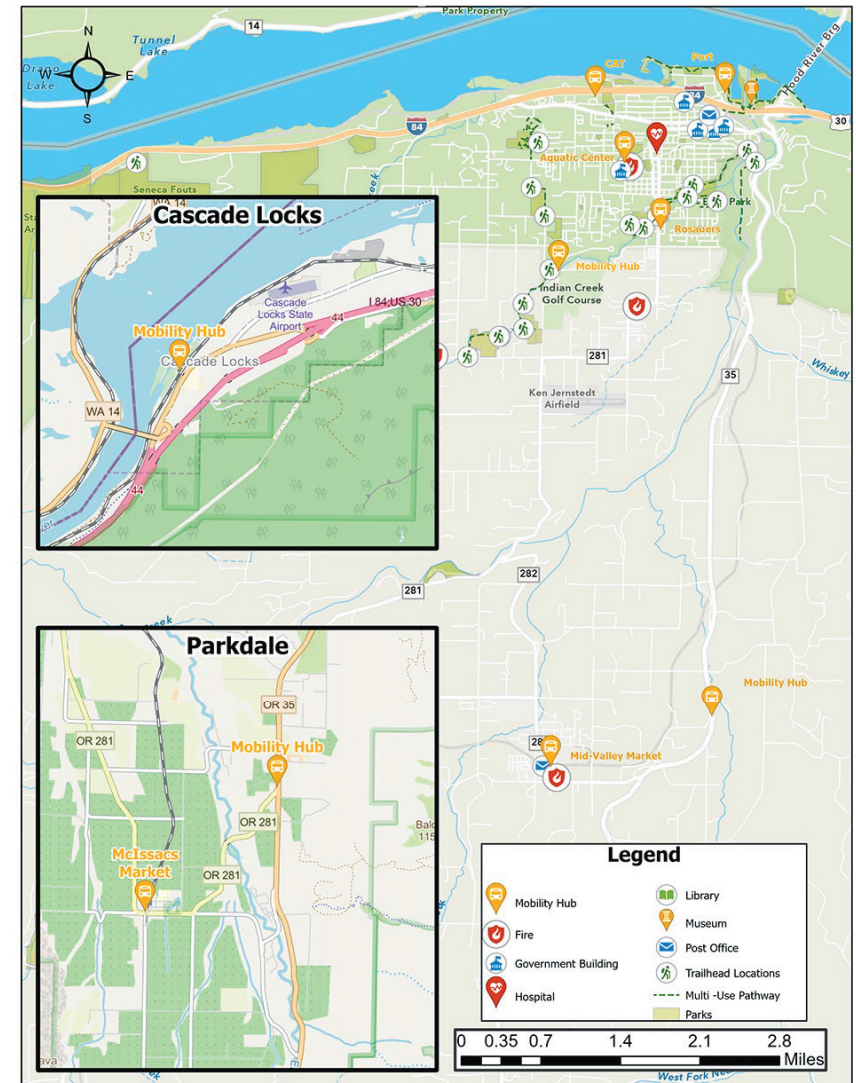
CAT propone una red de puntos céntricos de movilidad dentro del Condado Hood River. Piense en la ubicación más cercana a usted y comparta qué tipos de elementos le gustaría ver en el punto céntrico de movilidad de su área:

Las ubicaciones de los puntos céntricos son áreas generales cerca de:

- Oficinas de CAT
- Port of Hood River (Puerto)
- Cascade Locks
- Parkdale (cerca de McIssac's Store)
- Mt. Hood Town Hall (Alcaldía)
- Odell / Highway 35
- Odell Mid-Valley Market
- Rosauers
- Aquatic Center (Centro Acuático)
- Brookside / Indian Creek Rd.

¿Dónde más le gustaría ver un punto céntrico de movilidad?

Ubicaciones de Puntos Céntricos de Movilidad



Encuesta de Cascade Locks



Por favor indique qué elementos le gustaría tener en un punto céntrico de movilidad cercano a usted:

- | | |
|--|--|
| <input type="checkbox"/> Espacios públicos | <input type="checkbox"/> Cafetería |
| <input type="checkbox"/> Estacionar y Compartir Viaje (Park & Ride) | <input type="checkbox"/> Taller de reparación de bicicletas |
| <input type="checkbox"/> Área de espera (para tránsito, autos compartidos, camionetas compartidas) | <input type="checkbox"/> Baños |
| <input type="checkbox"/> Vestidores / Casilleros para Ciclistas | <input type="checkbox"/> Wi-Fi gratis |
| <input type="checkbox"/> Aparcabicicletas | <input type="checkbox"/> Carros compartidos |
| <input type="checkbox"/> Aceras | <input type="checkbox"/> Bicicletas compartidas |
| <input type="checkbox"/> Parada de taxis | <input type="checkbox"/> Camionetas compartidas / autos compartidos / abordaje de taxi |
| <input type="checkbox"/> Carriles para bicicletas | |

¿Hay algo más que le gustaría compartir acerca de cómo CAT podría servirle mejor?

Gracias por compartir su tiempo y comentarios / sugerencias.

¿Le gustaría participar en un sorteo para un Gorge Pass gratis cada dos semanas mientras la encuesta de opciones de servicio CAT se encuentre abierta?

☐ Sí ☐ No

Por favor facilite su dirección de correo electrónico si desea mantenerse informado, obtener información acerca de las próximas oportunidades para brindar comentarios / sugerencias y para ver los resultados de la encuesta:

Cuéntenos de usted

Por favor responda algunas preguntas rápidas para ayudarnos a garantizar que obtengamos información de todas las comunidades del Condado Hood River y sus alrededores.

¿A qué grupo de edad pertenece usted?

- ☐ Menor de 18 años
☐ 18 - 24
☐ 25 - 44
☐ 45 - 64
☐ Mayor de 65 años
☐ Prefiero no responder

Esta pregunta ayuda a CAT poder garantizar que se escuchen todas las voces de la comunidad en el desarrollo del Plan Maestro de Tránsito. ¿Cuál es su raza / etnicidad?

- ☐ Indio Americano o de Alaska
☐ Negro o Afroamericano
☐ Nativo de Hawaii
☐ Asiático Americano o Isleños del Pacífico
☐ Hispano o Latino
☐ Blanco o Caucásico
☐ Prefiero no responder
☐ Otra (escribir):

¿Qué opción lo describe mejor? [Marque todas las opciones que correspondan]

- ☐ Empleado
☐ Actualmente desempleado
☐ Jubilado
☐ Estudiante (K-12, escuela preparatoria o high school, educación superior)
☐ Padre de familia/tutor legal de un estudiante de K-12
☐ Otra opción (por favor especifique):

¿Cuál fue su ingreso familiar anual el año pasado?

- ☐ Menos de \$15,000
☐ \$15,000 a \$24,999
☐ \$25,000 a \$34,999
☐ \$35,000 a \$49,999
☐ \$50,000 a \$74,999
☐ \$75,000 a \$99,999
☐ \$100,000 o más
☐ Prefiero no responder

Hood River East

La ruta actual de Hood River City opera en un circuito de una dirección en comparación con una ruta lineal más tradicional. La ruta actual le permite a los pasajeros llegar a su destino en 15 minutos, pero el viaje de regreso toma 30 minutos. Las opciones de servicio propuestas se enfocan en reducir los tiempos de viaje para los pasajeros de la zona este, y poder cumplir con las metas de la comunidad de mayor frecuencia y de un horario ampliado.

Opción 1

Ruta Hood River City (circuito) con Servicio de Transporte Rápido

Características Principales

- Ampliación del horario de la tarde hasta las 10 p.m. para la actual Ruta Hood River City y continua siendo un servicio de circuito.
- Agregar un servicio de transporte rápido durante la mañana y la tarde para poder transportar de manera rápida a la comunidad en general entre the Heights, el centro cívico y Port of Hood River (Puerto).
- El servicio de transporte rápido no presta servicio en ninguna área al oeste de 13th Street. El tiempo de viaje no se reduce durante la mitad del día para ningún pasajero.



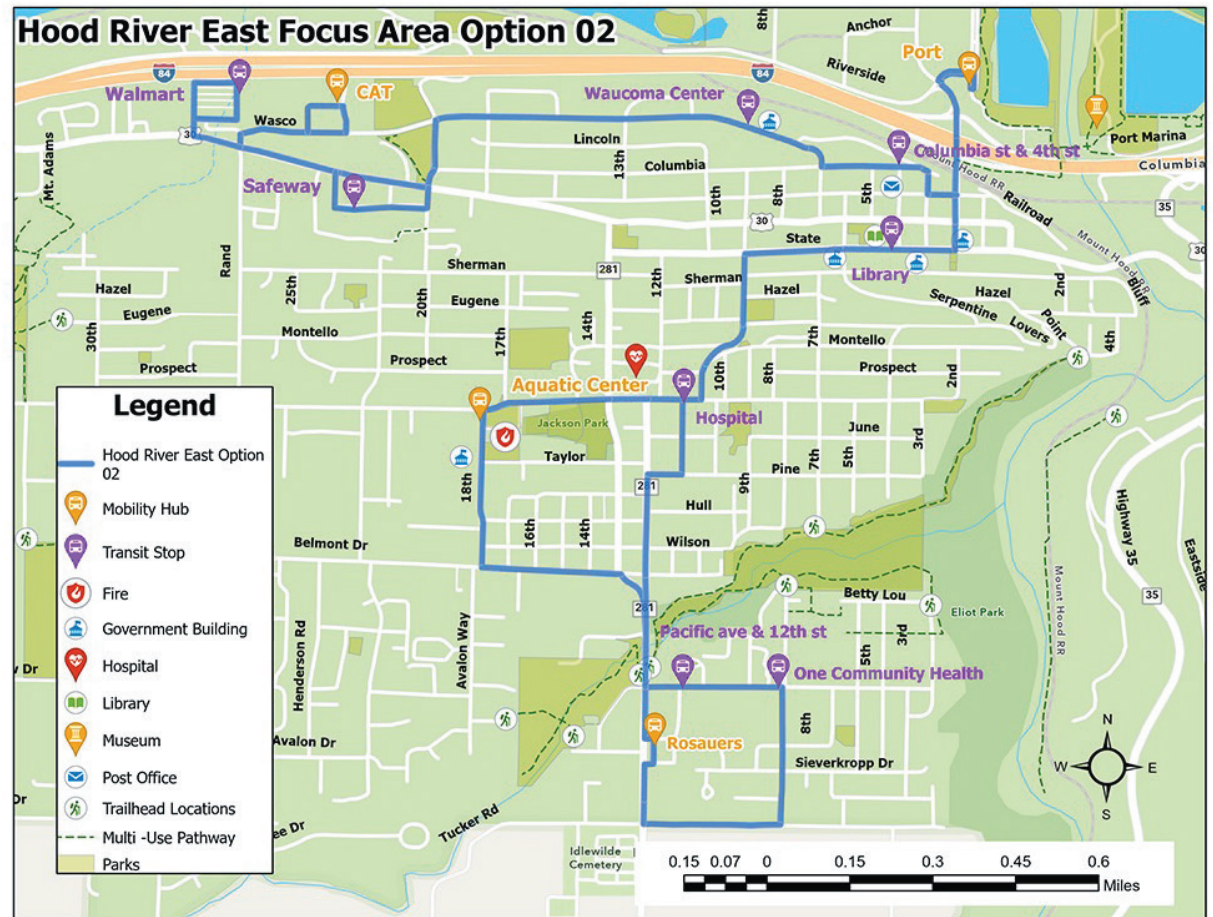
Hood River East

Opción 2

Ruta Lineal con Enfoque en East Side

Características Principales

- Brinda una ruta fija lineal hacia el centro cívico de Hood River, las oficinas de CAT y las tiendas de la zona oeste, incluyendo destinos clave (Walmart, Safeway, etc.) con mayor frecuencia y con horario ampliado para el servicio vespertino y de fin de semana.
- Mismo tiempo de viaje que hoy día, pero con horario ampliado hasta las 10 p.m. y con mayor frecuencia a cada 30 minutos a lo largo del día.
- *Ya no presta servicio* en la zona oeste ya que las zonas oeste y este de Hood River ahora cuentan con rutas separadas.
- Algunos pasajeros en los vecindarios al oeste de 13th Street tendrán que caminar una corta distancia hasta una parada de tránsito.



Encuesta de Hood River East

Por favor indique su preferencia:

- ☐ Me gusta la **OPCIÓN 1: Ruta Hood River City (circuito) con Servicio de Transporte Rápido**
- ☐ Me gusta la **OPCIÓN 2: Ruta Lineal con Enfoque en East Side**
- ☐ No me gusta ninguna de las opciones o bien preferiría mantener la actual Ruta Hood River City, ampliar los servicios y aumentar el servicio durante todo el día. ¿Por qué?
- ☐ Otra preferencia - por favor describa:
¿Por qué?

En unas pocas palabras, por favor díganos por qué esta es la mejor opción para usted en la región Hood River East:

Puntos Céntricos de Movilidad

Los puntos céntricos de movilidad son ubicaciones fijas que congregan el transporte público, las bicicletas compartidas, los autos compartidos y los puntos de abordaje de autos compartidos y de camionetas compartidas (vanpool) para que las personas puedan llegar a su destino. Construidos alrededor de servicios de transporte frecuente, los puntos céntricos de movilidad ofrecen un espacio seguro, cómodo, conveniente y accesible para poder transbordar sin problema alguno de un tipo de transporte a otro.

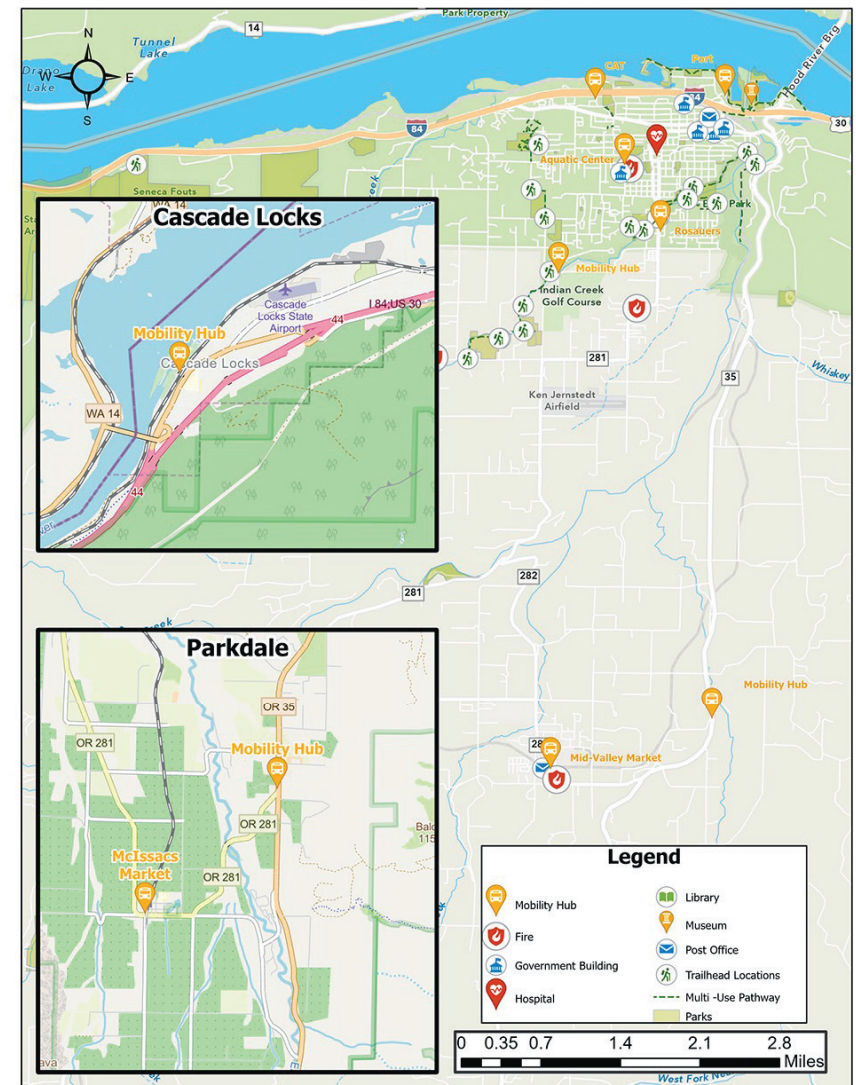
CAT propone una red de puntos céntricos de movilidad dentro del Condado Hood River. Piense en la ubicación más cercana a usted y comparta qué tipos de elementos le gustaría ver en el punto céntrico de movilidad de su área:

Las ubicaciones de los puntos céntricos son áreas generales cerca de:

- Oficinas de CAT
- Port of Hood River (Puerto)
- Cascade Locks
- Parkdale (cerca de McIssac's Store)
- Mt. Hood Town Hall (Alcaldía)
- Odell / Highway 35
- Odell Mid-Valley Market
- Rosauers
- Aquatic Center (Centro Acuático)
- Brookside / Indian Creek Rd.

¿Dónde más le gustaría ver un punto céntrico de movilidad?

Ubicaciones de Puntos Céntricos de Movilidad



Encuesta de Hood River East



Por favor indique qué elementos le gustaría tener en un punto céntrico de movilidad cercano a usted:

- | | |
|--|--|
| <input type="checkbox"/> Espacios públicos | <input type="checkbox"/> Cafetería |
| <input type="checkbox"/> Estacionar y Compartir Viaje (Park & Ride) | <input type="checkbox"/> Taller de reparación de bicicletas |
| <input type="checkbox"/> Área de espera (para tránsito, autos compartidos, camionetas compartidas) | <input type="checkbox"/> Baños |
| <input type="checkbox"/> Vestidores / Casilleros para Ciclistas | <input type="checkbox"/> Wi-Fi gratis |
| <input type="checkbox"/> Aparcabicicletas | <input type="checkbox"/> Carros compartidos |
| <input type="checkbox"/> Aceras | <input type="checkbox"/> Bicicletas compartidas |
| <input type="checkbox"/> Parada de taxis | <input type="checkbox"/> Camionetas compartidas / autos compartidos / abordaje de taxi |
| <input type="checkbox"/> Carriles para bicicletas | |

¿Hay algo más que le gustaría compartir acerca de cómo CAT podría servirle mejor?

Gracias por compartir su tiempo y comentarios / sugerencias.

¿Le gustaría participar en un sorteo para un Gorge Pass gratis cada dos semanas mientras la encuesta de opciones de servicio CAT se encuentre abierta?

☐ Sí ☐ No

Por favor facilite su dirección de correo electrónico si desea mantenerse informado, obtener información acerca de las próximas oportunidades para brindar comentarios / sugerencias y para ver los resultados de la encuesta:

Cuéntenos de usted

Por favor responda algunas preguntas rápidas para ayudarnos a garantizar que obtengamos información de todas las comunidades del Condado Hood River y sus alrededores.

¿A qué grupo de edad pertenece usted?

- ☐ Menor de 18 años
☐ 18 - 24
☐ 25 - 44
☐ 45 - 64
☐ Mayor de 65 años
☐ Prefiero no responder

Esta pregunta ayuda a CAT poder garantizar que se escuchen todas las voces de la comunidad en el desarrollo del Plan Maestro de Tránsito. ¿Cuál es su raza / etnicidad?

- ☐ Indio Americano o de Alaska
☐ Negro o Afroamericano
☐ Nativo de Hawaii
☐ Asiático Americano o Isleños del Pacífico
☐ Hispano o Latino
☐ Blanco o Caucásico
☐ Prefiero no responder
☐ Otra (escribir):

¿Qué opción lo describe mejor? [Marque todas las opciones que correspondan]

- ☐ Empleado
☐ Actualmente desempleado
☐ Jubilado
☐ Estudiante (K-12, escuela preparatoria o high school, educación superior)
☐ Padre de familia/tutor legal de un estudiante de K-12
☐ Otra opción (por favor especifique):

¿Cuál fue su ingreso familiar anual el año pasado?

- ☐ Menos de \$15,000
☐ \$15,000 a \$24,999
☐ \$25,000 a \$34,999
☐ \$35,000 a \$49,999
☐ \$50,000 a \$74,999
☐ \$75,000 a \$99,999
☐ \$100,000 o más
☐ Prefiero no responder

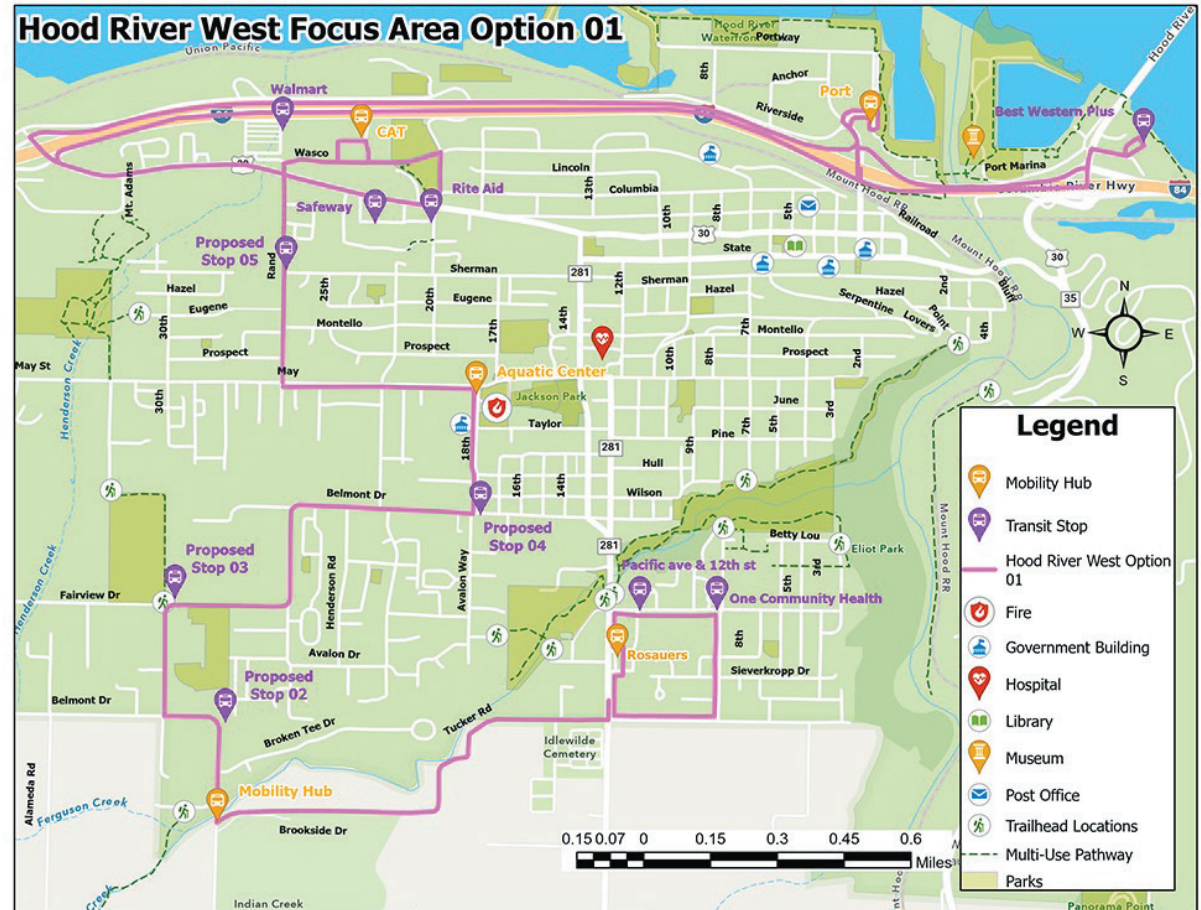
Hood River West

Hood River West está creciendo. El tránsito puede apoyar el desarrollo de la zona oeste y mejorar la movilidad del área. El servicio de tránsito actual de la zona oeste está vinculado con la Ruta Hood River City y brinda acceso limitado más allá de Safeway y Walmart. Las siguientes opciones proponen nuevos servicios que pueden mejorar el acceso en la zona oeste y conectar a la comunidad en general con the Heights y con el puerto / centro cívico.

Opción 1 Ruta West Side (Zona Oeste) para las Áreas Urbanizadas

Características Principales

- Nueva ruta que conecta la zona oeste con las áreas clave en el Port of Hood River / centro cívico de the Heights.
- Presta servicios a las áreas más urbanizadas de la zona oeste.
- Establece varios puntos céntricos de movilidad por toda la zona oeste que ofrecen opciones adicionales de transporte.
- *No hay servicio de tránsito disponible para las personas que viven en los vecindarios rurales cerca de Frankton Road.*



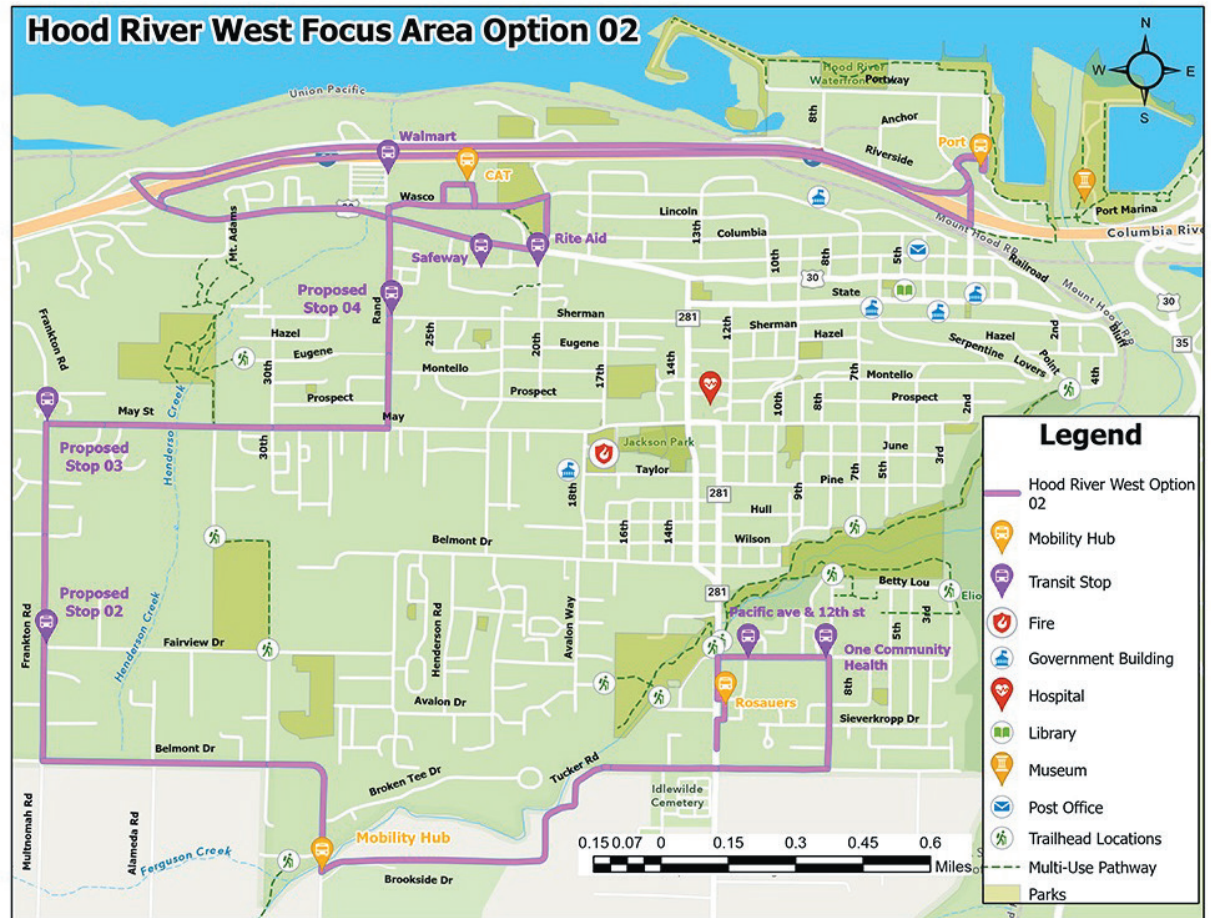
Hood River West

Opción 2

Acceso Rural de West Side

Características Principales

- Establece una ruta lineal para poder servir a las áreas menos pobladas y subdesarrolladas de la zona oeste, incluyendo las áreas al oeste de Frankton.
- Las personas que viven en los vecindarios cerca de Frankton Road ya cuentan con servicio de tránsito que conecta el centro cívico, Port of Hood River y the Heights.
- Una red disponible de puntos céntricos de movilidad establece acceso a opciones adicionales de transporte.
- Las personas que viven en zonas más urbanizadas de la zona oeste no tendrán o dejarán de tener acceso a los servicios de tránsito.



Encuesta de Hood River West

Por favor indique su preferencia:

- ☐ Me gusta la **OPCIÓN 1: Ruta West Side (Zona Oeste) para las Áreas Urbanizadas**
- ☐ Me gusta la **OPCIÓN 2: Acceso Rural de West Side**
- ☐ No me gusta ninguna opción o bien no deseo que se añada un nuevo servicio en la zona oeste.
- ☐ Otra preferencia - por favor describa:
¿Por qué?

En unas pocas palabras, por favor díganos por qué esta es la mejor opción para usted en la región Hood River West:

¿Estas propuestas paradas de tránsito en el área de Hood River West le resultan conveniente para usted?

Puntos Céntricos de Movilidad

Los puntos céntricos de movilidad son ubicaciones fijas que congregan el transporte público, las bicicletas compartidas, los autos compartidos y los puntos de abordaje de autos compartidos y de camionetas compartidas (vanpool) para que las personas puedan llegar a su destino. Construidos alrededor de servicios de transporte frecuente, los puntos céntricos de movilidad ofrecen un espacio seguro, cómodo, conveniente y accesible para poder transbordar sin problema alguno de un tipo de transporte a otro.

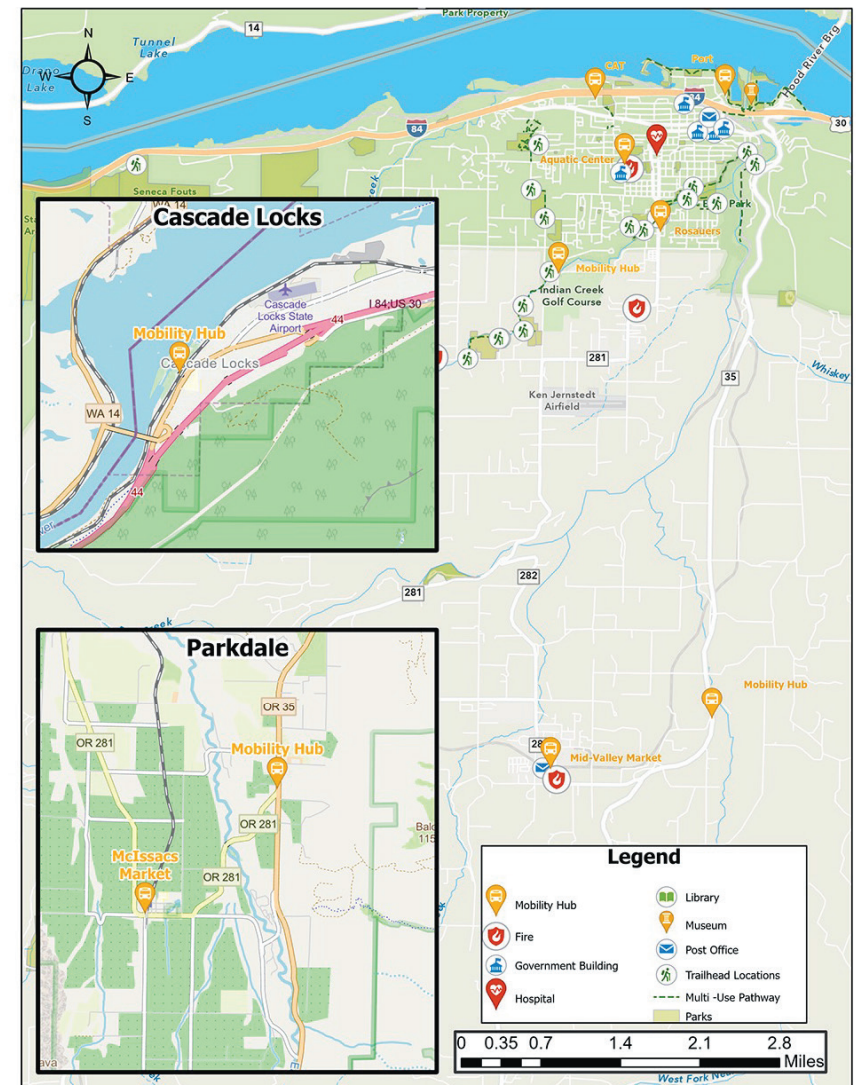
CAT propone una red de puntos céntricos de movilidad dentro del Condado Hood River. Piense en la ubicación más cercana a usted y comparta qué tipos de elementos le gustaría ver en el punto céntrico de movilidad de su área:

Las ubicaciones de los puntos céntricos son áreas generales cerca de:

- Oficinas de CAT
- Port of Hood River (Puerto)
- Cascade Locks
- Parkdale (cerca de McIssac's Store)
- Mt. Hood Town Hall (Alcaldía)
- Odell / Highway 35
- Odell Mid-Valley Market
- Rosauers
- Aquatic Center (Centro Acuático)
- Brookside / Indian Creek Rd.

¿Dónde más le gustaría ver un punto céntrico de movilidad?

Ubicaciones de Puntos Céntricos de Movilidad



Encuesta de Hood River West



Por favor indique qué elementos le gustaría tener en un punto céntrico de movilidad cercano a usted:

- | | |
|--|--|
| <input type="checkbox"/> Espacios públicos | <input type="checkbox"/> Cafetería |
| <input type="checkbox"/> Estacionar y Compartir Viaje (Park & Ride) | <input type="checkbox"/> Taller de reparación de bicicletas |
| <input type="checkbox"/> Área de espera (para tránsito, autos compartidos, camionetas compartidas) | <input type="checkbox"/> Baños |
| <input type="checkbox"/> Vestidores / Casilleros para Ciclistas | <input type="checkbox"/> Wi-Fi gratis |
| <input type="checkbox"/> Aparcabicicletas | <input type="checkbox"/> Carros compartidos |
| <input type="checkbox"/> Aceras | <input type="checkbox"/> Bicicletas compartidas |
| <input type="checkbox"/> Parada de taxis | <input type="checkbox"/> Camionetas compartidas / autos compartidos / abordaje de taxi |
| <input type="checkbox"/> Carriles para bicicletas | |

¿Hay algo más que le gustaría compartir acerca de cómo CAT podría servirle mejor?

Gracias por compartir su tiempo y comentarios / sugerencias.

¿Le gustaría participar en un sorteo para un Gorge Pass gratis cada dos semanas mientras la encuesta de opciones de servicio CAT se encuentre abierta?

☐ Sí ☐ No

Por favor facilite su dirección de correo electrónico si desea mantenerse informado, obtener información acerca de las próximas oportunidades para brindar comentarios / sugerencias y para ver los resultados de la encuesta:

Cuéntenos de usted

Por favor responda algunas preguntas rápidas para ayudarnos a garantizar que obtengamos información de todas las comunidades del Condado Hood River y sus alrededores.

¿A qué grupo de edad pertenece usted?

- ☐ Menor de 18 años
☐ 18 - 24
☐ 25 - 44
☐ 45 - 64
☐ Mayor de 65 años
☐ Prefiero no responder

Esta pregunta ayuda a CAT poder garantizar que se escuchen todas las voces de la comunidad en el desarrollo del Plan Maestro de Tránsito. ¿Cuál es su raza / etnicidad?

- ☐ Indio Americano o de Alaska
☐ Negro o Afroamericano
☐ Nativo de Hawaii
☐ Asiático Americano o Isleños del Pacífico
☐ Hispano o Latino
☐ Blanco o Caucásico
☐ Prefiero no responder
☐ Otra (escribir):

¿Qué opción lo describe mejor? [Marque todas las opciones que correspondan]

- ☐ Empleado
☐ Actualmente desempleado
☐ Jubilado
☐ Estudiante (K-12, escuela preparatoria o high school, educación superior)
☐ Padre de familia/tutor legal de un estudiante de K-12
☐ Otra opción (por favor especifique):

¿Cuál fue su ingreso familiar anual el año pasado?

- ☐ Menos de \$15,000
☐ \$15,000 a \$24,999
☐ \$25,000 a \$34,999
☐ \$35,000 a \$49,999
☐ \$50,000 a \$74,999
☐ \$75,000 a \$99,999
☐ \$100,000 o más
☐ Prefiero no responder

Odell y Lower Highway 35

La comunidad Odell y las áreas rurales circundantes son mejor conocidas por las muchas granjas, empackadoras e industrias relacionadas asociadas con los productores de frutas. La comunidad en general compartió su deseo de contar con más rutas, horarios y días de servicio, frecuencia, horarios comprensibles, y de paradas visibles de tránsito de rutas fijas.

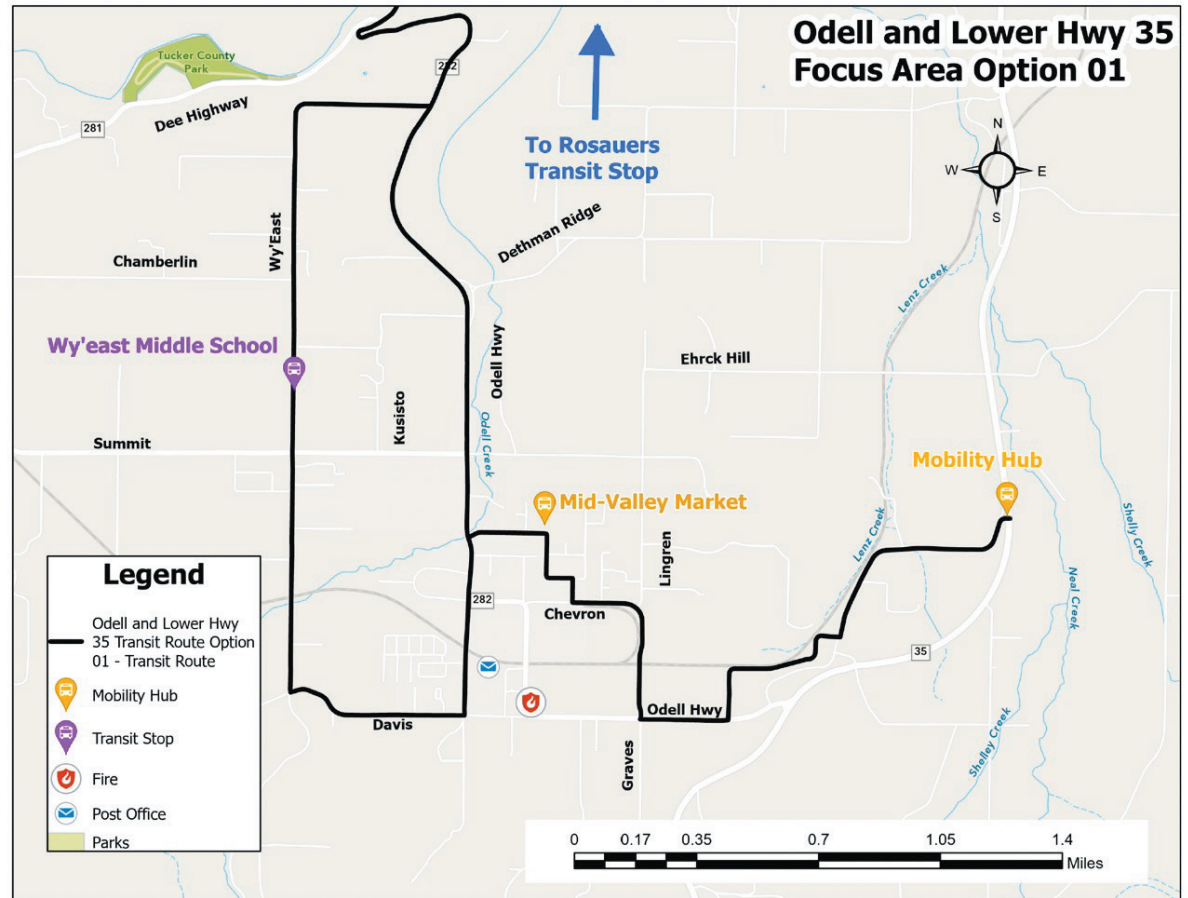
Las siguientes opciones procuran poder ampliar los servicios, brindar acceso directo y hacer que el horario de tránsito sea más fácil de entender.

Opción 1 Ruta Fija Desviada con Enfoque en Odell

Características Principales

- Paradas de tránsito más formalizadas hacia áreas más pobladas
- Se conecta a puntos céntricos de movilidad en Mid-Valley Market y Odell/ Hwy 35 para el transporte regional y otras opciones de transporte.
- Brinda servicio de transporte a Odell (cada 30 minutos) de lunes - domingo entre Hood River y Odell con paradas de tránsito formales y con paradas personalizadas para subir hasta $\frac{1}{4}$ de milla de la ruta.

La ruta ya no presta servicios a las áreas rurales de Odell, Dee y Parkdale.



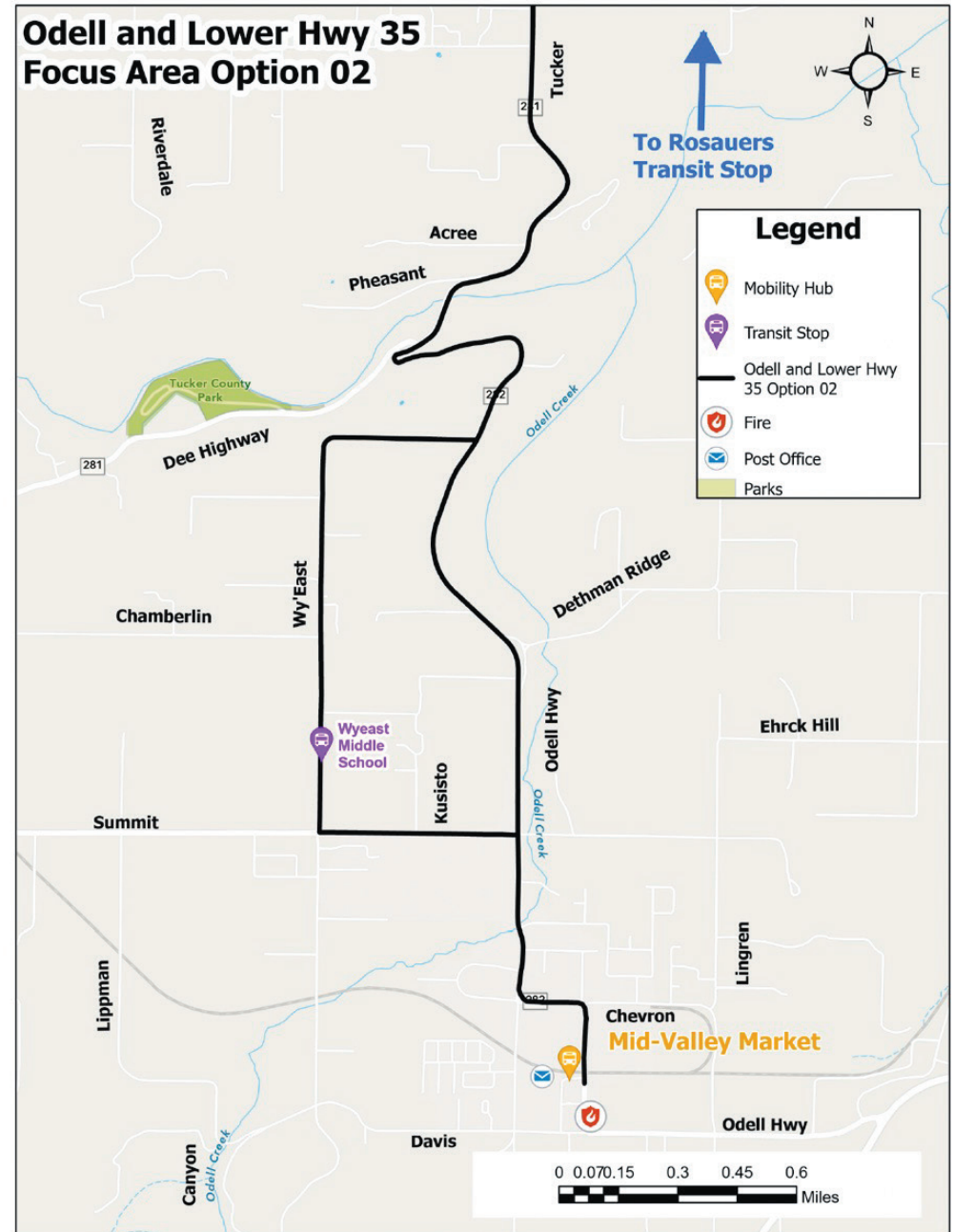
Odell y Lower Highway 35

Opción 2

Ruta Fija de Odell con Opciones de Movilidad Compartida (para prestar servicios a las áreas rurales y Upper Valley)

Características Principales

- Cambia el servicio actual de Odell / Hood River Heights a un servicio de ruta fija.
- Se enfoca en el centro cívico de Odell con un servicio frecuente entre los puntos céntricos de movilidad del centro cívico de Mid-Valley Market y de Rosauers en the Heights
- Se conecta con rutas fijas de tránsito hacia el centro cívico de Hood River y a otras opciones de transporte
- Brinda tránsito de ruta fija de lunes - domingo, cada 15 minutos durante las horas de alto tránsito en la mañana y en la tarde con servicio de 30 minutos durante la mitad del día.
- *No hay paradas personalizadas para subir* disponibles para esta ruta fija.
- *Brinda servicios de movilidad compartida* seis horas al día, de lunes - viernes, para conectar a los pasajeros de las áreas rurales de Odell, Dee y Parkdale con el tránsito regional y con otras opciones de transporte en los puntos céntricos de movilidad del área (Odell Mid-Valley Market, Odell/Highway 35 y en Mount Hood Town Hall).



Encuesta de Odell y Lower Highway 35

Por favor indique su preferencia:

- ☐ Me gusta la **OPCIÓN 1: Ruta Fija Desviada con Enfoque en Odell**
- ☐ Me gusta la **OPCIÓN 2: Ruta Fija de Odell con Opciones de Movilidad Compartida (para prestar servicios a las áreas rurales y Upper Valley)**
- ☐ No me gusta ninguna de las dos opciones o bien preferiría mantener el actual servicio de ruta fija desviada en Upper Valley. ¿Por qué?
- ☐ Otra preferencia - por favor describa:
¿Por qué?

Puntos Céntricos de Movilidad

Los puntos céntricos de movilidad son ubicaciones fijas que congregan el transporte público, las bicicletas compartidas, los autos compartidos y los puntos de abordaje de autos compartidos y de camionetas compartidas (vanpool) para que las personas puedan llegar a su destino. Construidos alrededor de servicios de transporte frecuente, los puntos céntricos de movilidad ofrecen un espacio seguro, cómodo, conveniente y accesible para poder transbordar sin problema alguno de un tipo de transporte a otro.

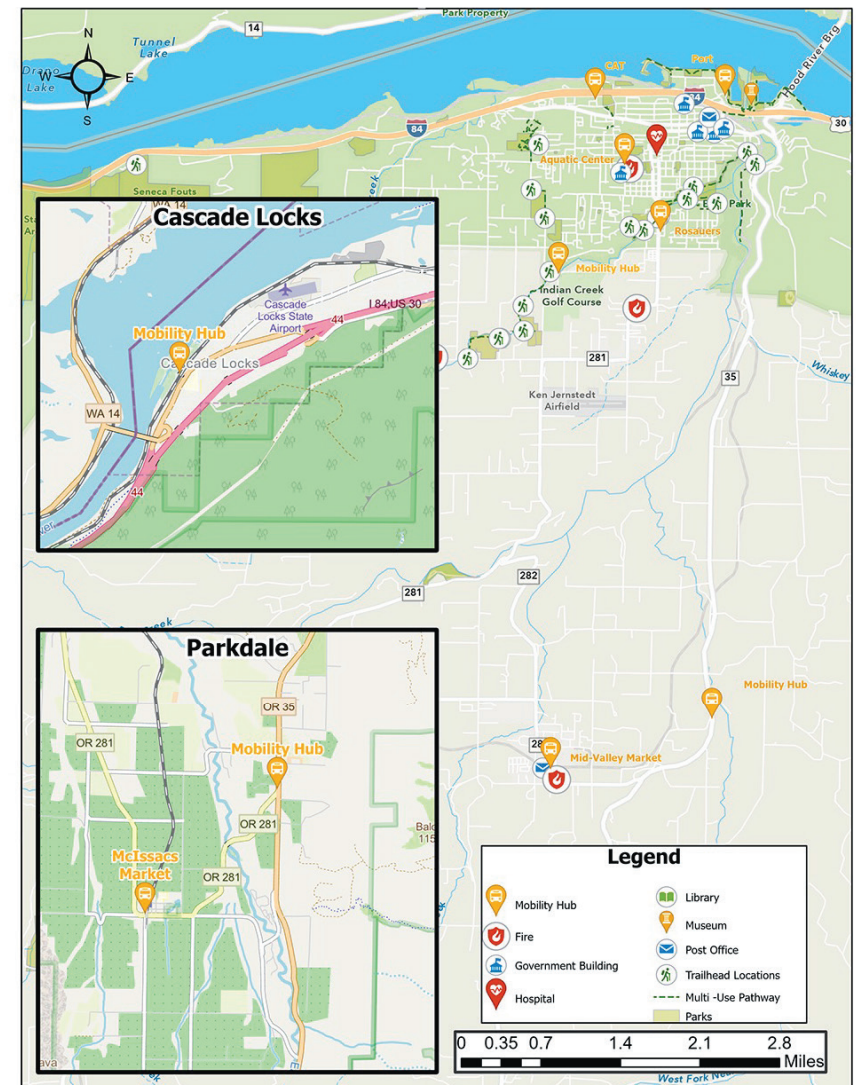
CAT propone una red de puntos céntricos de movilidad dentro del Condado Hood River. Piense en la ubicación más cercana a usted y comparta qué tipos de elementos le gustaría ver en el punto céntrico de movilidad de su área:

Las ubicaciones de los puntos céntricos son áreas generales cerca de:

- Oficinas de CAT
- Port of Hood River (Puerto)
- Cascade Locks
- Parkdale (cerca de McIssac's Store)
- Mt. Hood Town Hall (Alcaldía)
- Odell / Highway 35
- Odell Mid-Valley Market
- Rosauers
- Aquatic Center (Centro Acuático)
- Brookside / Indian Creek Rd.

¿Dónde más le gustaría ver un punto céntrico de movilidad?

Ubicaciones de Puntos Céntricos de Movilidad



Encuesta de Odell y Lower Highway 35



Por favor indique qué elementos le gustaría tener en un punto céntrico de movilidad cercano a usted:

- | | |
|--|--|
| <input type="checkbox"/> Espacios públicos | <input type="checkbox"/> Cafetería |
| <input type="checkbox"/> Estacionar y Compartir Viaje (Park & Ride) | <input type="checkbox"/> Taller de reparación de bicicletas |
| <input type="checkbox"/> Área de espera (para tránsito, autos compartidos, camionetas compartidas) | <input type="checkbox"/> Baños |
| <input type="checkbox"/> Vestidores / Casilleros para Ciclistas | <input type="checkbox"/> Wi-Fi gratis |
| <input type="checkbox"/> Aparcabicicletas | <input type="checkbox"/> Carros compartidos |
| <input type="checkbox"/> Aceras | <input type="checkbox"/> Bicicletas compartidas |
| <input type="checkbox"/> Parada de taxis | <input type="checkbox"/> Camionetas compartidas / autos compartidos / abordaje de taxi |
| <input type="checkbox"/> Carriles para bicicletas | |

¿Hay algo más que le gustaría compartir acerca de cómo CAT podría servirle mejor?

Gracias por compartir su tiempo y comentarios / sugerencias.

¿Le gustaría participar en un sorteo para un Gorge Pass gratis cada dos semanas mientras la encuesta de opciones de servicio CAT se encuentre abierta?

☐ Sí ☐ No

Por favor facilite su dirección de correo electrónico si desea mantenerse informado, obtener información acerca de las próximas oportunidades para brindar comentarios / sugerencias y para ver los resultados de la encuesta:

Cuéntenos de usted

Por favor responda algunas preguntas rápidas para ayudarnos a garantizar que obtengamos información de todas las comunidades del Condado Hood River y sus alrededores.

¿A qué grupo de edad pertenece usted?

- ☐ Menor de 18 años
☐ 18 - 24
☐ 25 - 44
☐ 45 - 64
☐ Mayor de 65 años
☐ Prefiero no responder

Esta pregunta ayuda a CAT poder garantizar que se escuchen todas las voces de la comunidad en el desarrollo del Plan Maestro de Tránsito. ¿Cuál es su raza / etnicidad?

- ☐ Indio Americano o de Alaska
☐ Negro o Afroamericano
☐ Nativo de Hawaii
☐ Asiático Americano o Isleños del Pacífico
☐ Hispano o Latino
☐ Blanco o Caucásico
☐ Prefiero no responder
☐ Otra (escribir):

¿Qué opción lo describe mejor? [Marque todas las opciones que correspondan]

- ☐ Empleado
☐ Actualmente desempleado
☐ Jubilado
☐ Estudiante (K-12, escuela preparatoria o high school, educación superior)
☐ Padre de familia/tutor legal de un estudiante de K-12
☐ Otra opción (por favor especifique):

¿Cuál fue su ingreso familiar anual el año pasado?

- ☐ Menos de \$15,000
☐ \$15,000 a \$24,999
☐ \$25,000 a \$34,999
☐ \$35,000 a \$49,999
☐ \$50,000 a \$74,999
☐ \$75,000 a \$99,999
☐ \$100,000 o más
☐ Prefiero no responder

Parkdale y Upper Highway 35

Ubicado justo al borde de Mt. Hood National Forest (Bosque Nacional), Parkdale se conecta con Odell y con Hood River hacia el norte y con las áreas recreativas hacia el sur. Actualmente, CAT ofrece tres viajes de ida y vuelta por día en una ruta fija desviada con paradas personalizadas para subir y bajar disponibles. Esta ruta cuenta con pocos pasajeros en el área de Parkdale. *Si bien esto resulta conveniente para los pasajeros, este planteamiento afecta la eficacia y la eficiencia de la ruta.*

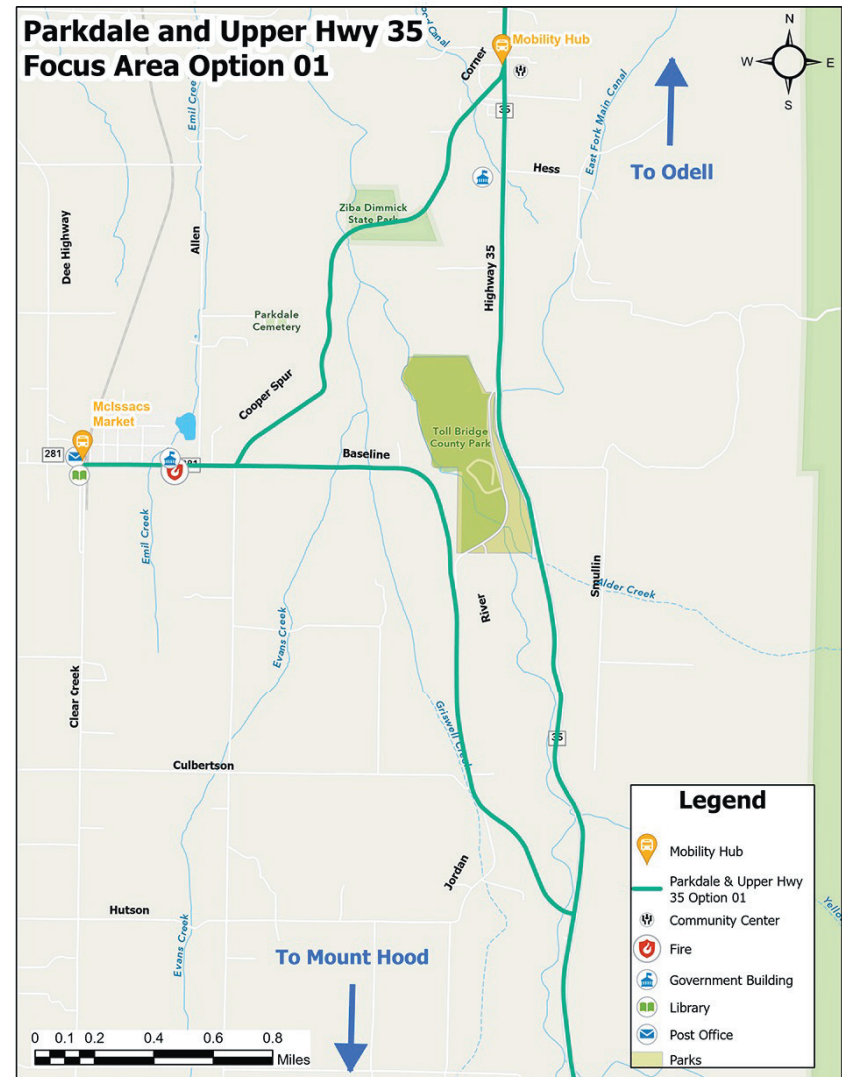
Las dos opciones de servicio para Parkdale ofrecen maneras flexibles y económicas para poder brindar nuevas opciones de movilidad para la comunidad.

Opción 1

Ruta Fija / Servicios de Movilidad Compartida / Puntos Céntricos de Movilidad

Características Principales

- Brinda servicio confiable de ruta fija para servir a Parkdale con puntos céntricos de movilidad en Mt. Hood Town Hall (Alcaldía) y en Parkdale para tener acceso a otras opciones de transporte.
- Ofrece servicio de ruta fija durante todo el año cuatro veces al día, de lunes a domingo.
- Conecta a los pasajeros de Odell y Hood River con los puntos céntricos de movilidad en Parkdale y en Mt. Hood Town Hall, donde hay transbordo disponibles para otras opciones de transporte.
- Acceso a servicios de movilidad compartida (por ejemplo, servicio de taxi compartido) durante los días laborables.



Opción 2

Características Principales

-
- Parkdale and Upper Hwy 35
Focus Area Option 02**
- Map showing the focus area for Option 02, highlighting the Mobility Hub location near the intersection of Highway 35 and Highway 281. The map includes major roads (Deer Highway, Highway 35, Highway 281), water features (Emil Creek, Clear Creek, Wisahart Creek, Graham Creek, East Fork Main Canal, Gravel Creek, River), and landmarks (Ziba Dimmick State Park, Toll Bridge County Park, Parkdale Cemetery, Cooper Spur, Baseline, Culbertson). Directional arrows indicate travel to Odell (North) and Mount Hood (South). A legend defines symbols for Mobility Hub, Parks, Community Center, Fire, Government Building, Library, and Post Office. A scale bar shows distances from 0 to 0.6 miles.

Encuesta de Parkdale y Upper Highway 35

Por favor indique su preferencia:

- ☐ Me gusta la **OPCIÓN 1: Ruta Fija / Servicios de Movilidad Compartida / Puntos Céntricos de Movilidad**
- ☐ Me gusta la **OPCIÓN 2: Puntos Céntricos de Movilidad y Servicios de Movilidad Compartida**
- ☐ No me gusta ninguna de las dos opciones o preferiría mantener el servicio de abordaje programado actualmente en Upper Valley. ¿Por qué?
- ☐ Otra preferencia - por favor describa:
¿Por qué?

En unas pocas palabras, por favor díganos por qué esta es la mejor opción para usted en la región de Parkdale:

Puntos Céntricos de Movilidad

Los puntos céntricos de movilidad son ubicaciones fijas que congregan el transporte público, las bicicletas compartidas, los autos compartidos y los puntos de abordaje de autos compartidos y de camionetas compartidas (vanpool) para que las personas puedan llegar a su destino. Construidos alrededor de servicios de transporte frecuente, los puntos céntricos de movilidad ofrecen un espacio seguro, cómodo, conveniente y accesible para poder transbordar sin problema alguno de un tipo de transporte a otro.

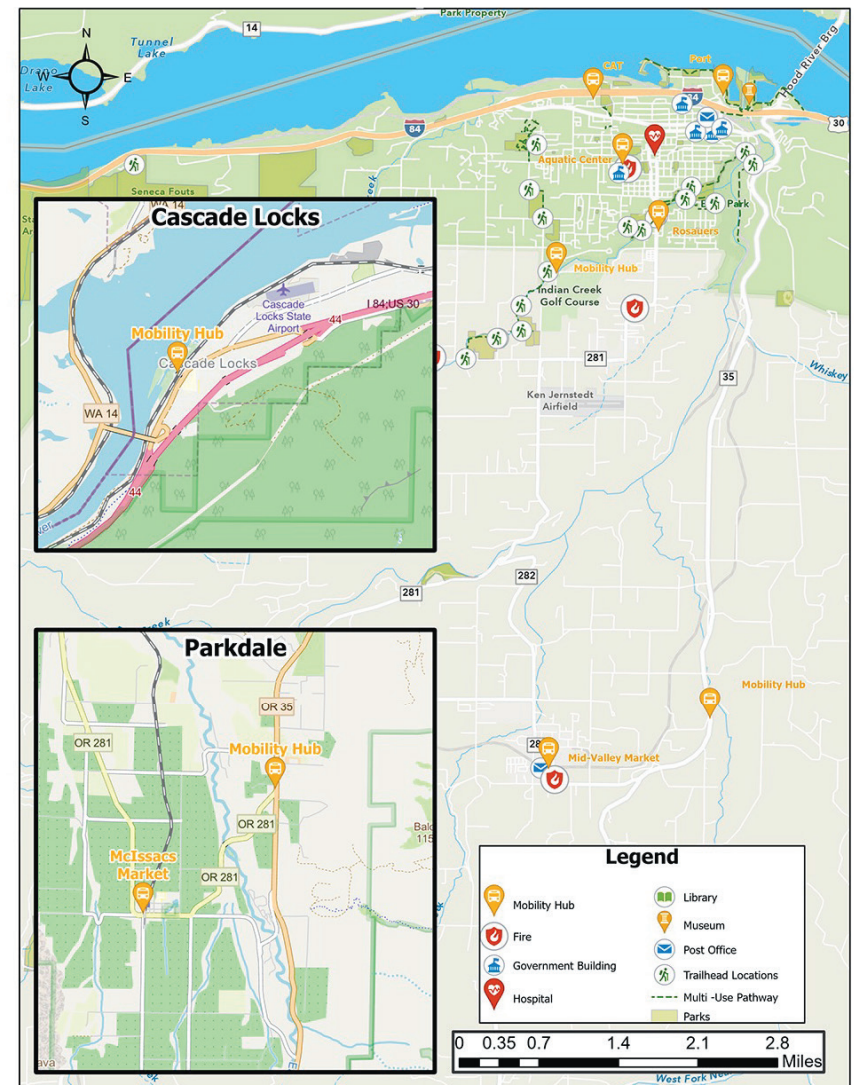
CAT propone una red de puntos céntricos de movilidad dentro del Condado Hood River. Piense en la ubicación más cercana a usted y comparta qué tipos de elementos le gustaría ver en el punto céntrico de movilidad de su área:

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- Rosauers
- Aquatic Center (Centro Acuático)
- Brookside / Indian Creek Rd.

¿Dónde más le gustaría ver un punto céntrico de movilidad?

Ubicaciones de Puntos Céntricos de Movilidad



Encuesta de Parkdale y Upper Highway 35



Por favor indique qué elementos le gustaría tener en un punto céntrico de movilidad cercano a usted:

- | | |
|--|--|
| <input type="checkbox"/> Espacios públicos | <input type="checkbox"/> Cafetería |
| <input type="checkbox"/> Estacionar y Compartir Viaje (Park & Ride) | <input type="checkbox"/> Taller de reparación de bicicletas |
| <input type="checkbox"/> Área de espera (para tránsito, autos compartidos, camionetas compartidas) | <input type="checkbox"/> Baños |
| <input type="checkbox"/> Vestidores / Casilleros para Ciclistas | <input type="checkbox"/> Wi-Fi gratis |
| <input type="checkbox"/> Aparcabicicletas | <input type="checkbox"/> Carros compartidos |
| <input type="checkbox"/> Aceras | <input type="checkbox"/> Bicicletas compartidas |
| <input type="checkbox"/> Parada de taxis | <input type="checkbox"/> Camionetas compartidas / autos compartidos / abordaje de taxi |
| <input type="checkbox"/> Carriles para bicicletas | |

¿Hay algo más que le gustaría compartir acerca de cómo CAT podría servirle mejor?

Gracias por compartir su tiempo y comentarios / sugerencias.

¿Le gustaría participar en un sorteo para un Gorge Pass gratis cada dos semanas mientras la encuesta de opciones de servicio CAT se encuentre abierta?

☐ Sí ☐ No

Por favor facilite su dirección de correo electrónico si desea mantenerse informado, obtener información acerca de las próximas oportunidades para brindar comentarios / sugerencias y para ver los resultados de la encuesta:

Cuéntenos de usted

Por favor responda algunas preguntas rápidas para ayudarnos a garantizar que obtengamos información de todas las comunidades del Condado Hood River y sus alrededores.

¿A qué grupo de edad pertenece usted?

- ☐ Menor de 18 años
☐ 18 - 24
☐ 25 - 44
☐ 45 - 64
☐ Mayor de 65 años
☐ Prefiero no responder

Esta pregunta ayuda a CAT poder garantizar que se escuchen todas las voces de la comunidad en el desarrollo del Plan Maestro de Tránsito. ¿Cuál es su raza / etnicidad?

- ☐ Indio Americano o de Alaska
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Servicios Regionales (Gorge – hacia - Mountain Express y Columbia Gorge Express)

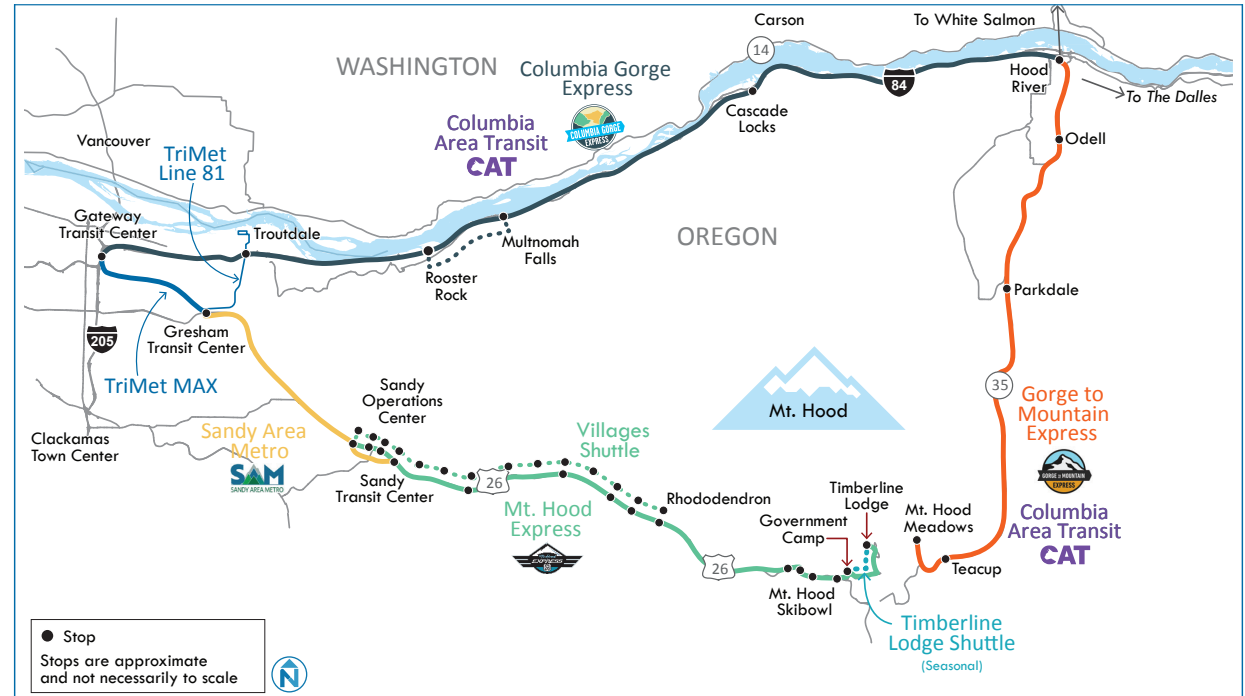
CAT procura obtener financiamiento para mejorar los servicios regionales a lo largo de los corredores I-84 y Highway 35. La siguiente es una lista de nuevas oportunidades de paradas de tránsito recomendadas por la comunidad. Por favor seleccione las paradas de tránsito que usted cree que agregarían valor a cada servicio regional y/o recomiende otras opciones.

Gorge to Mountain

Por favor seleccione las paradas de tránsito a continuación que usted cree que agregarían valor a la ruta de tránsito de Gorge a Mountain y/o recomiende otras opciones

- ☐ Comunidad Pine Grove
- ☐ Área de Esquí Cooper Spur – Pollalie Trailhead (Inicio de Sendero)
- ☐ Campground Sherwood (Campamento) – Tamanawas Falls Trailhead (Inicio de Sendero)

¿Tiene usted alguna otra recomendación de parada de tránsito u opción?



Servicios Regionales (Gorge – hacia - Mountain Express y Columbia Gorge Express)

Columbia Gorge Express



Por favor seleccione las paradas de tránsito a continuación que usted cree que agregarían valor a la ruta de tránsito de Gorge Express y/o recomiende otras opciones

- ☐ Bonneville Fish Hatchery (Acceso a Bonneville Dam, Columbia Gorge Scenic Highway, senderos para ciclismo y senderismo)
- ☐ Viento State Park (Parque Estatal) – Acceso a campamentos, natación, áreas de pícnic, Columbia Gorge Scenic Highway, senderos para ciclismo y senderismo)

¿Tiene usted alguna otra recomendación de parada de tránsito u opción?

Encuesta de Servicios Regionales

Puntos Céntricos de Movilidad

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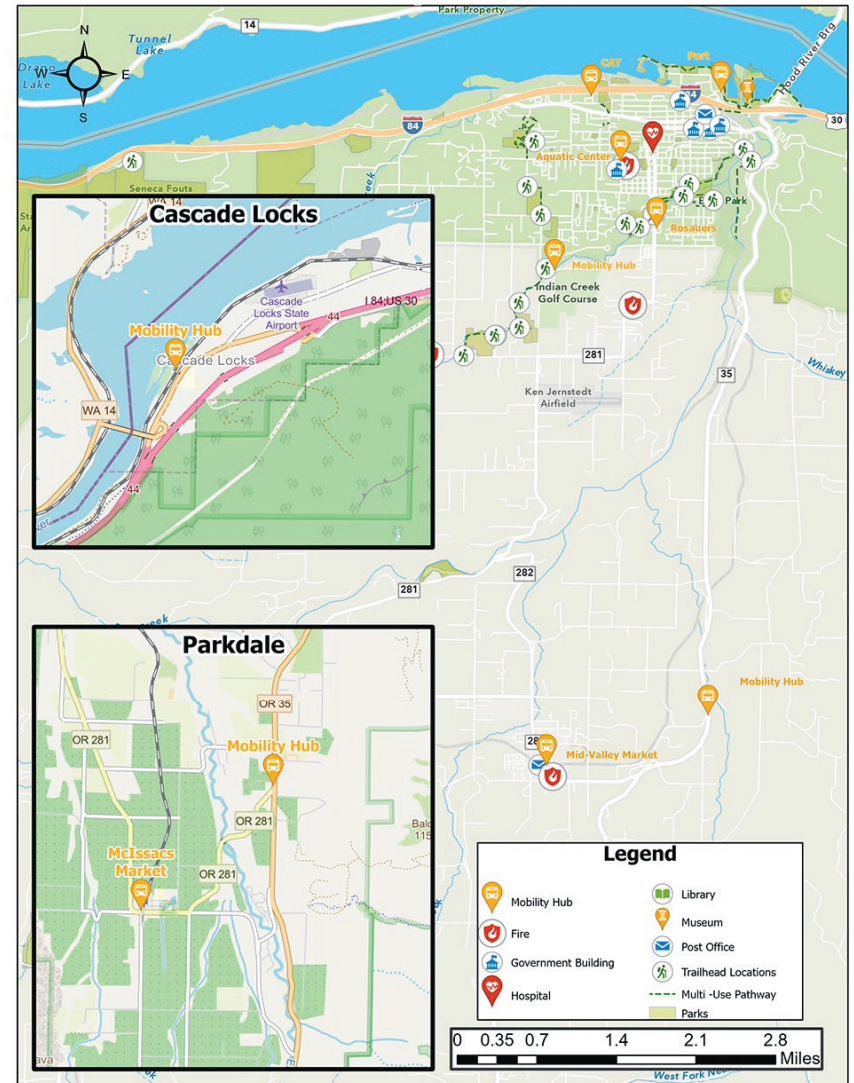
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¿Dónde más le gustaría ver un punto céntrico de movilidad?

Ubicaciones de Puntos Céntricos de Movilidad



Encuesta de Servicios Regionales



Por favor indique qué elementos le gustaría tener en un punto céntrico de movilidad cercano a usted:

- | | |
|--|--|
| <input type="checkbox"/> Espacios públicos | <input type="checkbox"/> Cafetería |
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¿Hay algo más que le gustaría compartir acerca de cómo CAT podría servirle mejor?

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¿Le gustaría participar en un sorteo para un Gorge Pass gratis cada dos semanas mientras la encuesta de opciones de servicio CAT se encuentre abierta?

☐ Sí ☐ No

Por favor facilite su dirección de correo electrónico si desea mantenerse informado, obtener información acerca de las próximas oportunidades para brindar comentarios / sugerencias y para ver los resultados de la encuesta:

Cuéntenos de usted

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☐ Blanco o Caucásico
☐ Prefiero no responder
☐ Otra (escribir):

¿Qué opción lo describe mejor? [Marque todas las opciones que correspondan]

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☐ \$35,000 a \$49,999
☐ \$50,000 a \$74,999
☐ \$75,000 a \$99,999
☐ \$100,000 o más
☐ Prefiero no responder

Future CAT Service Options

Tell us your preferences so CAT can get you where you need to go!

rideCATbus.org



Take Survey #2

Beginning in early 2022, Hood River County residents and visitors have shared their thoughts on how CAT can best meet their transportation needs to inform the update to CAT's 2017 Transit Master Plan.

Please review the potential transit service options based on community input from CAT Survey #1.

Step 1

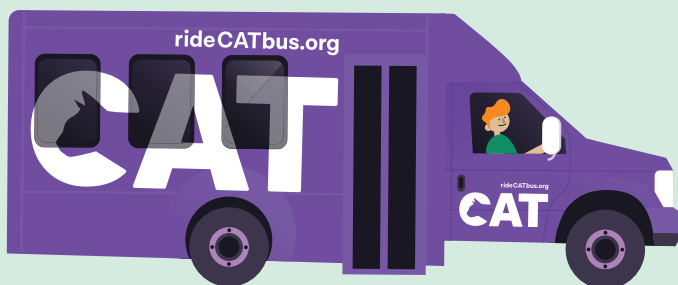
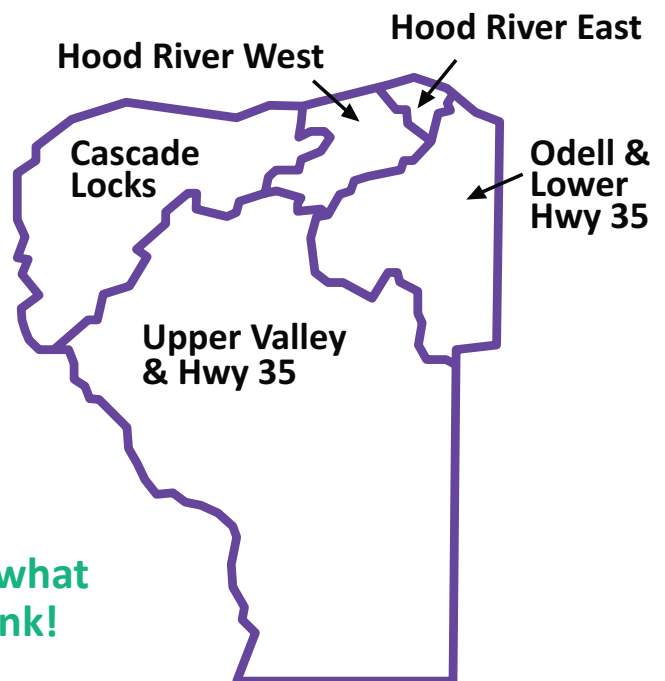
Identify where you use CAT services

Step 2

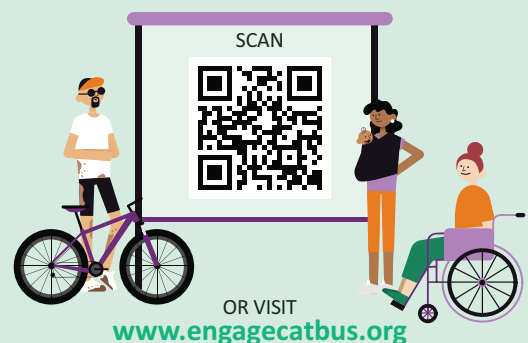
Review the proposed transit service options for that area

Step 3

Tell us what you think!



Take the survey



*Everyone's got a place to be...
CAT's creating a better way to get there.*



Before you begin, some helpful definitions:

Deviated route: A scheduled pickup or drop-off near a transit route, typically scheduled a day in advance.

Shared mobility services: Examples include Dial-A-Ride/pre-scheduled rides, bike share, car share, and taxis.

Mobility hub: Set locations that bring together public transit, bike share, car share, and carpool and vanpool pick up-points for people to get where they want to go.

Bike share: A network of bicycles and stations where a renter can check out a bike from a station for a period of time (hour or day).

Car share: A short-term car rental service where a renter can book a car on demand by the hour or day to go where they want, when they want.

Cascade Locks

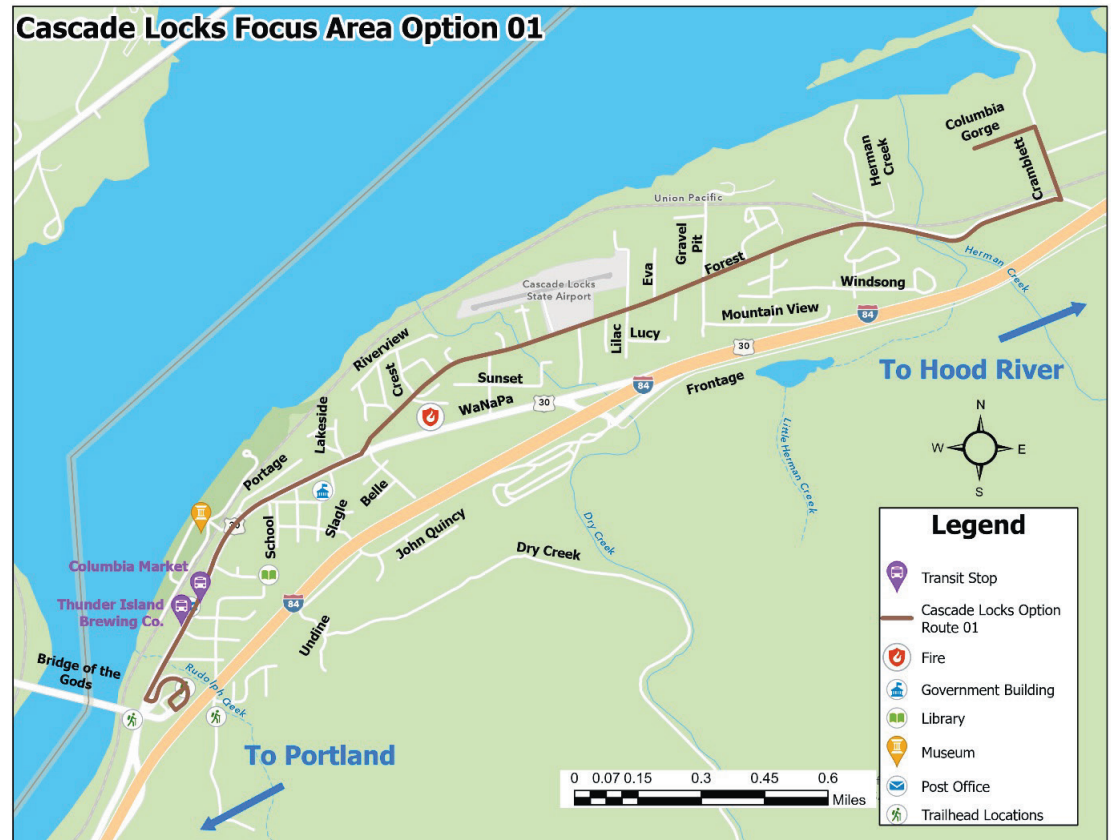
As the second largest community in Hood River County, CAT offers a high level of regional service from Cascade Locks to Hood River and Portland with strong regional ridership. Local shared mobility services and a deviated fixed route are available but have not met ridership goals.

The Cascade Locks options focus on providing local mobility services with regional connectivity for greater use by residents and visitors.

Option 1 Formalized Local Deviated Fixed Route

Key Features

- Provides a deviated fixed route service that operates in a circle in Cascade Locks with formalized stops and customized pick-ups for increased reliability and service visibility.
- Connects local neighborhoods to the Cascade Locks mobility hub for regional connections (e.g., Columbia Gorge Express) and other transportation options.
- Maintains its deviated fixed route with designated stops and operates Monday through Sunday, year-round, with customized pick-ups.
- Connects to regional transit service and transportation options at the Cascade Locks mobility hub.
- Stops could be added as the area develops.



Cascade Locks

Option 2

Local Shared Mobility Services

Key Features

- Creates local *shared mobility services* within Cascade Locks Monday through Friday to connect residents and visitors to local destinations, trailheads, shopping and employment areas.
- Connects riders to the Cascade Locks mobility hub for regional transit services and other transportation options, including a Park & Ride, bike share, shared-ride taxis, etc.
- Riders must transfer to the Columbia Gorge Express from the Cascade Locks mobility hub for services to Hood River, The Dalles, or Portland.
- Requires a reservation request *at least a day in advance* and is on a first-come, first-serve basis.
- Removes local fixed route transit or direct CAT service from Cascade Locks to and from Hood River.



Cascade Locks Survey

Please indicate your preference:

- ☐ I like **OPTION 1: Formalized Local Deviated Fixed Route**
- ☐ I like **OPTION 2: Local Shared Mobility Services**
- ☐ I don't like either option or would prefer to keep the current Cascade Locks service.
- ☐ Other – please describe:
Why?

In a few words, please tell us why this is the best option for you in Cascades Locks:

Mobility Hubs

Mobility hubs are set locations that bring together public transit, bike share, car share, and carpool and vanpool pick up-points for people to get where they want to go. Built around frequent transit services, mobility hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer from one type of transportation option to another.

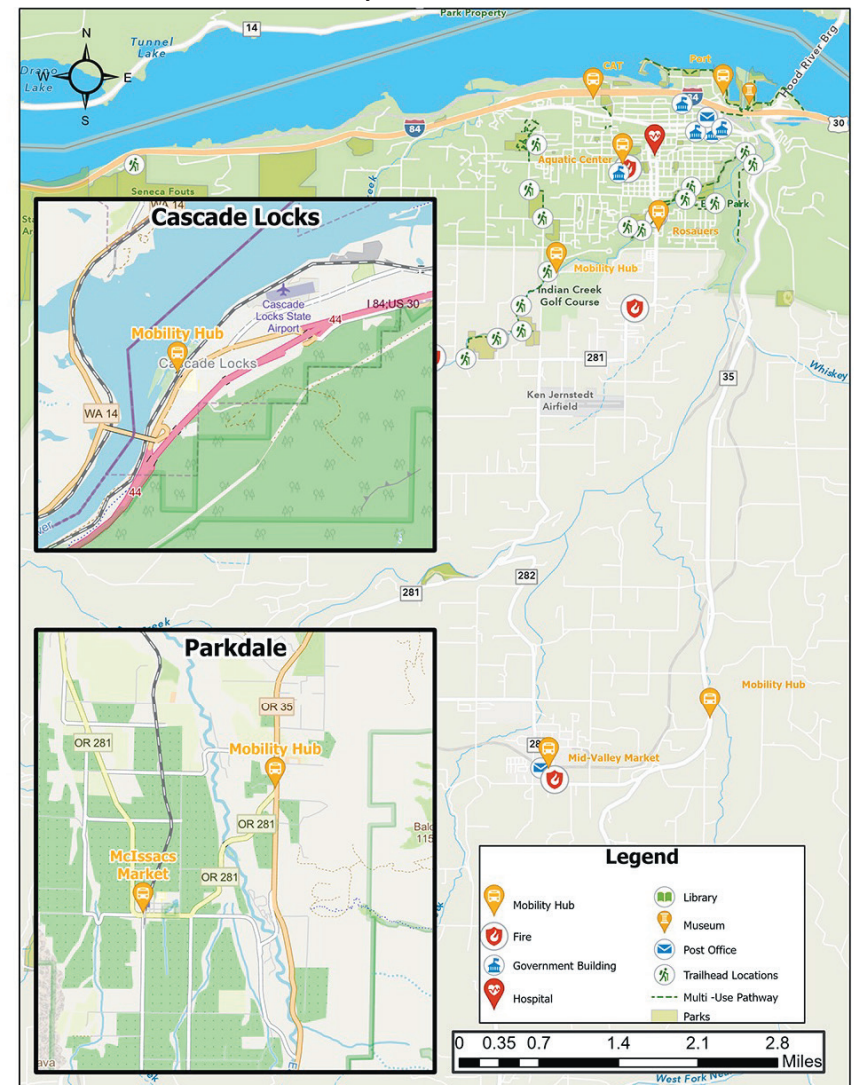
CAT is proposing a network of mobility hubs within Hood River County. Think about the location nearest to you and share what types of elements you would like to see at the mobility hub in your area:

Hub locations are general areas near:

- CAT Offices
- Port of Hood River
- Cascade Locks
- Parkdale (near McIssac's Store)
- Mt. Hood Town Hall
- Odell/Highway 35
- Odell Mid-Valley Market
- Rosauers
- Aquatic Center
- Brookside/Indian Creek Rd.

Where else would you like to see a mobility hub?

Mobility Hubs Locations



Cascade Locks Survey



Please indicate which elements you would like to have in a mobility hub near you:

- | | |
|---|--|
| <input type="checkbox"/> Public spaces | <input type="checkbox"/> Coffee shop |
| <input type="checkbox"/> Park & Ride | <input type="checkbox"/> Bike repair shop |
| <input type="checkbox"/> Waiting area (transit, carpool, vanpool) | <input type="checkbox"/> Restrooms |
| <input type="checkbox"/> Bike lockers | <input type="checkbox"/> Free Wi-Fi |
| <input type="checkbox"/> Bike racks | <input type="checkbox"/> Car sharing |
| <input type="checkbox"/> Sidewalks | <input type="checkbox"/> Bike sharing |
| <input type="checkbox"/> Taxi stand | <input type="checkbox"/> Vanpool/carpool/taxi pick-ups |
| <input type="checkbox"/> Bike lanes | |

Is there anything else you would like to share about how CAT could best serve you?

Thanks for sharing your time and feedback!

Would you like to be entered into a free Gorge Pass drawing every two weeks while the CAT Service Options survey is open?

☐ Yes ☐ No

Please provide your email address if you'd like to stay informed, learn about upcoming input opportunities, and see survey results:

Tell us about yourself

Please answer a few quick questions to help us make sure we hear from all Hood River County communities and surrounding areas.

Which age group do you belong to?

- ☐ Under 18
☐ 18-24
☐ 25-44
☐ 45-64
☐ Over 65
☐ Prefer not to answer

This question helps CAT ensure that all community voices are heard in the development of the Transit Master Plan. What is your race/ethnicity?

- ☐ American Indian or Alaskan
☐ Black or African American
☐ Native Hawaiian
☐ Asian American or Pacific Islander
☐ Hispanic or Latino
☐ White/Caucasian
☐ Prefer not to say
☐ Other (write in):

What best describes you? [Check all that apply]

- ☐ Employed
☐ Currently unemployed
☐ Retired
☐ Student (K-12, high school, higher education)
☐ Parent/guardian of a K-12 student
☐ Other (please specify):

What was your annual household income last year?

- ☐ Less than \$15,000
☐ \$15,000 to \$24,999
☐ \$25,000 to \$34,999
☐ \$35,000 to \$49,999
☐ \$50,000 to \$74,999
☐ \$75,000 to \$99,999
☐ \$100,000 or more
☐ Prefer not to say

Hood River East

The current Hood River City route operates in a one-direction loop versus a more traditional linear route. The current route enables riders to reach their destination in 15 minutes, but the return trip takes 30 minutes. The proposed service options focus on reducing travel times for east side riders and meeting the community goals of increased frequency and extended hours.

Option 1

Hood River City Route (loop) with Express Commuter Service

Key Features

- Extended evening hours until 10 p.m. for the current Hood River City Route and remains a loop service.
- Addition of an express commuter service during morning and evening commute times to move community members quickly between the Heights, downtown, and the Port of Hood River.
- The express commuter service *does not serve* any area west of 13th Street. Travel time is not reduced during midday for any rider.



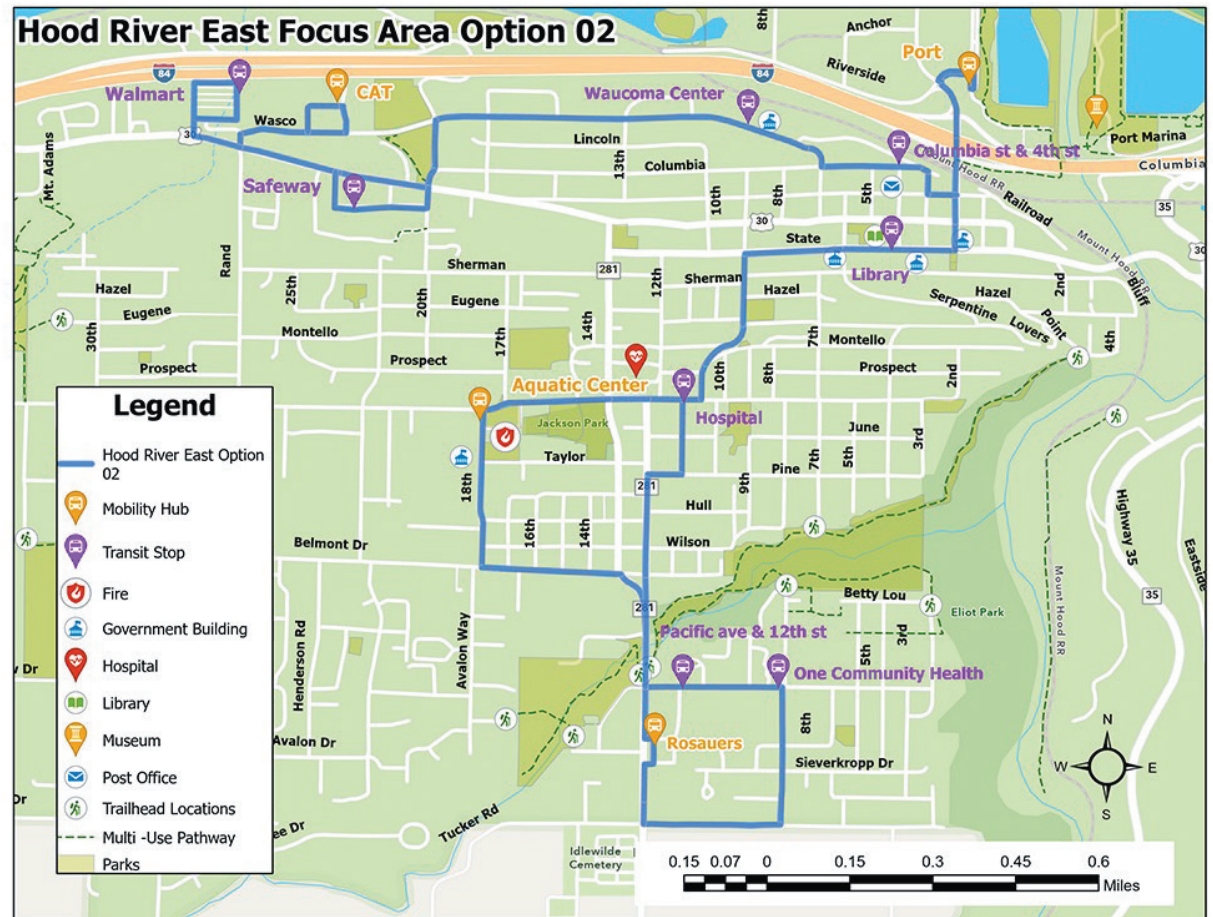
Hood River East

Option 2

East Side Focused Linear Route

Key Features

- Provides a linear fixed route to downtown Hood River, CAT offices, and west side shopping, including key destinations (Walmart, Safeway, etc.) with increased frequency and extended evening hours and weekend service.
- Same travel time as today but with expanded hours until 10 p.m. and increased frequency to every 30 minutes throughout the day.
- *No longer serves* the west side since the west and east sides of Hood River now have separate routes.
- Some neighborhoods west of 13th Street will need to walk a short distance to a transit stop.



Hood River East Survey

Please indicate your preference:

- ☐ I like **OPTION 1: Hood River City Route (loop) with Express Commuter Service**
- ☐ I like **OPTION 2: East Side Focused Linear Route**
- ☐ I don't like either option or would prefer to keep the current Hood River City Route, expand services, and increase service all day. Why?
- ☐ Other – please describe:
Why?

In a few words, please tell us why this is the best option for you in the Hood River East region:

Mobility Hubs

Mobility hubs are set locations that bring together public transit, bike share, car share, and carpool and vanpool pick up-points for people to get where they want to go. Built around frequent transit services, mobility hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer from one type of transportation option to another.

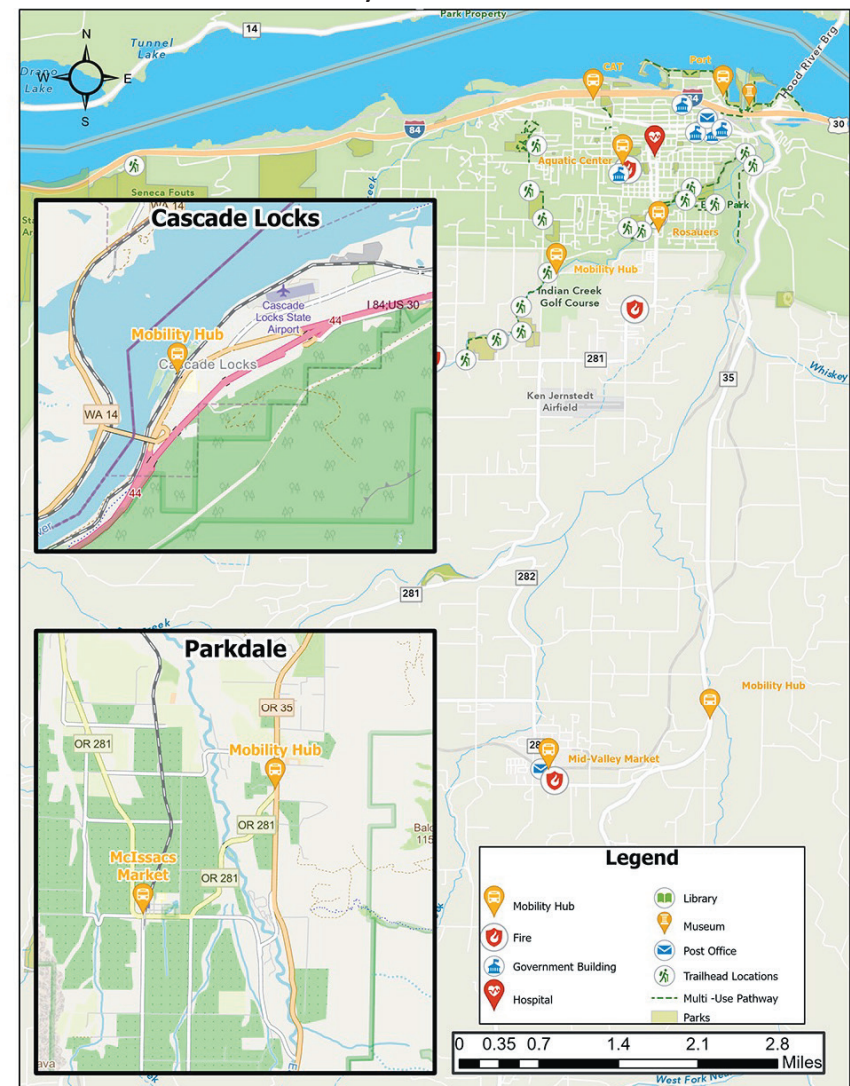
CAT is proposing a network of mobility hubs within Hood River County. Think about the location nearest to you and share what types of elements you would like to see at the mobility hub in your area:

Hub locations are general areas near:

- CAT Offices
- Port of Hood River
- Cascade Locks
- Parkdale (near McIssac's Store)
- Mt. Hood Town Hall
- Odell/Highway 35
- Odell Mid-Valley Market
- Rosauers
- Aquatic Center
- Brookside/Indian Creek Rd.

Where else would you like to see a mobility hub?

Mobility Hubs Locations



Hood River East Survey



Please indicate which elements you would like to have in a mobility hub near you:

- | | |
|---|--|
| <input type="checkbox"/> Public spaces | <input type="checkbox"/> Coffee shop |
| <input type="checkbox"/> Park & Ride | <input type="checkbox"/> Bike repair shop |
| <input type="checkbox"/> Waiting area (transit, carpool, vanpool) | <input type="checkbox"/> Restrooms |
| <input type="checkbox"/> Bike lockers | <input type="checkbox"/> Free Wi-Fi |
| <input type="checkbox"/> Bike racks | <input type="checkbox"/> Car sharing |
| <input type="checkbox"/> Sidewalks | <input type="checkbox"/> Bike sharing |
| <input type="checkbox"/> Taxi stand | <input type="checkbox"/> Vanpool/carpool/taxi pick-ups |
| <input type="checkbox"/> Bike lanes | |

Is there anything else you would like to share about how CAT could best serve you?

Thanks for sharing your time and feedback!

Would you like to be entered into a free Gorge Pass drawing every two weeks while the CAT Service Options survey is open?

☐ Yes ☐ No

Please provide your email address if you'd like to stay informed, learn about upcoming input opportunities, and see survey results:

Tell us about yourself

Please answer a few quick questions to help us make sure we hear from all Hood River County communities and surrounding areas.

Which age group do you belong to?

- ☐ Under 18
☐ 18-24
☐ 25-44
☐ 45-64
☐ Over 65
☐ Prefer not to answer

This question helps CAT ensure that all community voices are heard in the development of the Transit Master Plan. What is your race/ethnicity?

- ☐ American Indian or Alaskan
☐ Black or African American
☐ Native Hawaiian
☐ Asian American or Pacific Islander
☐ Hispanic or Latino
☐ White/Caucasian
☐ Prefer not to say
☐ Other (write in):

What best describes you? [Check all that apply]

- ☐ Employed
☐ Currently unemployed
☐ Retired
☐ Student (K-12, high school, higher education)
☐ Parent/guardian of a K-12 student
☐ Other (please specify):

What was your annual household income last year?

- ☐ Less than \$15,000
☐ \$15,000 to \$24,999
☐ \$25,000 to \$34,999
☐ \$35,000 to \$49,999
☐ \$50,000 to \$74,999
☐ \$75,000 to \$99,999
☐ \$100,000 or more
☐ Prefer not to say

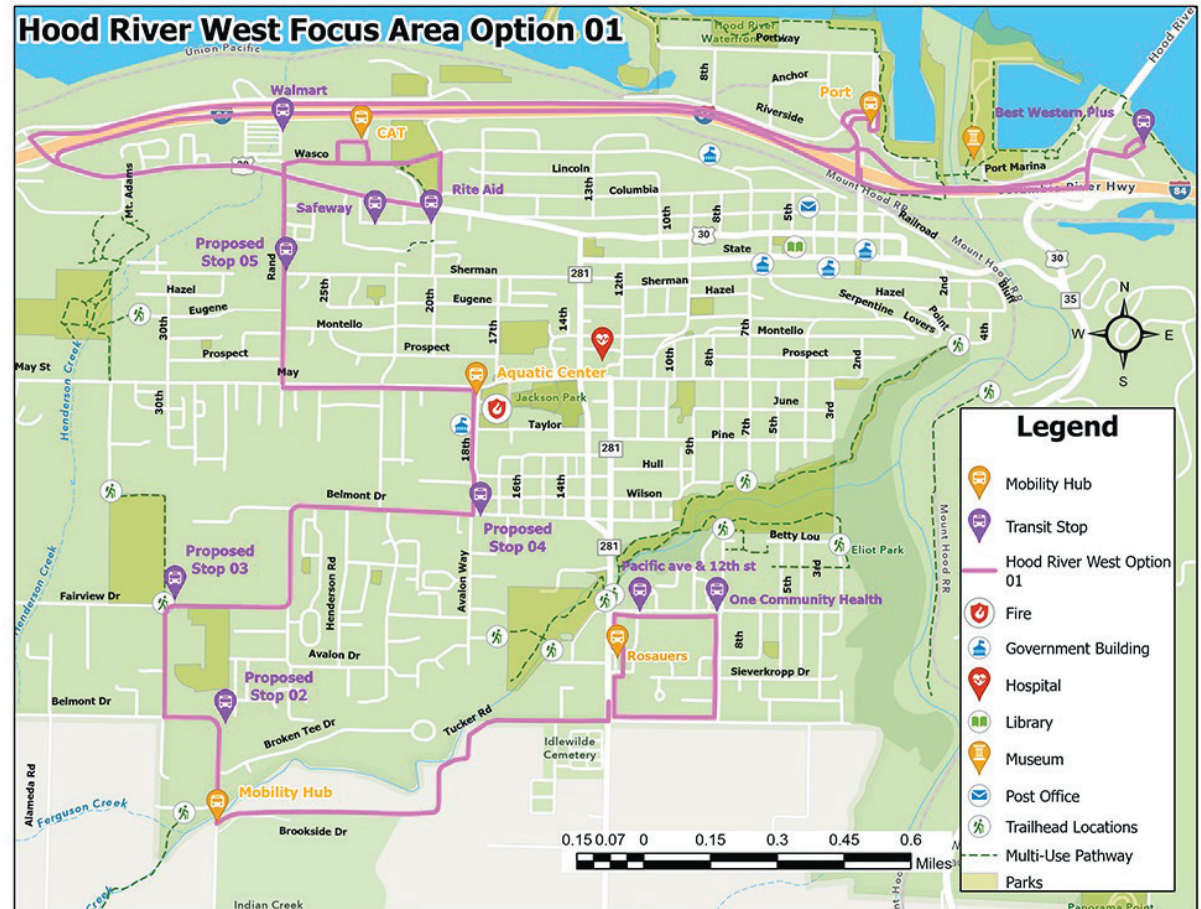
Hood River West

Hood River West is growing. Transit can support development on the west side and enhance mobility in the area. The current transit service on the west side is tied to the Hood River City Route and provides limited access beyond Safeway and Walmart. The options below propose new services that can enhance access to the west side and connect community members to the Heights and the port/downtown.

Option 1 West Side Route for Developed Areas

Key Features

- New route that ties the west side to key areas in the Port of Hood River/ downtown and the Heights.
- Serves more developed areas on the west side.
- Creates several mobility hubs throughout the west side that offer additional transportation options.
- *No transit service* is available for those living in rural neighborhoods near Frankton Road.



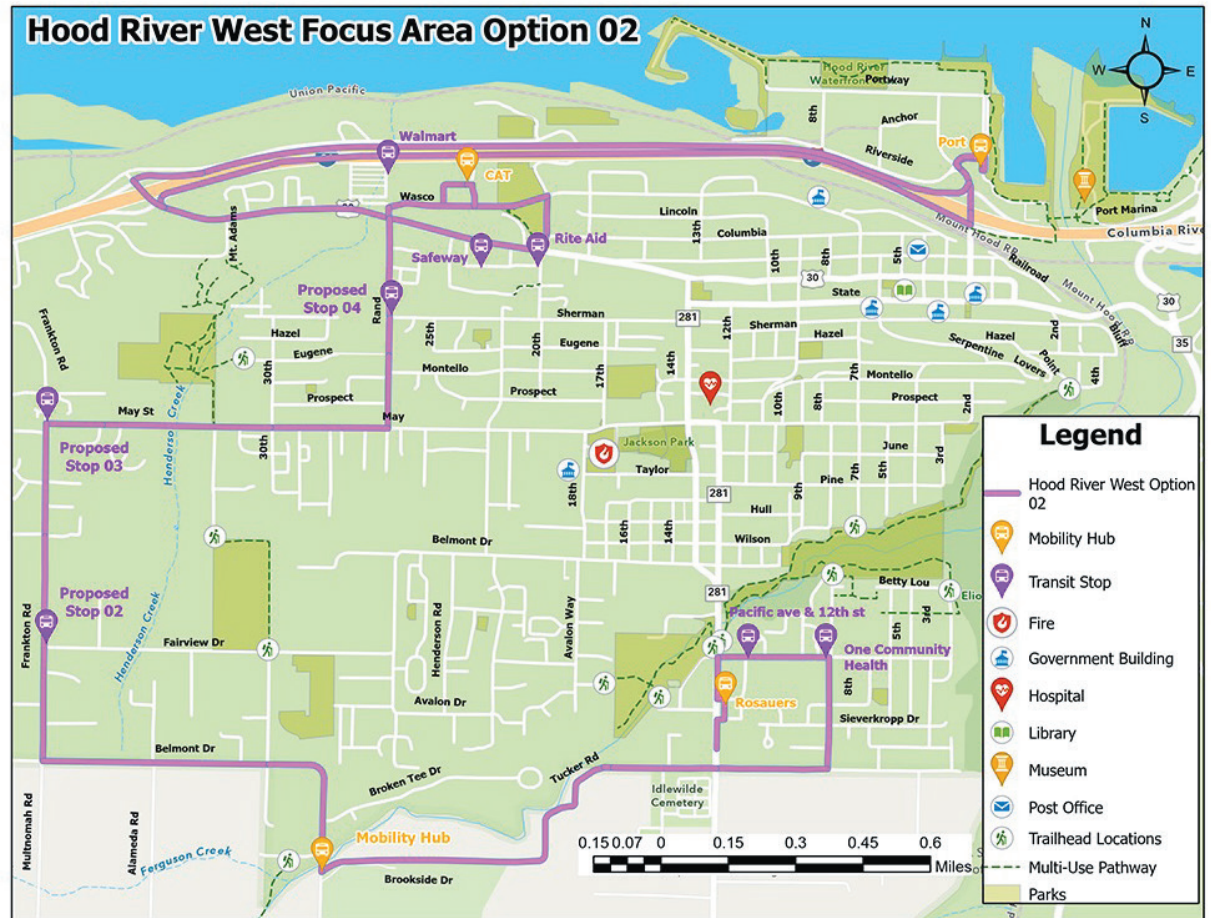
Hood River West

Option 2

West Side Rural Access

Key Features

- Creates a linear route to serve the less populated and underdeveloped west side areas, including areas west of Frankton.
- People living in neighborhoods near Frankton Road now have transit service connecting to downtown, the Port of Hood River, and the Heights.
- An available network of mobility hubs creates access to additional transportation options.
- People living in more developed areas of the west side will not or no longer have access to transit services.



Hood River West Survey

Please indicate your preference:

- ☐ I like **OPTION 1: West Side Route for Developed Areas**
- ☐ I like **OPTION 2: West Side Rural Access**
- ☐ I don't like either option or do not want to add a new service on the west side.
- ☐ Other – please describe:
Why?

In a few words, please tell us why this is the best option for you in the Hood River West region:

Do these proposed stops in the Hood River West area work well for you?

Mobility Hubs

Mobility hubs are set locations that bring together public transit, bike share, car share, and carpool and vanpool pick up-points for people to get where they want to go. Built around frequent transit services, mobility hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer from one type of transportation option to another.

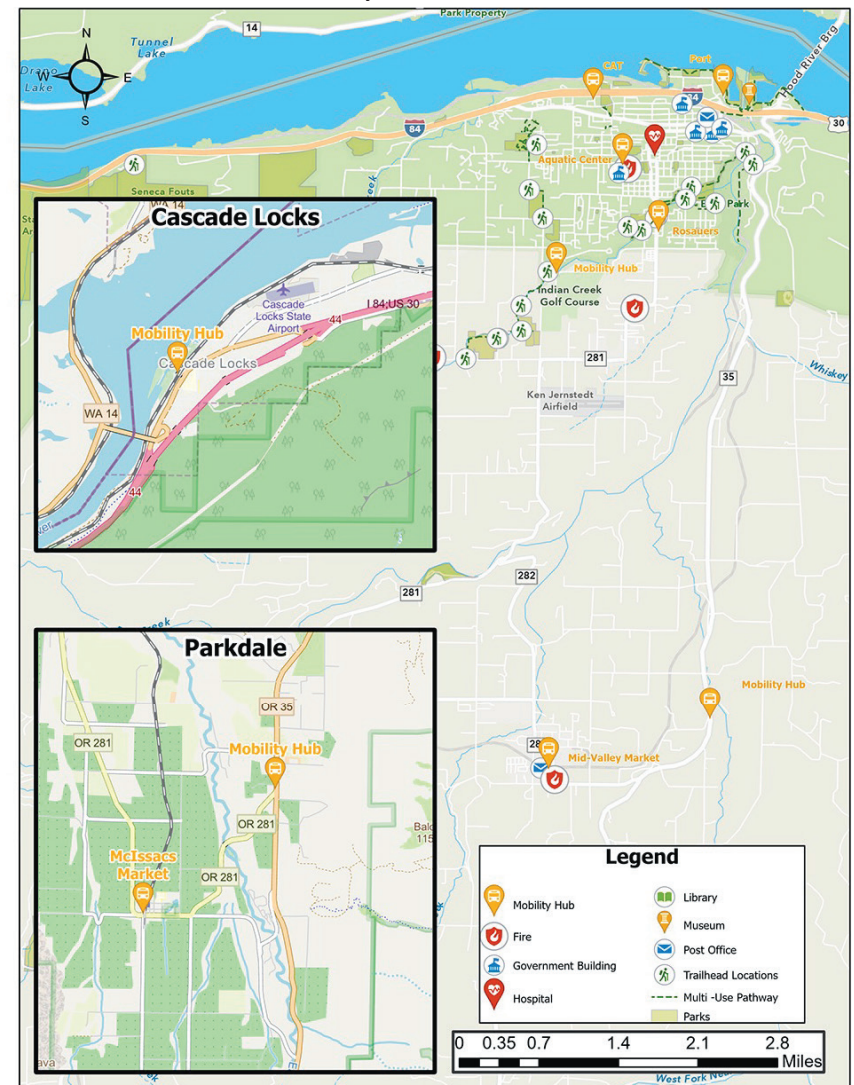
CAT is proposing a network of mobility hubs within Hood River County. Think about the location nearest to you and share what types of elements you would like to see at the mobility hub in your area:

Hub locations are general areas near:

- CAT Offices
- Port of Hood River
- Cascade Locks
- Parkdale (near McIssac's Store)
- Mt. Hood Town Hall
- Odell/Highway 35
- Odell Mid-Valley Market
- Rosauers
- Aquatic Center
- Brookside/Indian Creek Rd.

Where else would you like to see a mobility hub?

Mobility Hubs Locations



Hood River West Survey



Please indicate which elements you would like to have in a mobility hub near you:

- | | |
|---|--|
| <input type="checkbox"/> Public spaces | <input type="checkbox"/> Coffee shop |
| <input type="checkbox"/> Park & Ride | <input type="checkbox"/> Bike repair shop |
| <input type="checkbox"/> Waiting area (transit, carpool, vanpool) | <input type="checkbox"/> Restrooms |
| <input type="checkbox"/> Bike lockers | <input type="checkbox"/> Free Wi-Fi |
| <input type="checkbox"/> Bike racks | <input type="checkbox"/> Car sharing |
| <input type="checkbox"/> Sidewalks | <input type="checkbox"/> Bike sharing |
| <input type="checkbox"/> Taxi stand | <input type="checkbox"/> Vanpool/carpool/taxi pick-ups |
| <input type="checkbox"/> Bike lanes | |

Is there anything else you would like to share about how CAT could best serve you?

Thanks for sharing your time and feedback!

Would you like to be entered into a free Gorge Pass drawing every two weeks while the CAT Service Options survey is open?

☐ Yes ☐ No

Please provide your email address if you'd like to stay informed, learn about upcoming input opportunities, and see survey results:

Tell us about yourself

Please answer a few quick questions to help us make sure we hear from all Hood River County communities and surrounding areas.

Which age group do you belong to?

- ☐ Under 18
☐ 18-24
☐ 25-44
☐ 45-64
☐ Over 65
☐ Prefer not to answer

This question helps CAT ensure that all community voices are heard in the development of the Transit Master Plan. What is your race/ethnicity?

- ☐ American Indian or Alaskan
☐ Black or African American
☐ Native Hawaiian
☐ Asian American or Pacific Islander
☐ Hispanic or Latino
☐ White/Caucasian
☐ Prefer not to say
☐ Other (write in):

What best describes you? [Check all that apply]

- ☐ Employed
☐ Currently unemployed
☐ Retired
☐ Student (K-12, high school, higher education)
☐ Parent/guardian of a K-12 student
☐ Other (please specify):

What was your annual household income last year?

- ☐ Less than \$15,000
☐ \$15,000 to \$24,999
☐ \$25,000 to \$34,999
☐ \$35,000 to \$49,999
☐ \$50,000 to \$74,999
☐ \$75,000 to \$99,999
☐ \$100,000 or more
☐ Prefer not to say

Odell and Lower Highway 35

The Odell community and surrounding rural areas are best known for the many farms, packing houses, and related industries associated with fruit growers. Community members shared their desire for more routes, hours and days of service, frequency, understandable schedules, and visible fixed route stops.

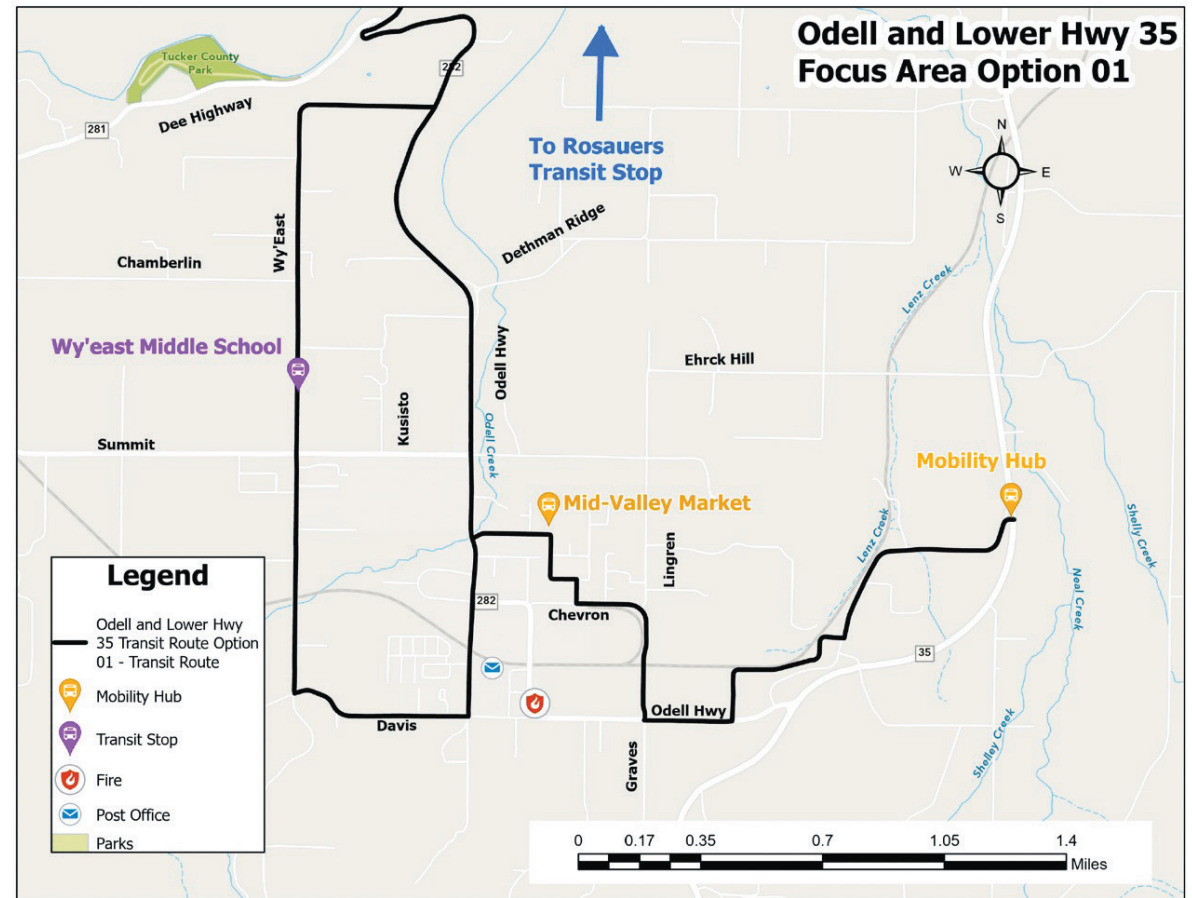
The options below seek to expand services, provide direct access, and make the transit schedule easier to understand.

Option 1 Odell Focused Deviated Fixed Route

Key Features

- More formalized transit stops to higher populated areas
- Connects to mobility hubs at Mid-Valley Market and Odell/Hwy 35 for regional transit and other transportation options.
- Provides Odell transit service (every 30 minutes) Monday-Sunday between Hood River and
- Odell with formal transit stops and customized pick-ups up to ¼ mile from route.

The route no longer serves rural areas of Odell, Dee, and Parkdale.



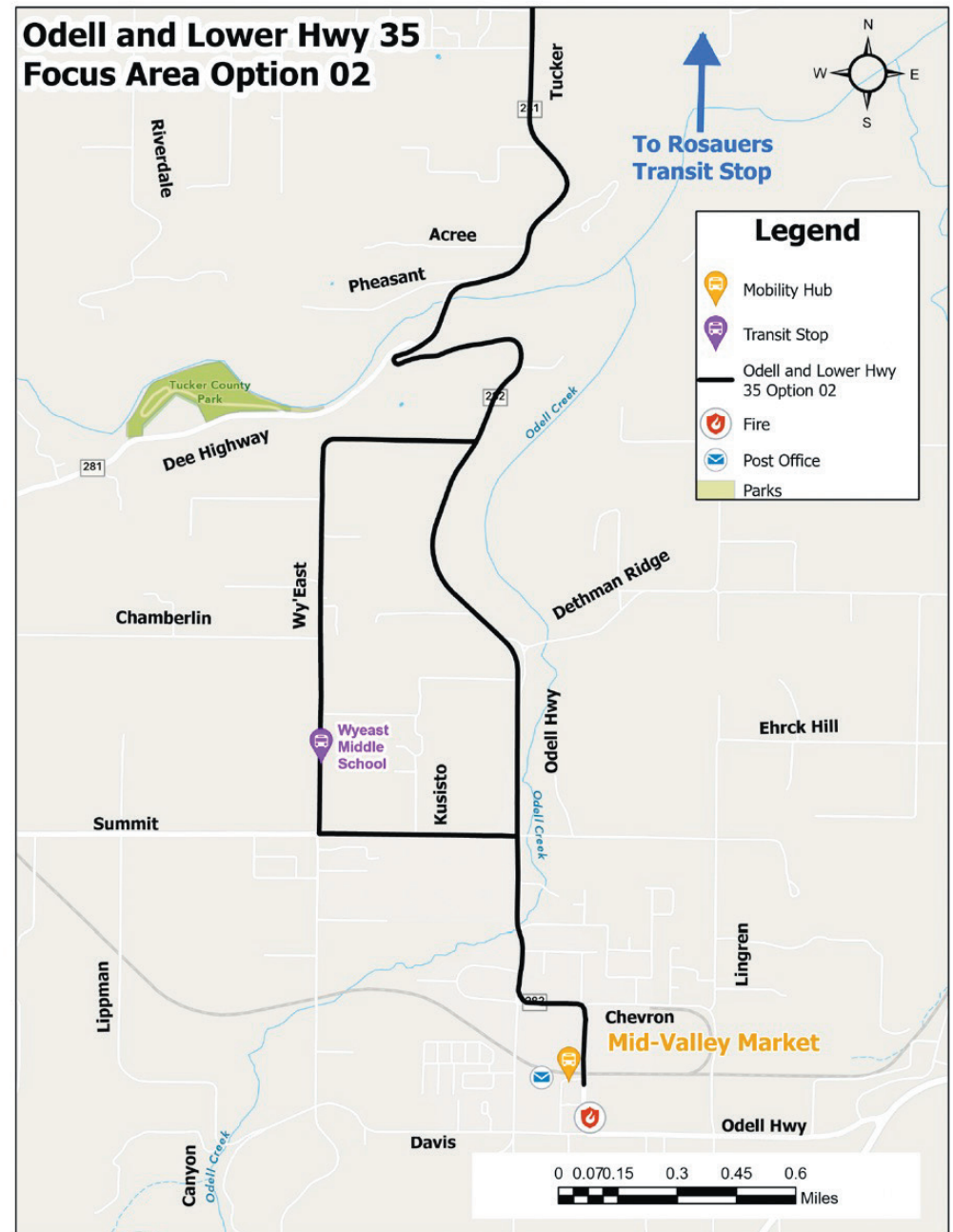
Odell and Lower Highway 35

Option 2

Odell Fixed Route with Shared Mobility Options (to serve rural areas and the Upper Valley)

Key Features

- Changes the current Odell/Hood River Heights service into a fixed-route service.
- Focuses on downtown Odell with frequent service between the mobility hubs at downtown Mid-Valley Market and Rosauers in the Heights
- Connects to fixed route transit to downtown Hood River and other transportation options
- Provides fixed route transit Monday-Sunday, every 15 minutes during high commute times in the a.m. and p.m. with 30-minute service during the midday.
- *No customized pick-ups* are available for this fixed route.
- *Provides Shared Mobility Services* six hours a day, Monday-Friday, to connect riders from Odell, Dee, and Parkdale rural areas to regional transit and other transportation options at area mobility hubs (Odell Mid-Valley Market, Odell/Highway 35, and at Mount Hood Town Hall).



Odell and Lower Highway 35 Survey

Please indicate your preference:

- ☐ I like **OPTION 1: Odell Focused Deviated Fixed Route**
- ☐ I like **OPTION 2: Odell Fixed Route with Shared Mobility Options (to serve rural areas and the Upper Valley)**
- ☐ I don't like either option or would prefer to keep the current deviated fixed-route service in the Upper Valley. Why?
- ☐ Other – please describe:
Why?

Mobility Hubs

Mobility hubs are set locations that bring together public transit, bike share, car share, and carpool and vanpool pick up-points for people to get where they want to go. Built around frequent transit services, mobility hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer from one type of transportation option to another.

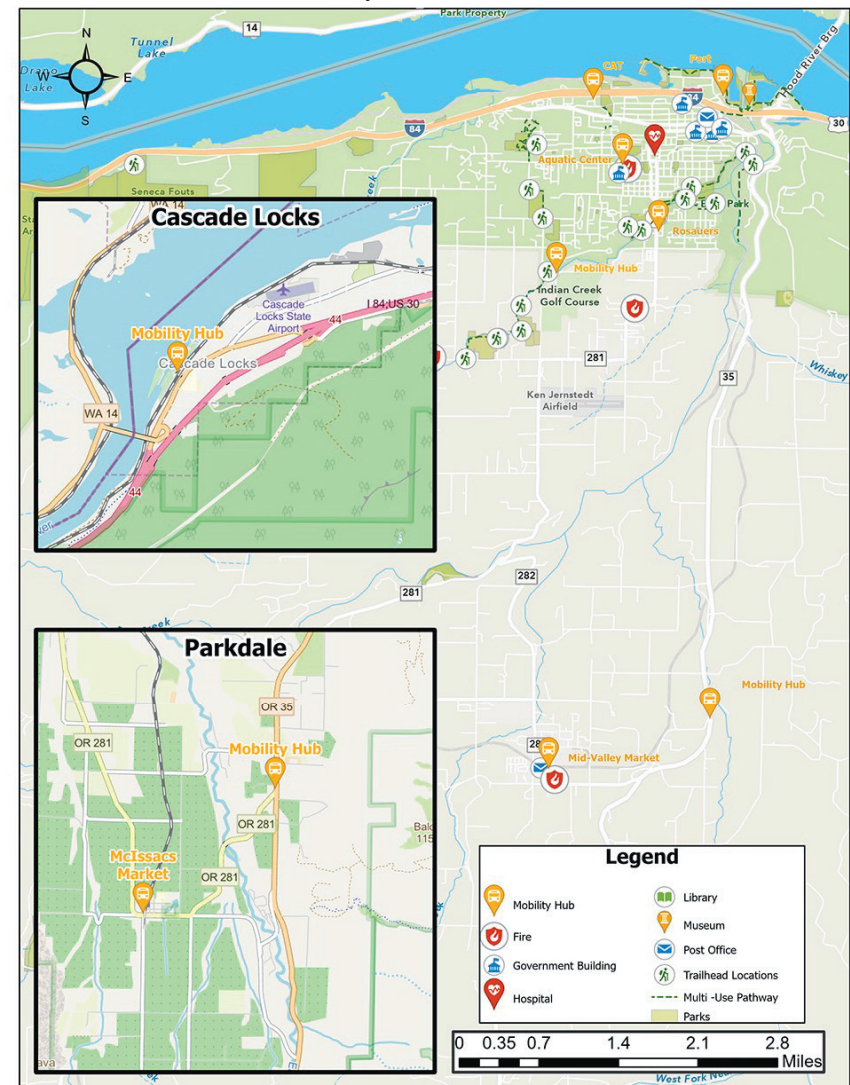
CAT is proposing a network of mobility hubs within Hood River County. Think about the location nearest to you and share what types of elements you would like to see at the mobility hub in your area:

Hub locations are general areas near:

- CAT Offices
- Port of Hood River
- Cascade Locks
- Parkdale (near McIssac's Store)
- Mt. Hood Town Hall
- Odell/Highway 35
- Odell Mid-Valley Market
- Rosauers
- Aquatic Center
- Brookside/Indian Creek Rd.

Where else would you like to see a mobility hub?

Mobility Hubs Locations



Odell and Lower Highway 35 Survey



Please indicate which elements you would like to have in a mobility hub near you:

- | | |
|---|--|
| <input type="checkbox"/> Public spaces | <input type="checkbox"/> Coffee shop |
| <input type="checkbox"/> Park & Ride | <input type="checkbox"/> Bike repair shop |
| <input type="checkbox"/> Waiting area (transit, carpool, vanpool) | <input type="checkbox"/> Restrooms |
| <input type="checkbox"/> Bike lockers | <input type="checkbox"/> Free Wi-Fi |
| <input type="checkbox"/> Bike racks | <input type="checkbox"/> Car sharing |
| <input type="checkbox"/> Sidewalks | <input type="checkbox"/> Bike sharing |
| <input type="checkbox"/> Taxi stand | <input type="checkbox"/> Vanpool/carpool/taxi pick-ups |
| <input type="checkbox"/> Bike lanes | |

Is there anything else you would like to share about how CAT could best serve you?

Thanks for sharing your time and feedback!

Would you like to be entered into a free Gorge Pass drawing every two weeks while the CAT Service Options survey is open?

☐ Yes ☐ No

Please provide your email address if you'd like to stay informed, learn about upcoming input opportunities, and see survey results:

Tell us about yourself

Please answer a few quick questions to help us make sure we hear from all Hood River County communities and surrounding areas.

Which age group do you belong to?

- ☐ Under 18
☐ 18-24
☐ 25-44
☐ 45-64
☐ Over 65
☐ Prefer not to answer

This question helps CAT ensure that all community voices are heard in the development of the Transit Master Plan. What is your race/ethnicity?

- ☐ American Indian or Alaskan
☐ Black or African American
☐ Native Hawaiian
☐ Asian American or Pacific Islander
☐ Hispanic or Latino
☐ White/Caucasian
☐ Prefer not to say
☐ Other (write in):

What best describes you? [Check all that apply]

- ☐ Employed
☐ Currently unemployed
☐ Retired
☐ Student (K-12, high school, higher education)
☐ Parent/guardian of a K-12 student
☐ Other (please specify):

What was your annual household income last year?

- ☐ Less than \$15,000
☐ \$15,000 to \$24,999
☐ \$25,000 to \$34,999
☐ \$35,000 to \$49,999
☐ \$50,000 to \$74,999
☐ \$75,000 to \$99,999
☐ \$100,000 or more
☐ Prefer not to say

Parkdale and Upper Highway 35

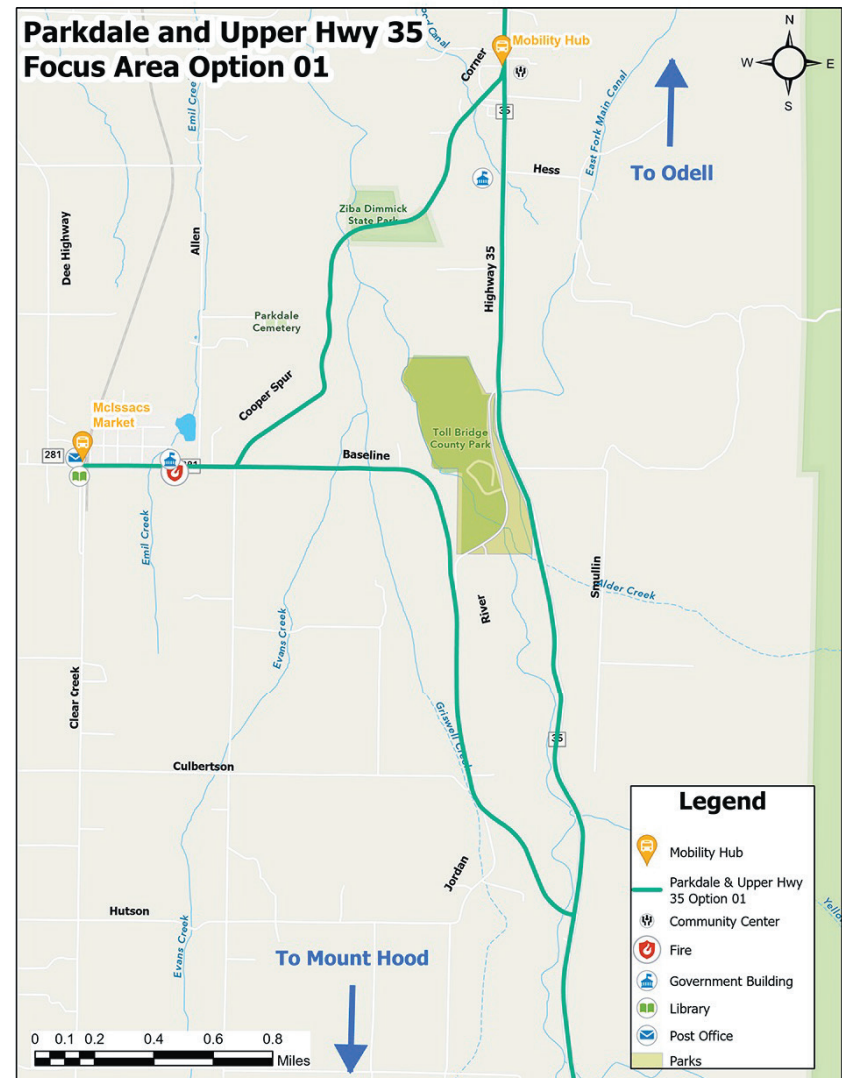
Sitting on the edge of the Mt. Hood National Forest, Parkdale connects to Odell and Hood River to the north and the recreational areas to the south. Currently, CAT offers three round trips per day on a deviated fixed route with customized pick-ups and drop-offs available. This route has low ridership in the Parkdale area. *While convenient for the rider, this approach impacts the effectiveness and efficiency of the route.*

The two service options for Parkdale offer flexible and inexpensive ways to provide new mobility options to the community.

Option 1 Fixed Route/Shared Mobility Services/Mobility Hubs

Key Features

- Provides reliable fixed route service to serve Parkdale with mobility hubs at Mt. Hood Town Hall and in Parkdale for other transportation options.
- Offers year-round fixed route service four times a day, Monday through Sunday.
- Connects riders from Odell and Hood River to mobility hubs in Parkdale and at Mt. Hood Town Hall, where transfers are available to other transportation options.
- Access to shared mobility services (e.g., shared taxi service) during the weekdays.



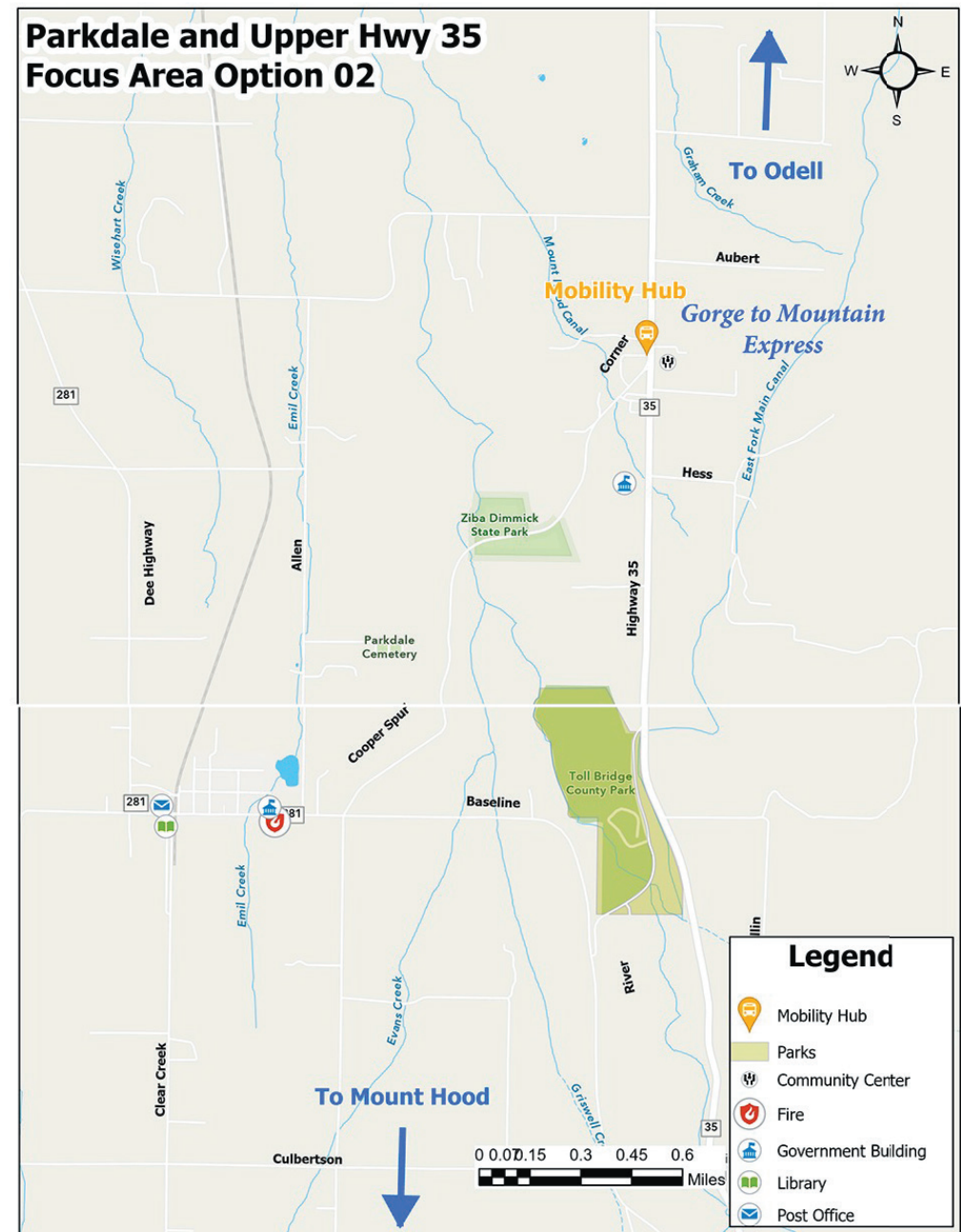
Parkdale and Upper Highway 35

Option 2

Mobility Hubs and Shared Mobility Services

Key Features

- Connects riders in Parkdale, the community of Dee, and the surrounding area through shared mobility services to the Mt. Hood Town Hall mobility hub for regional access to fixed route transit and other transportation options.
- Provides shared mobility services during the week (Monday-Friday) to the Mt. Hood Town Hall to access fixed route transit and other transportation options.
- Provides fixed route transit Monday through Sunday at Mt. Hood Town Hall.



Parkdale and Upper Highway 35 Survey

Please indicate your preference:

- ☐ I like **OPTION 1: Fixed Route/Shared Mobility Services/Mobility Hubs**
- ☐ I like **OPTION 2: Mobility Hubs and Shared Mobility Services**
- ☐ I don't like either option or would prefer to keep the current scheduled pick-up service in the Upper Valley. Why?
- ☐ Other – please describe:
Why?

In a few words, please tell us why this is the best option for you in the Parkdale region:

Mobility Hubs

Mobility hubs are set locations that bring together public transit, bike share, car share, and carpool and vanpool pick up-points for people to get where they want to go. Built around frequent transit services, mobility hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer from one type of transportation option to another.

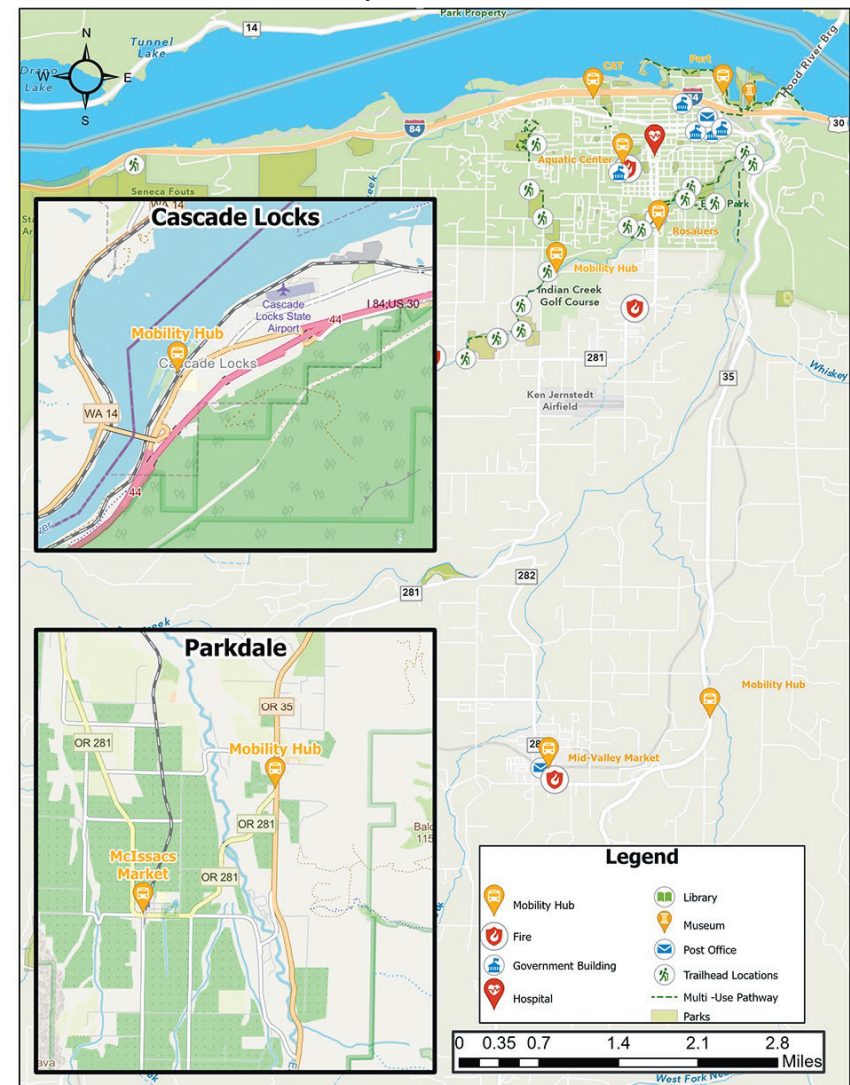
CAT is proposing a network of mobility hubs within Hood River County. Think about the location nearest to you and share what types of elements you would like to see at the mobility hub in your area:

Hub locations are general areas near:

- CAT Offices
- Port of Hood River
- Cascade Locks
- Parkdale (near McIssac's Store)
- Mt. Hood Town Hall
- Odell/Highway 35
- Odell Mid-Valley Market
- Rosauers
- Aquatic Center
- Brookside/Indian Creek Rd.

Where else would you like to see a mobility hub?

Mobility Hubs Locations



Parkdale and Upper Highway 35 Survey



Please indicate which elements you would like to have in a mobility hub near you:

- | | |
|---|--|
| <input type="checkbox"/> Public spaces | <input type="checkbox"/> Coffee shop |
| <input type="checkbox"/> Park & Ride | <input type="checkbox"/> Bike repair shop |
| <input type="checkbox"/> Waiting area (transit, carpool, vanpool) | <input type="checkbox"/> Restrooms |
| <input type="checkbox"/> Bike lockers | <input type="checkbox"/> Free Wi-Fi |
| <input type="checkbox"/> Bike racks | <input type="checkbox"/> Car sharing |
| <input type="checkbox"/> Sidewalks | <input type="checkbox"/> Bike sharing |
| <input type="checkbox"/> Taxi stand | <input type="checkbox"/> Vanpool/carpool/taxi pick-ups |
| <input type="checkbox"/> Bike lanes | |

Is there anything else you would like to share about how CAT could best serve you?

Thanks for sharing your time and feedback!

Would you like to be entered into a free Gorge Pass drawing every two weeks while the CAT Service Options survey is open?

☐ Yes ☐ No

Please provide your email address if you'd like to stay informed, learn about upcoming input opportunities, and see survey results:

Tell us about yourself

Please answer a few quick questions to help us make sure we hear from all Hood River County communities and surrounding areas.

Which age group do you belong to?

- ☐ Under 18
☐ 18-24
☐ 25-44
☐ 45-64
☐ Over 65
☐ Prefer not to answer

This question helps CAT ensure that all community voices are heard in the development of the Transit Master Plan. What is your race/ethnicity?

- ☐ American Indian or Alaskan
☐ Black or African American
☐ Native Hawaiian
☐ Asian American or Pacific Islander
☐ Hispanic or Latino
☐ White/Caucasian
☐ Prefer not to say
☐ Other (write in):

What best describes you? [Check all that apply]

- ☐ Employed
☐ Currently unemployed
☐ Retired
☐ Student (K-12, high school, higher education)
☐ Parent/guardian of a K-12 student
☐ Other (please specify):

What was your annual household income last year?

- ☐ Less than \$15,000
☐ \$15,000 to \$24,999
☐ \$25,000 to \$34,999
☐ \$35,000 to \$49,999
☐ \$50,000 to \$74,999
☐ \$75,000 to \$99,999
☐ \$100,000 or more
☐ Prefer not to say

Regional Services (Gorge-To-Mountain Express and Columbia Gorge Express)

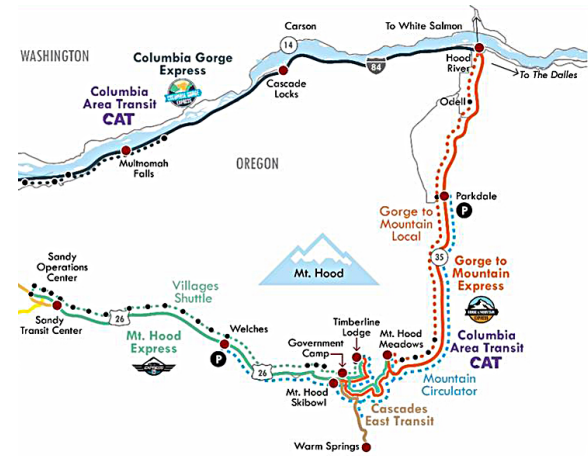
CAT is pursuing funding to enhance regional services along the I-84 and Highway 35 corridors. The following is a list of new stop opportunities recommended by the community. Please select the stops you think would add value to each regional service and/or recommend other options.

Gorge to Mountain

Please select the stops below that you think would add value to Gorge to Mountain transit route and/or recommend other options

- ☐ Pine Grove Community
- ☐ Cooper Spur Ski Area – Pollalie Trailhead
- ☐ Sherwood Campground – Tamanawas Falls Trailhead

Do you have any other recommended stops or options?



Found this from ODOT but it's pretty small.

Regional Services (Gorge-To-Mountain Express and Columbia Gorge Express)

Columbia Gorge Express



Please select the stops below that you think would add value to Gorge Express transit route and/or recommend other options

- ☐ Bonneville Fish Hatchery (Access to the Bonneville Dam, Columbia Gorge Scenic Highway, bicycle and hiking trails)
- ☐ Viento State Park – Access to campground, swimming, picnic areas, Columbia Gorge Scenic Highway bicycle and hiking trails)

Do you have any other recommended stops or options?

Regional Services Survey

Mobility Hubs

Mobility hubs are set locations that bring together public transit, bike share, car share, and carpool and vanpool pick up-points for people to get where they want to go. Built around frequent transit services, mobility hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer from one type of transportation option to another.

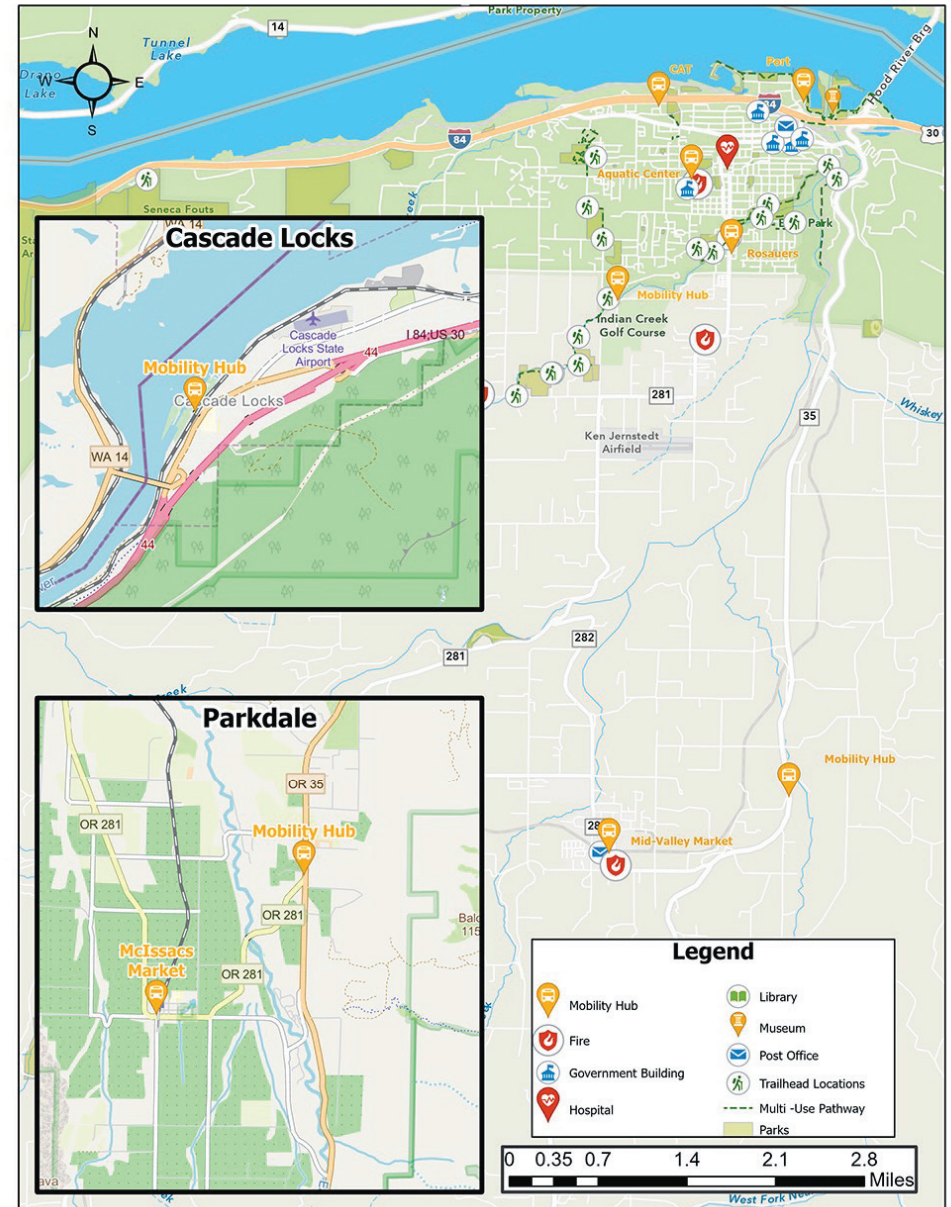
CAT is proposing a network of mobility hubs within Hood River County. Think about the location nearest to you and share what types of elements you would like to see at the mobility hub in your area:

Hub locations are general areas near:

- CAT Offices
- Port of Hood River
- Cascade Locks
- Parkdale (near McIssac's Store)
- Mt. Hood Town Hall
- Odell/Highway 35
- Odell Mid-Valley Market
- Rosauers
- Aquatic Center
- Brookside/Indian Creek Rd.

Where else would you like to see a mobility hub?

Mobility Hubs Locations



Regional Services Survey



Please indicate which elements you would like to have in a mobility hub near you:

- | | |
|---|--|
| <input type="checkbox"/> Public spaces | <input type="checkbox"/> Coffee shop |
| <input type="checkbox"/> Park & Ride | <input type="checkbox"/> Bike repair shop |
| <input type="checkbox"/> Waiting area (transit, carpool, vanpool) | <input type="checkbox"/> Restrooms |
| <input type="checkbox"/> Bike lockers | <input type="checkbox"/> Free Wi-Fi |
| <input type="checkbox"/> Bike racks | <input type="checkbox"/> Car sharing |
| <input type="checkbox"/> Sidewalks | <input type="checkbox"/> Bike sharing |
| <input type="checkbox"/> Taxi stand | <input type="checkbox"/> Vanpool/carpool/taxi pick-ups |
| <input type="checkbox"/> Bike lanes | |

Is there anything else you would like to share about how CAT could best serve you?

Thanks for sharing your time and feedback!

Would you like to be entered into a free Gorge Pass drawing every two weeks while the CAT Service Options survey is open?

☐ Yes ☐ No

Please provide your email address if you'd like to stay informed, learn about upcoming input opportunities, and see survey results:

Tell us about yourself

Please answer a few quick questions to help us make sure we hear from all Hood River County communities and surrounding areas.

Which age group do you belong to?

- ☐ Under 18
☐ 18-24
☐ 25-44
☐ 45-64
☐ Over 65
☐ Prefer not to answer

This question helps CAT ensure that all community voices are heard in the development of the Transit Master Plan. What is your race/ethnicity?

- ☐ American Indian or Alaskan
☐ Black or African American
☐ Native Hawaiian
☐ Asian American or Pacific Islander
☐ Hispanic or Latino
☐ White/Caucasian
☐ Prefer not to say
☐ Other (write in):

What best describes you? [Check all that apply]

- ☐ Employed
☐ Currently unemployed
☐ Retired
☐ Student (K-12, high school, higher education)
☐ Parent/guardian of a K-12 student
☐ Other (please specify):

What was your annual household income last year?

- ☐ Less than \$15,000
☐ \$15,000 to \$24,999
☐ \$25,000 to \$34,999
☐ \$35,000 to \$49,999
☐ \$50,000 to \$74,999
☐ \$75,000 to \$99,999
☐ \$100,000 or more
☐ Prefer not to say

CAT Transit Service Options

Community Survey #2

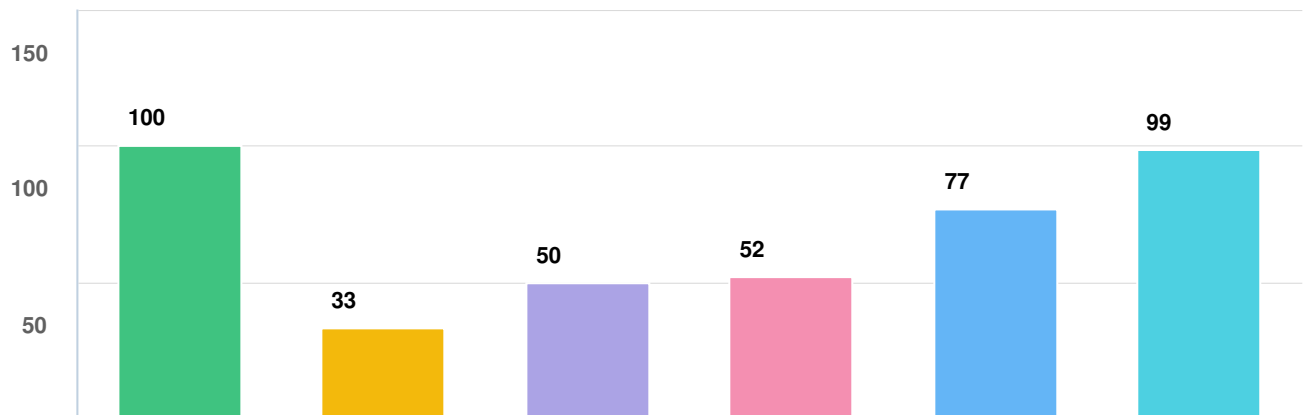
SURVEY RESPONSE REPORT

PROJECT NAME:
Columbia Area Transit Master Plan



SURVEY QUESTIONS

Q1 In what areas do you mostly use CAT services? (Check as many areas as you'd like to offer input.)



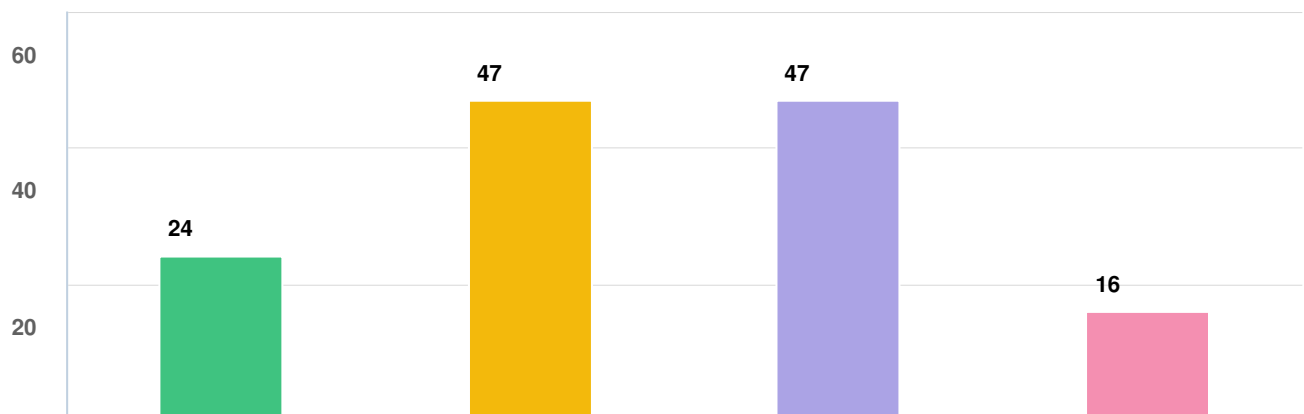
Question options

- Regional Services Options (Gorge-to-Mountain/Columbia Gorge Express) ● Parkdale Upper Valley and Highway 35
- Odell and Lower Highway 35 ● Cascade Locks ● Hood River East ● Hood River West

Mandatory Question (229 response(s))

Question type: Checkbox Question

Q2 New Stops: Gorge to Mountain



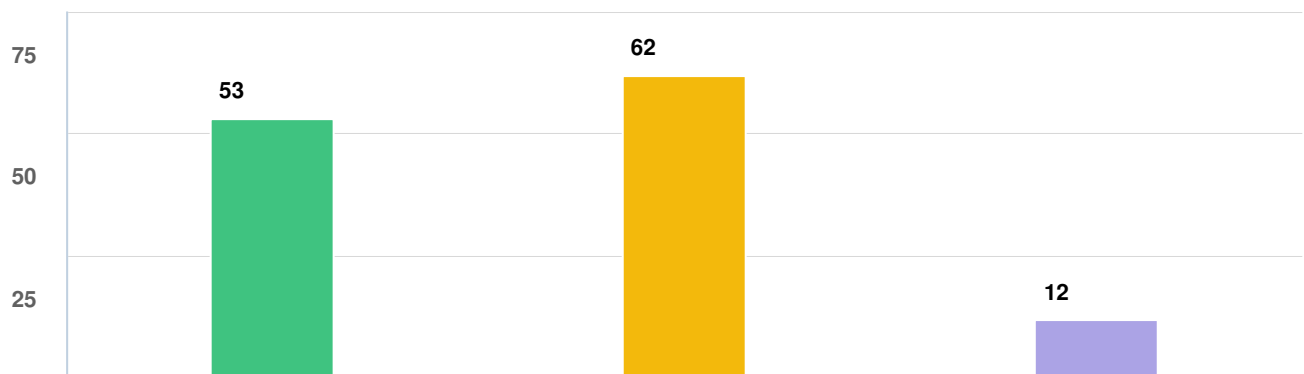
Question options

- Pine Grove Community ● Cooper Spur Ski Area – Pollalie Trailhead
- Sherwood Campground – Tamanawas Falls Trailhead ● Other (please specify)

Optional question (70 response(s), 159 skipped)

Question type: Checkbox Question

Q3 New Stops: Columbia Gorge Express

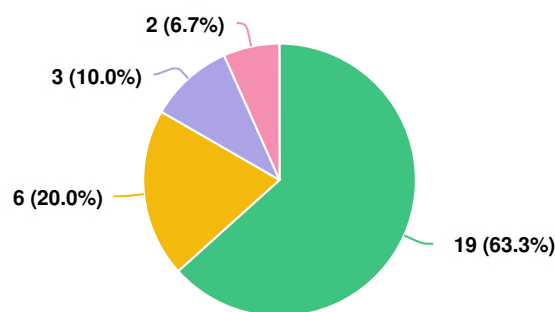


Question options

- Bonneville Fish Hatchery (Access to the Bonneville Dam, Columbia Gorge Scenic Highway, bicycle and hiking trails)
- Viento State Park – Access to campground, swimming, picnic areas, Columbia Gorge Scenic Highway bicycle and hiking trails)
- Other (please specify)

Optional question (71 response(s), 158 skipped)
Question type: Checkbox Question

Q4 Please indicate your preference for Parkdale:



Question options

- Option 1: Fixed Route/Shared Mobility Services/Mobility Hubs
- Option 2: Mobility Hubs and Shared Mobility Services
- I don't like either option or would prefer to keep the current scheduled pick-up service in the Upper Valley.
- Other (please describe)

Optional question (30 response(s), 199 skipped)
Question type: Radio Button Question

Q5 In a few words, please tell us why this is the best option for you in the Parkdale region.

Anonymous

10/04/2022 02:40 PM

Earlier morning pick up times for northbound bus and later evening drop off for southbound bus between Parkdale and Hood River to accommodate people who commute to work.

Anonymous

10/08/2022 09:45 PM

to tell the truth, I had to read this three times and still didn't understand it quite enough...This survey could really be improved with some clear language retooling. I am literate (postgraduate degree) so I wonder how well the survey will work, though I appreciate the attempt to obtain public input. i've perused the options for the other areas I specified and I have the same problems, so Ai won't muddy things by making inadequately-informed choices.

Anonymous

10/10/2022 02:22 PM

It would be easier to take a bicycle to a location in Parkdale, and then ride from there (or vice versa, to create an easy way to take the bus home after riding from Hood River). I like the idea of being able to easily get to Parkdale from Hood River.

Anonymous

10/14/2022 01:05 PM

This gives more flexibility - especially if dial a ride is available for everyone

Anonymous

10/21/2022 01:18 PM

N/A

Anonymous

10/21/2022 11:56 PM

It's hard to tell from the text what each plan suggests. But I just want to make sure that parkdale does not lose its options for access to the cat bus, which takes us to and from hood river

Anonymous

10/24/2022 08:37 AM

Options 1&2 are too confusing, not sure how I would get to the mobility hubs and where the bus would run between.

Anonymous

10/31/2022 08:49 PM

I can't decide

Anonymous

11/02/2022 08:23 PM

It's the only way for me to get around, and I have a very low income.

Anonymous

11/08/2022 09:56 AM

I prefer fixed and DAR routes

Anonymous

11/10/2022 07:47 AM

I go to Hood river for services and to meet people I can see myself driving to town hall dropping my car going into town and then using the bus or walking to a meet up point. I like a set schedule so I can plan a day trip to hood river and keep traffic down in Hood River and parking can be such an issue in the summer and I will be able to help with that issue

Anonymous

11/11/2022 01:11 PM

I'm I understanding a mobility service is a Taxi service?- in Hood River? Where, who and how much? I have never used CAT but appreciate it being available for those without the means or ability to travel on their own to the store or appointments. My daughter is visually impaired and uses a Walker currently. She cannot get to a Hub on her own. So she would use your dial a ride...? She would need to be delivered to the door of what she needed; Dr, pharmacy, PT etc. also to be on time for appointments. This is a challenge our family deals with...

Anonymous

11/11/2022 03:29 PM

N/A

Anonymous

11/15/2022 02:39 PM

year round service and longer evening hours

Anonymous

11/16/2022 03:42 PM

I need to understand shared mobility service better. Taxis? It would be nice to have a few more stops along 35. How does one access the shared mobility services?

Anonymous

11/16/2022 07:34 PM

Set schedules and consistency.

Anonymous

11/17/2022 03:48 PM

My teens regularly go to Hood River.

Anonymous

11/17/2022 06:02 PM

Because a fixed route would guarantee that the bus was at a certain point at a certain time and it would be reliable.

Anonymous

11/17/2022 10:37 PM

I like this option with more flexibility

Anonymous

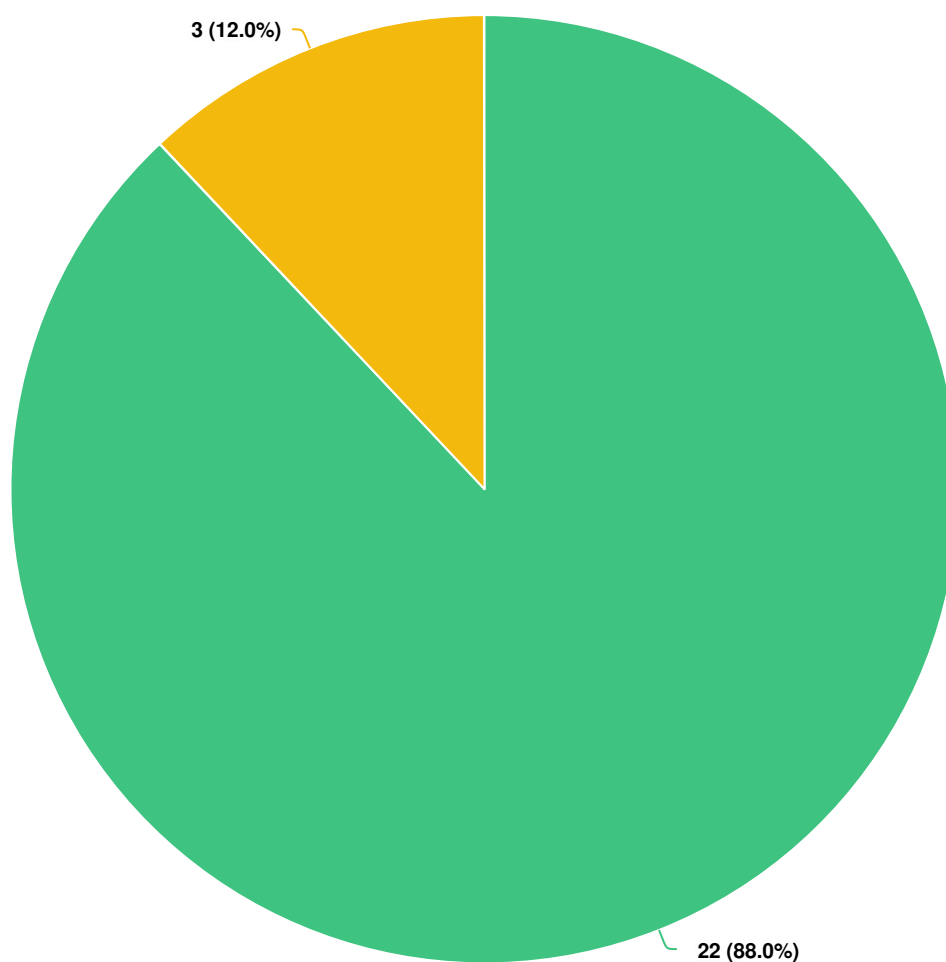
Not easy to get from Parkdale to hood river without a car currently

11/18/2022 10:46 AM

Optional question (20 response(s), 209 skipped)

Question type: Essay Question

Q6 Do these proposed stops in the Parkdale region work well for you?



Question options

☒ Yes ☐ No

Optional question (25 response(s), 204 skipped)

Question type: Radio Button Question

Q7 What locations would you add in the Parkdale region?

Anonymous

11/11/2022 01:11 PM

If she has to meet the bus at Mclsaacs - I might as well be the one to transport her to her HR appointments. Not sure where other stops should be- I think you used to stop at Jim's Mkt- and maybe will again once it opens. I also understand rider numbers are low- not sure if that's because the timing just doesn't work or what for upper valley residents. It would be kinda cool to have a bus that stayed in the upper valley area- just dreaming here- that made regular trips across the upper valley and people could wait at their driveway and catch it within 30 or so minutes. Take you to Parkdale, the Towne Hall or even to get off at a friends house. Idk

Anonymous

11/11/2022 03:29 PM

N/A

Anonymous

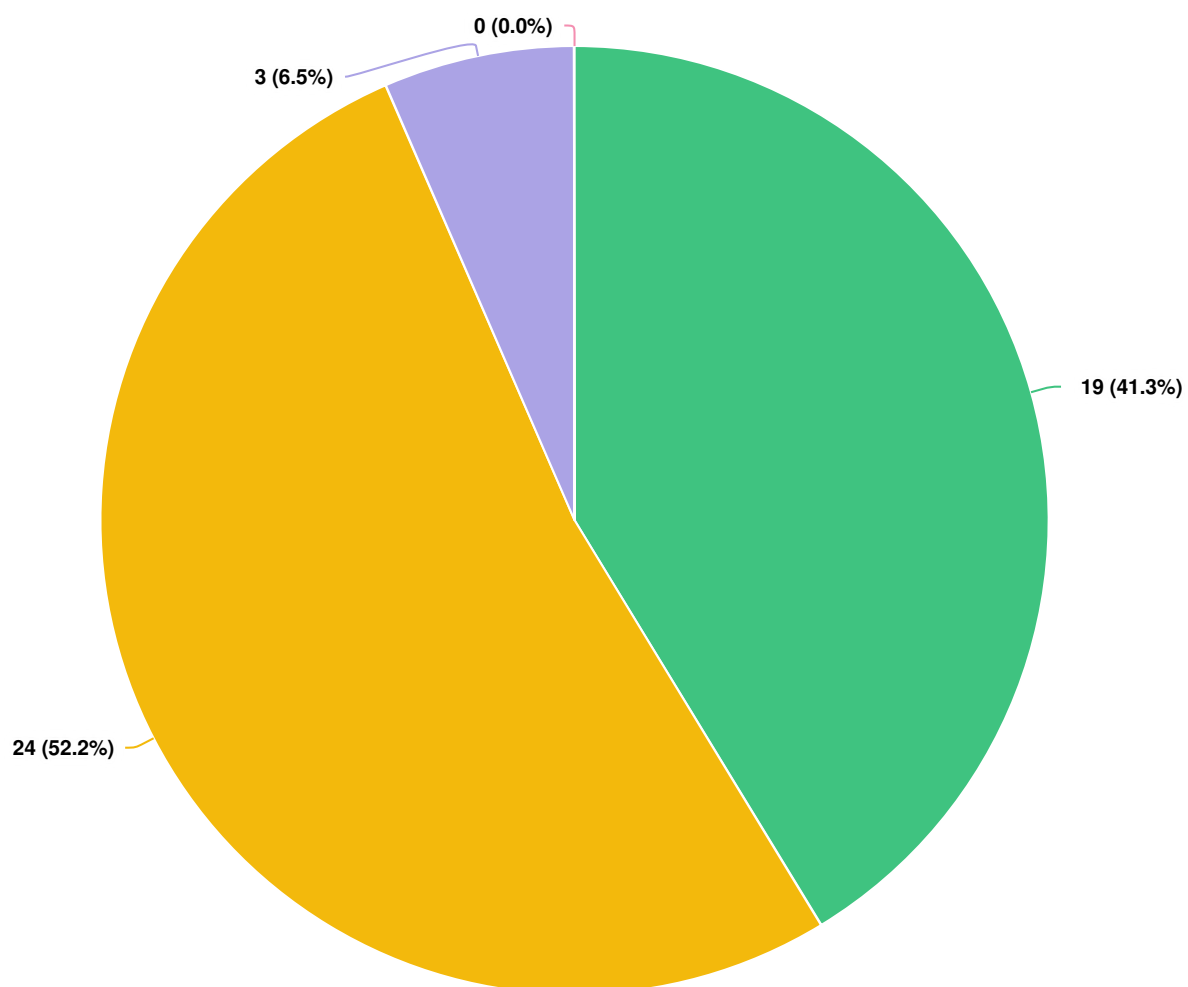
11/16/2022 07:34 PM

Multiple stops along the route, every mile or so

Optional question (3 response(s), 226 skipped)

Question type: Essay Question

Q8 Please indicate your preference for Odell and Lower Highway 35:



Question options

- Option 1: Odell Focused Deviated Fixed Route
- Option 2: Odell Fixed Route with Shared Mobility Options
- Other (please describe)
- I don't like either option or would prefer to keep the current deviated fixed route service in the Upper Valley.

Optional question (46 response(s), 183 skipped)
Question type: Radio Button Question

Q9 In a few words, please tell us why this is the best option for you in the Odell and Lower Highway 35 region.

Anonymous

10/05/2022 08:40 AM

Time savings

Anonymous

10/09/2022 07:47 AM

I would use this more often

Anonymous

10/10/2022 02:22 PM

I prefer the fixed route option. The mobility hub is probably not something I would use.

Anonymous

10/11/2022 01:33 PM

fixed route

Anonymous

10/14/2022 01:05 PM

It is 7 days a week and connects to a mobility hub on hwy 35 (for access to fruit loop)

Anonymous

10/24/2022 08:37 AM

Frequent service between Odell and Rosauer's makes it easier to use this service to get to businesses in the heights which is where I go most of the time.

Anonymous

10/24/2022 08:44 AM

Dial-a-ride services should remain to help people with mobility issues.

Anonymous

11/02/2022 08:23 PM

It is personally what I would need, but for others this may not be enough.

Anonymous

11/04/2022 09:52 AM

The frequency. We need it to come more than every hour for this to be a desirable form of transportation.

Anonymous

11/10/2022 08:35 AM

Also running hours for special preauthorized pickups do not work for scheduling employees. 9am-5pm

Anonymous

11/11/2022 01:11 PM

Soon my daughter and her husband will live off of WyEast Rd - maybe that could work for her

Anonymous

N/A

11/11/2022 03:31 PM

Anonymous

O'Dell has great places to leave a car.

11/12/2022 09:14 AM

Anonymous

Again, with a fixed route - the schedule would be known and expected.

11/17/2022 06:02 PM

Anonymous

It is better to keep fixed routes again with flexibility, people change routes because their needs

11/17/2022 10:37 PM

Anonymous

me gustaría contar con Dial-a-ride

11/18/2022 09:26 AM

Anonymous

mi gusta que tenga conexion con odell

11/18/2022 11:07 AM

Anonymous

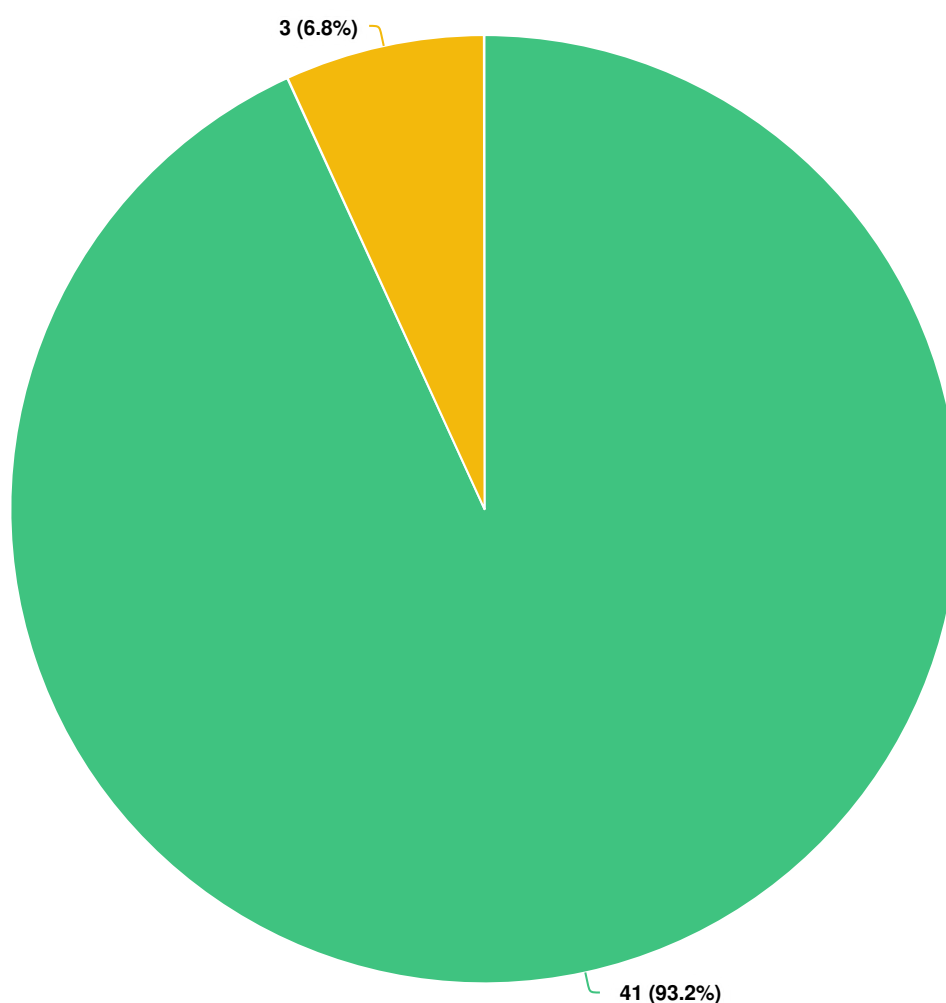
I live on Lippman Road and use the pickup service frequently. A stop at the corner of Lippman and Wyeast would be a great option

11/18/2022 12:50 PM

Optional question (18 response(s), 211 skipped)

Question type: Essay Question

Q10 Do these proposed stops in the Odell and Lower Highway 35 region work well for you?



Question options

☒ Yes ☐ No

Optional question (44 response(s), 185 skipped)

Question type: Radio Button Question

Q11 What locations would you add in the Odell and Lower Highway 35 region?

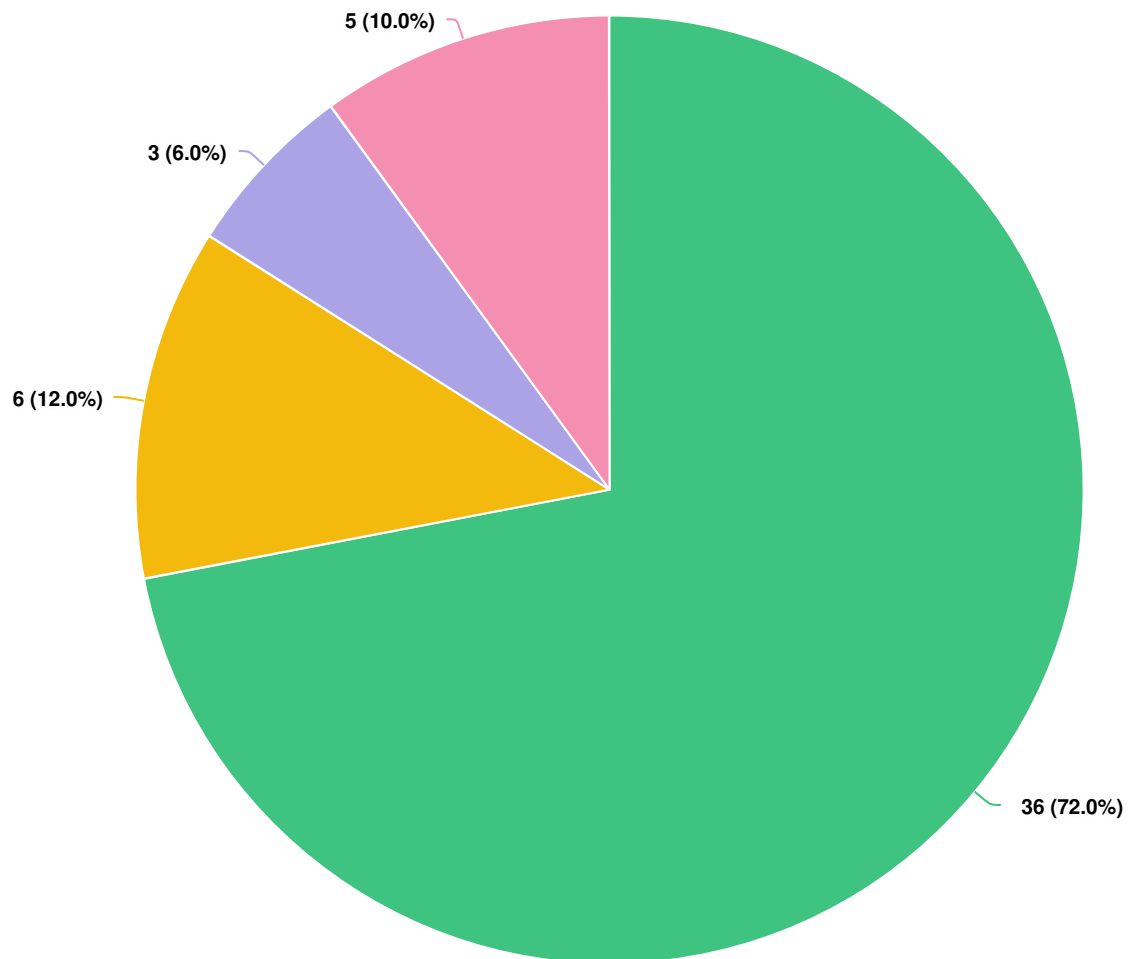
Anonymous lower hwy 35 Pine Grove
11/10/2022 08:35 AM

Anonymous none
11/11/2022 03:31 PM

Optional question (2 response(s), 227 skipped)

Question type: Essay Question

Q12 Please indicate your preference for Cascade Locks:



Question options

- OPTION 1: Formalized Local Deviated Fixed Route
- OPTION 2: Local Shared Mobility Services
- I don't like either option or would prefer to keep the current Cascade Locks service.
- Other (please describe)

Optional question (50 response(s), 179 skipped)
Question type: Radio Button Question

Q13 | In a few words, please tell us why this is the best option for you in the Cascade Locks region.

Anonymous

10/06/2022 07:13 AM

Current route works for me. Please resume the 8:30 departure from PDX.

Anonymous

10/07/2022 11:45 AM

A number of Locals work at the downtown business and live on the other end of town. If they were able to know they could get a ride at certain times to and from work I think it would be helpful. Most of them walk or ride their bikes.

Anonymous

10/09/2022 07:47 AM

I think this would be used more often

Anonymous

10/10/2022 02:22 PM

I prefer the idea of a local bus service to Cascade Locks from Hood River. Once the bike path adjacent to the highway is finished, it would be great to be able to ride the bus rather than fight headwinds on a bicycle.

Anonymous

10/11/2022 01:33 PM

fixed route

Anonymous

10/14/2022 01:05 PM

Easy access to multiple trails

Anonymous

10/17/2022 09:30 AM

It will help the commuters and locals have more options and the tourist that visit there come to Hood River and use the Buses

Anonymous

10/18/2022 04:53 PM

Adding a few more stops would be great because some people may not be able to get to the 2 stops that they have.

Anonymous

11/02/2022 12:59 PM

I take the CAT from Hood River to Cascade Locks and would not want to lose this direct service.

Anonymous

11/02/2022 08:23 PM

CAT is the only transit method I'm able to have, and so I would depend on this or not be able to reach these locations.

Anonymous

Cascade Locks is somewhat big, and even just having a few routes

11/04/2022 10:58 AM

would help lighten the load- especially if one of the routes goes to hood river.

Anonymous

11/04/2022 11:02 AM

I believe dependability and reliability will retain current riders. The visibility this provides will work to attract additional customers. They will be reminded there is a route in cascade locks and might choose to regularly utilize the service as costs for housing, food and transportation continue to rise.

Anonymous

11/07/2022 02:13 PM

I like the customized pick up routes. Its personalized

Anonymous

11/11/2022 03:33 PM

it isn't

Anonymous

11/14/2022 05:15 PM

Your proposed set route goes to a low traffic business park instead of the most densely populated residential area. Regardless, I think on-call service would better support both our locals and tourists. I think that would balance both needs, and would reduce emissions during low-useage times

Anonymous

11/14/2022 05:53 PM

Convenient

Anonymous

11/14/2022 09:14 PM

I would like to commute to and from work. I live in Cascade Locks and work 8:30am-4:30pm in hood River. I would like to ride the bus 2-3 days a week to work.

Anonymous

11/14/2022 11:06 PM

Reliability and spontaneouty.

Anonymous

11/14/2022 11:28 PM

I just think it's the best option for me

Anonymous

11/15/2022 12:48 PM

We need to have more stops on Forrest Lane.

Anonymous

11/15/2022 02:39 PM

Add a Bonneville Hatchery stop for Cascade Locks route, and a new stop for Windsong (east Cascade Locks - Train Appreciation Park), as there is high population density, lots of youth who would use transit, and near recreation sites (Herman Creek & easyClimb bike

trail). There are also several adult care homes in Windsong neighborhood who would also use the service. This neighborhood has the most population density in town, and it's a long 40 minute walk to downtown Cascade Locks, and easy freeway access eastbound to Hood River via Frontage road.

Anonymous

11/15/2022 03:16 PM

feel like people in CL who need transportation services would be less likely to have a drivers license so car sharing wouldn't be a priority there.

Anonymous

11/15/2022 03:25 PM

Family members rely on bus transportation to Hood River every day from Cascade Locks.

Anonymous

11/15/2022 03:53 PM

I manage the Cascade Locks Museum & Visitor Center. We get quite a few questions from visitors who take the Columbia Gorge Express from Portland to Cascade Locks expecting to be able to hike. Unless they are heading to the PCT, they are disappointed. Cascade Locks has limited community members who both live and work in town. If they haven't shared, the Port of Cascade Locks has an in depth economic study from the state to demonstrate this (completed in 2019, I think?). All of the people who I know live in town and don't have vehicles to get to and from work work at the Columbia Market. You may get valuable results from potential daily users if you do targeted interviews with their employees. Or you might do well in a business partnership if you convince the owner to provide GOrge Passes as an employee perk. I own a personal vehicle and a bike, so I will realistically never use CAT service for my day-to-day business in-town unless I have some sort of major transportation crisis. I would absolutely use it for trailhead access, and would use it to get to/from PDX airport if it was a direct bus line instead of a bus-MAX transfer.

Anonymous

11/15/2022 10:09 PM

7 days vs 5 day service and things come up last minute and this is constant.

Anonymous

11/15/2022 10:20 PM

I'm not always sure I can make an advance reservation

Anonymous

11/16/2022 08:22 AM

More efficient for more peopl

Anonymous

11/17/2022 07:11 AM

We have most of our population on this end of town

Anonymous

11/17/2022 09:31 AM

Because then we would know the schedule and could plan accordingly except if we needed slight deviation from the route.

Anonymous

11/17/2022 10:06 AM

A higher population of people live on the east end of town, and creating connectivity from the east end to downtown, will increase greater ridership on the cat system

Anonymous

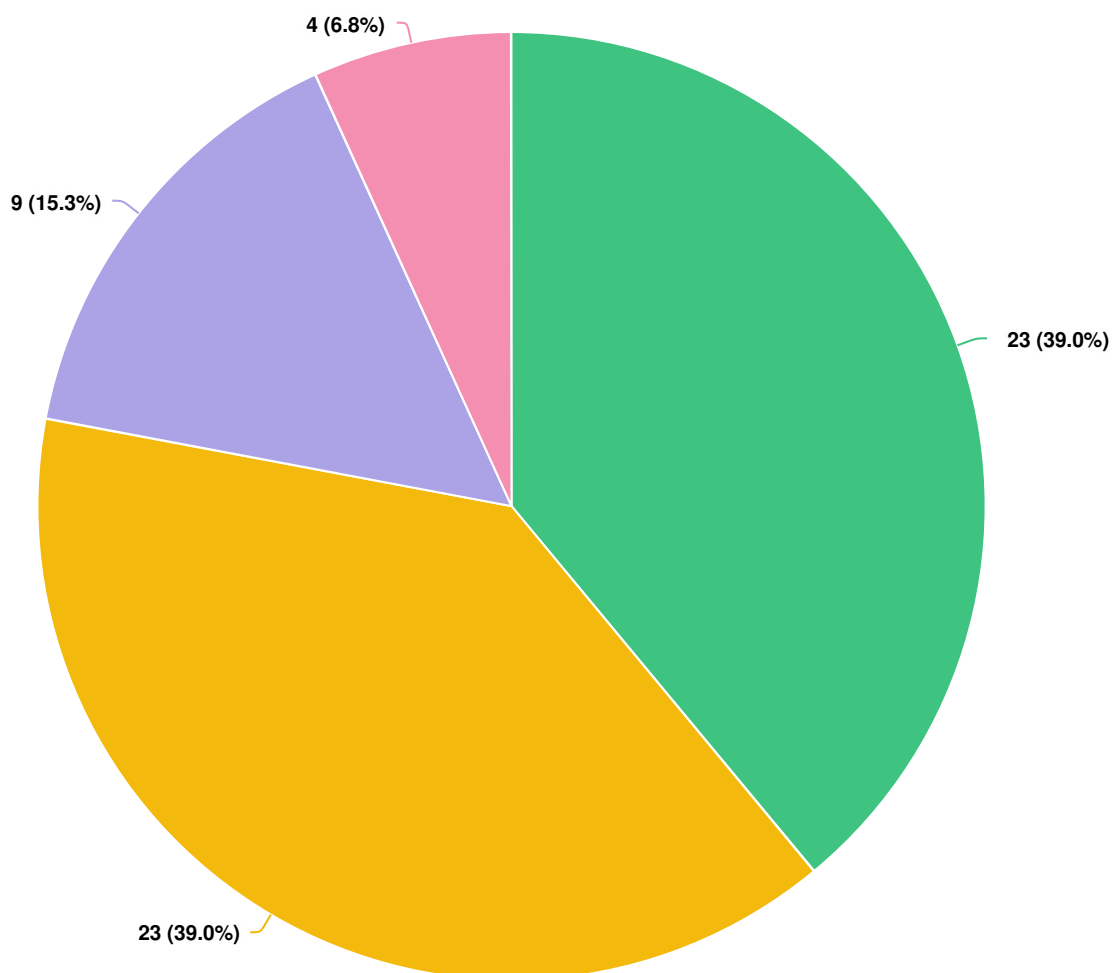
11/17/2022 08:06 PM

My schedule varies so reservations are hard to know in advance

Optional question (31 response(s), 198 skipped)

Question type: Essay Question

Q14 Please indicate your preference for Hood River East:



Question options

- Option 1: Hood River City Route (loop) with Express Commute Service
- Option 2: East Side Focused Linear Route
- I don't like either option or would prefer to keep the current Hood River City Route, expand services, and increase service all day.
- Other (please describe)

Optional question (59 response(s), 170 skipped)
Question type: Radio Button Question

Q15 | In a few words, please tell us why this is the best option for you in the Hood River East region.

Anonymous

10/05/2022 09:20 AM

I live on the east side. Most frequent need is travel between heights, downtown, waterfront. Can catch CGE and TD bus from port stop (right?).

Anonymous

10/07/2022 09:23 AM

Expanded hours

Anonymous

10/07/2022 10:02 AM

I don't currently use CAT but I see using it in the next few years.

Anonymous

10/09/2022 07:47 AM

I don't really think you need the late night service

Anonymous

10/11/2022 09:27 AM

I t seems to hit all the important stops in Hood river

Anonymous

10/11/2022 01:33 PM

express times

Anonymous

10/14/2022 01:05 PM

Service every 30 minutes

Anonymous

10/15/2022 12:29 PM

Extended hours are good. I am mainly interested in routes that serve the community college

Anonymous

10/18/2022 04:53 PM

It would be lot easier for me especially if I work late up on the heights.

Anonymous

10/20/2022 10:58 AM

The 40+ min return time is often why I choose to drive instead of ride the bus. I'll often ride down and walk up because it is faster to walk than ride the bus. The commuter option fixes that.

Anonymous

10/24/2022 10:03 AM

It gets me around to do errands.

Anonymous

10/29/2022 06:19 AM

This is a very difficult decision for me. My highest priority is more frequent options to use the CAT bus. I am choosing Option 1 because

for parts of the day the route is quicker between the Heights and Downtown/Waterfront.

Anonymous

10/31/2022 09:13 AM

I think increasing the frequency of routes and shifting to a linear system will make the bus system much more efficient, for riders and will be more likely for people to ride it. I think it is hard to ensure that the commuter route would increase usership (option 1). But I think the expanded hours until 10 would also be very helpful for folks who aren't quite on that 9 to 5 grind.

Anonymous

10/31/2022 10:03 AM

Later hours is better

Anonymous

11/01/2022 06:53 PM

I ride this bus to get to the CAT station to take bus to the Dalles

Anonymous

11/02/2022 09:45 AM

More services

Anonymous

11/02/2022 10:37 AM

This seems like the best option for people who need to commute to work via bus

Anonymous

11/02/2022 12:59 PM

I live on the West Side, and this would increase the frequency of the loop for everyone, and therefore the transfer from a new westside route. However, for me at least, this would only work well with option 1 of the Hood River West.

Anonymous

11/02/2022 08:23 PM

I coomute throughout the town, including the west side, but if there is a West side route that goes through Rand then this is all good.

Anonymous

11/08/2022 01:22 PM

The expanded hours are really great.

Anonymous

11/08/2022 01:52 PM

the two options don't seem that different with location and the option of a commuter line is great. i do like the 30 min frequency upgrade though.

Anonymous

11/10/2022 07:47 AM

every 30 minutes helps folks commute to work

Anonymous

11/11/2022 03:34 PM

N/A

Anonymous

11/12/2022 09:54 AM

The current layout reaches a more broad area of town. I feel it makes your services more accessible to more people

Anonymous

11/14/2022 11:28 PM

It s easier for me

Anonymous

11/15/2022 08:51 AM

just as covenient

Anonymous

11/15/2022 12:48 PM

Extending time would be fantastic as long as it includes out to Cascade Locks

Anonymous

11/15/2022 02:39 PM

More evening routes are needed

Anonymous

11/15/2022 03:16 PM

don't want to lose the city loop.

Anonymous

11/15/2022 03:25 PM

Would help to have later hours

Anonymous

11/15/2022 06:47 PM

For work

Anonymous

11/15/2022 10:09 PM

Extended services

Anonymous

11/16/2022 02:24 AM

Regular and dependable, easy to understand

Anonymous

11/16/2022 05:15 AM

expand services, and increase service all day

Anonymous

11/16/2022 12:04 PM

The bus stop is closer to my apartment complex

Anonymous

It seems best suited to the needs of the community

11/16/2022 05:31 PM

Anonymous

11/16/2022 05:54 PM

I think getting somewhere efficiently is really important and having a liner route would accomplish that. Additionally, extending hours would help me move around after work and allow me to get to and from the other places I want to go, without needing my car.

Anonymous

11/16/2022 10:23 PM

Increased frequency to every 30 mins seems the most helpful way to go. It's more important and helpful to know there will always be a bus every 30 mins. I will be more likely to use it for that reason.

Anonymous

11/17/2022 08:52 AM

expanding is best option.

Anonymous

11/17/2022 01:42 PM

Those are the places I frequent

Anonymous

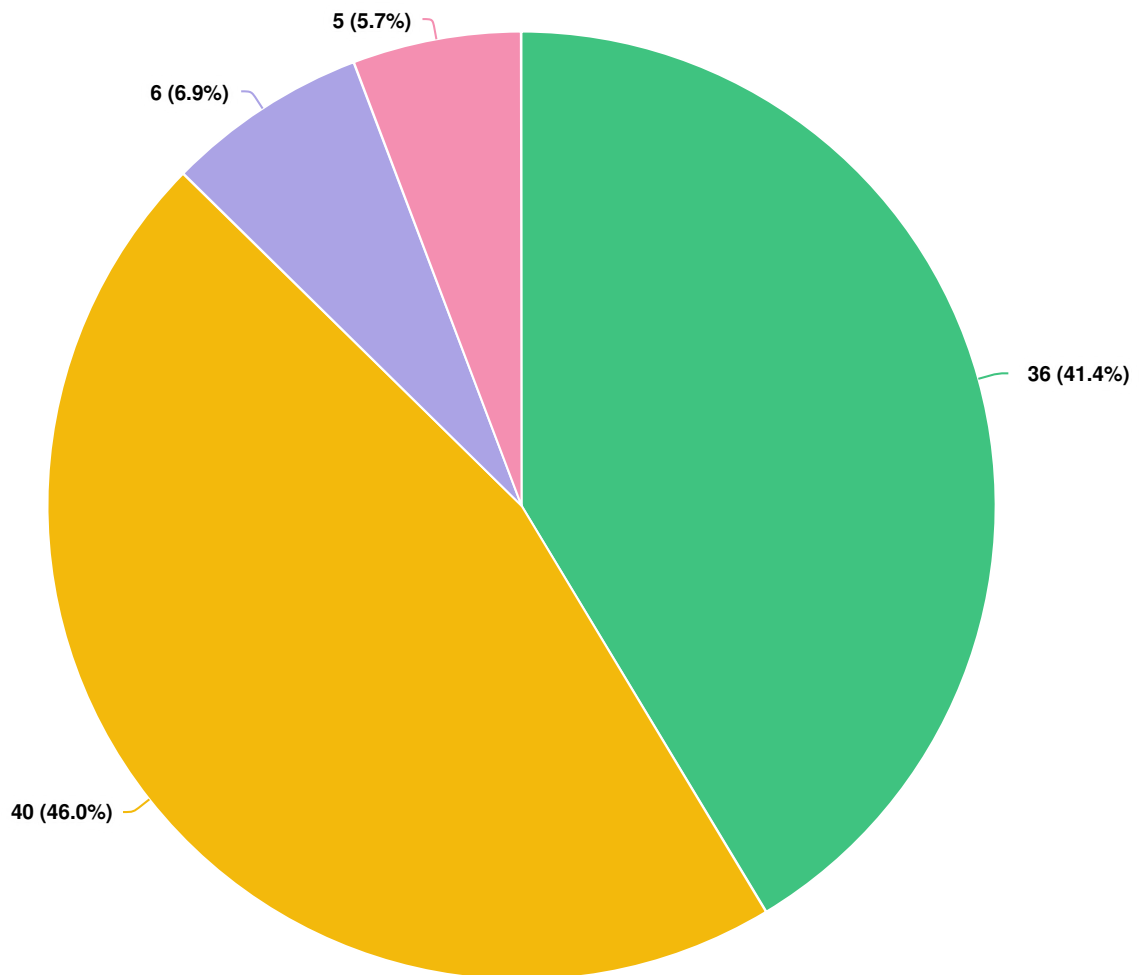
11/17/2022 10:37 PM

Lots of people need transportation for shopping, church, hospital, phArmacies, and work, including recreation

Optional question (41 response(s), 188 skipped)

Question type: Essay Question

Q16 Please indicate your preference for Hood River West:



Question options

- Option 1: West Side Developed Areas
- Option 2: West Side Rural Access
- I don't like either option or do not want to add a new service on the west side.
- Other (please describe)

Optional question (87 response(s), 142 skipped)
Question type: Radio Button Question

Q17 | In a few words, please tell us why this is the best option for you in the Hood River West region.

Anonymous

10/05/2022 09:20 AM

More service to businesses on east side

Anonymous

10/05/2022 11:00 AM

Hilly. Can't walk to town. Can't park downtown. Like bus to go there.

Anonymous

10/06/2022 09:10 PM

Option 1 covers more shopping & service areas as well as the denser population

Anonymous

10/07/2022 09:23 AM

This would add access fir critical neighborhoods

Anonymous

10/07/2022 10:02 AM

I don't currently use CAT but I see using it in the next few years.

Anonymous

10/09/2022 07:47 AM

Looks like this would provide more service to the elderly or people with disabilities

Anonymous

10/10/2022 08:02 AM

Leave the west side alone.

Anonymous

10/10/2022 02:22 PM

Definitely like the idea of more transit to the "rural" westside areas, which probably won't stay that way in the future.

Anonymous

10/11/2022 09:27 AM

More access for the people in the rural area's.

Anonymous

10/11/2022 01:33 PM

The far west side of town is a transportation desert

Anonymous

10/14/2022 01:05 PM

Goes where I need to go

Anonymous

10/18/2022 04:53 PM

It would be great for whom ever needs that route.

| | |
|----------------------------------|--|
| Anonymous 10/20/2022 10:58 AM | The developed areas are far denser, and more likely to have a higher volume of people taking transit. It seems like a better idea to serve more people than a wider area. |
| Anonymous 10/24/2022 10:03 AM | It gets me from home to town. |
| Anonymous 10/29/2022 06:19 AM | It appears Option 1 will bring the option of using Transit to more folks which is a priority for me. I don't expect to use this much, but I could by linking it with the east side service. |
| Anonymous 11/02/2022 10:37 AM | People in the west side developed area have better access to stops on the west side rural route than people in the west side rural area have access to stops in the west side developed route |
| Anonymous 11/02/2022 12:59 PM | The fact that the rural option only connects with the East route at Rosaur's isn't ideal. I like that option 1 connects at the aquatic center with option 2 for the East side and its increase in service times. |
| Anonymous 11/02/2022 08:23 PM | CAT is the only way I get around so Option 1 is much better. |
| Anonymous 11/04/2022 10:58 AM | Walking within the west side of hood river can be difficult and inaccessible. Having a route through there would be really helpful. |
| Anonymous 11/07/2022 11:45 AM | The fastest for me |
| Anonymous 11/08/2022 01:52 PM | would be great to have a line that helps more rural folks get access to town - makes these areas more livable without a car. with that said, would want it paired with a line that accesses most of the city area of hood river (like option 1 in east side plan). |
| Anonymous 11/11/2022 03:36 PM | N/A |
| Anonymous 11/11/2022 03:37 PM | N/A |

Anonymous

11/14/2022 09:31 AM

The rural areas are not connected to public transit at all, where the people who live within the developed west area already have the option of safer biking and walking routes. That does not exist in the rural part of west HR.

Anonymous

11/15/2022 08:51 AM

opens up areas previously not available which would be helpful

Anonymous

11/15/2022 11:17 AM

Proposed stop #2 is close to my house.

Anonymous

11/15/2022 12:48 PM

Better options for finding a place to live if you only use mass transit

Anonymous

11/15/2022 02:39 PM

More evening hours

Anonymous

11/15/2022 03:03 PM

West Side Rural access option 2 is good, but still doesn't reach out further West enough. Transit route needs to be made ideal for not just low income riders, but also wealthy rides too (who need to transition to public transit rather than using individual cars.)

Anonymous

11/15/2022 03:16 PM

need rural service but not at the expense of more developed areas near the schools.

Anonymous

11/15/2022 05:27 PM

I live in it.

Anonymous

11/15/2022 06:47 PM

Residents at the nursing home

Anonymous

11/15/2022 10:09 PM

Stops at a wide variety of popular locations.

Anonymous

11/16/2022 06:00 PM

These are places many students would visit

Anonymous

11/16/2022 10:23 PM

I think a mobility hub near the aquatic center makes the most sense for every life (shopping, errands, etc). However, I don't live on the west side and feel it's more important for those living there to weigh in.

| | |
|----------------------------------|--|
| Anonymous 11/17/2022 03:09 PM | Por que para a las 10 pm y hay cada 30 min. |
| Anonymous 11/17/2022 10:37 PM | Are more people who may need the services |
| Anonymous 11/18/2022 08:58 AM | Me gustan las dos especial cuando hay nieve |
| Anonymous 11/18/2022 11:19 AM | If people don't have access to even get om CAT from there they won't ditch the car |
| Anonymous 11/18/2022 11:35 AM | Pase zonas mas pobladas |
| Anonymous 11/18/2022 11:40 AM | por que pasa por la escuela |
| Anonymous 11/18/2022 11:44 AM | hay para mas gente |
| Anonymous 11/18/2022 11:47 AM | mi gusta |
| Anonymous 11/18/2022 11:54 AM | The added stops are good. I think it would be much more better |
| Anonymous 11/18/2022 11:58 AM | I like how there are many more stop available here, these stops are closer to area I would use |
| Anonymous 11/18/2022 12:01 PM | porque abarca mas rutas |
| Anonymous 11/18/2022 12:34 PM | Porque abarca mas rutas |
| Anonymous 11/18/2022 12:38 PM | Porque es mejor ruta |

Anonymous

11/18/2022 12:44 PM

Porque pasa mas seguido y pasa por la Walmart

Anonymous

11/18/2022 12:46 PM

Me gusta porque pasa mas seguido

Anonymous

11/18/2022 12:50 PM

Es justo y necesario

Anonymous

11/18/2022 01:32 PM

Parque es la ruta mas rapido

Anonymous

11/18/2022 01:48 PM

Porque es la ruta mas rapido

Anonymous

11/18/2022 01:50 PM

Porque abarca mas area y opciones para la County clib

Anonymous

11/18/2022 01:57 PM

Porque que no voy para ese lado

Anonymous

11/18/2022 02:12 PM

I am unsure of the neighborhood impacts having more routes. Would it increase traffic on side streets often used by bikers and walkers (Frankton) or decrease traffic. I just don't know enough about the subject to make a choice for change.

Anonymous

11/18/2022 02:13 PM

Es mas rápido veficiente

Anonymous

11/18/2022 02:15 PM

Muy necesario

Anonymous

11/18/2022 02:20 PM

me gusta que ay mas rutas

Anonymous

11/18/2022 02:22 PM

se necesita el servicio

Anonymous

11/18/2022 02:30 PM

Porque mas rutas

Anonymous

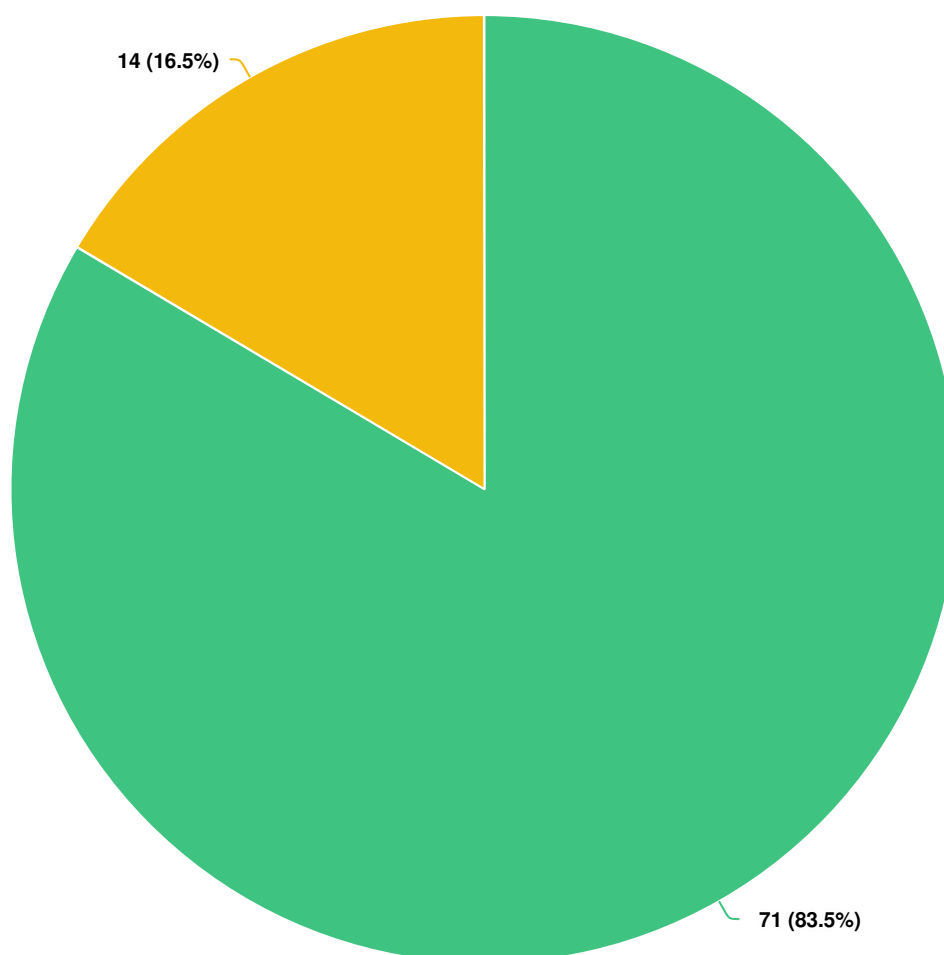
Va al centro

11/18/2022 02:33 PM

Optional question (62 response(s), 167 skipped)

Question type: Essay Question

Q18 Do these proposed stops in the Hood River West region work well for you?



Question options

☒ Yes ☐ No

Optional question (85 response(s), 144 skipped)

Question type: Radio Button Question

Q19 What locations would you add in the Hood River West region?

Anonymous

10/05/2022 11:00 AM

Heights shopping area.

Anonymous

10/10/2022 08:02 AM

None

Anonymous

10/15/2022 07:06 AM

more stops on May Street, say at Rand Road and the dance school

Anonymous

11/02/2022 12:59 PM

This proposed stops are great, but I think there need to be more! The stops are very spread out, making it hard for families with young children, or elderly folk to walk those distances if they live between stops.

Anonymous

11/08/2022 01:52 PM

i don't spend time on the west side.

Anonymous

11/11/2022 03:36 PM

none

Anonymous

11/11/2022 03:37 PM

none

Anonymous

11/15/2022 03:03 PM

Another stop near furthest side of Post Canyon Road, near mountain biking spot, up country club road too.

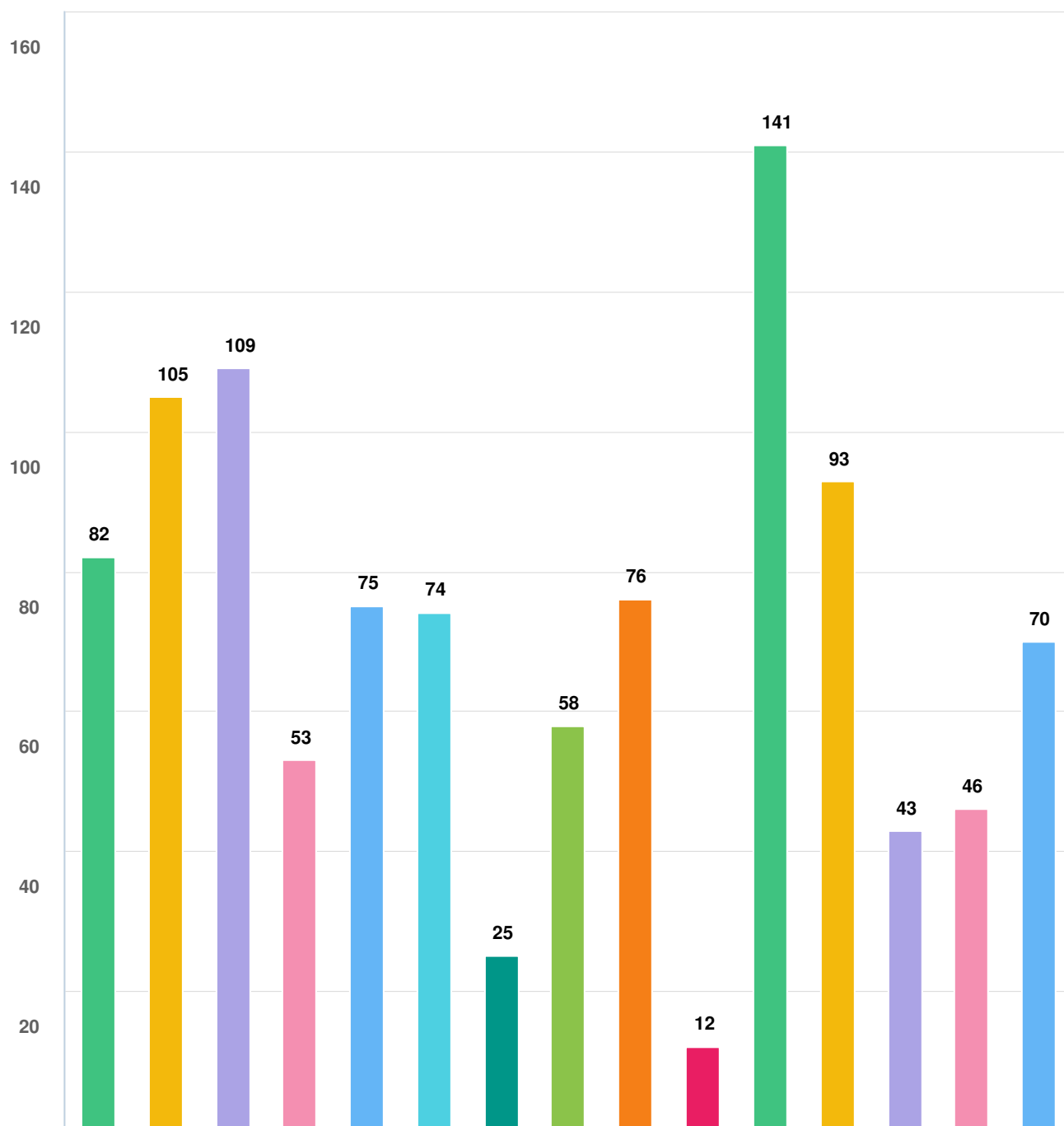
Anonymous

11/15/2022 03:16 PM

13th and may is an important central point

Optional question (9 response(s), 220 skipped)

Question type: Essay Question

Q20 Please indicate which elements you would like to have in a mobility hub near you.

Question options

- Public spaces Park & Ride Waiting area (transit, carpool, vanpool) Bike lockers Bike racks
- Sidewalks Taxi stand Bike lanes Coffee shop Bike repair shop Restrooms Free Wi-Fi
- Car sharing Bike sharing Vanpool/carpool/taxi pick-ups

Optional question (207 response(s), 22 skipped)

Question type: Checkbox Question

Q21 Where else would you like to see a mobility hub?

Anonymous

10/04/2022 02:40 PM

Near the Odell turn-off or Pine Grove turn-off

Anonymous

10/04/2022 10:37 PM

We don't use CAT, we know few people that use CAT, or have used CAT. I believe there is a need for a small, scaled down service. Spending even more money on a lightly used service makes no sense. Watching empty buses driving around is frustrating.

Anonymous

10/05/2022 09:20 AM

These locations look great! Would also prioritize covered waiting areas and seating, electric charging stations for cars as well as bikes and scooters. A full bike repair shop may not be needed but a self-serve kiosk with basic tools and air pump would be great.

Anonymous

10/05/2022 11:00 AM

M/A

Anonymous

10/05/2022 04:43 PM

gresham,or.

Anonymous

10/05/2022 10:23 PM

Information kiosk

Anonymous

10/07/2022 07:40 AM

Bingen

Anonymous

10/08/2022 02:41 PM

Government Camp

Anonymous

10/08/2022 09:45 PM

water fountains, recycling can as well as trash can, public art, bilingual signage, waiting area benches facing each other to enhance social interaction, overhead shelter from rain, hood paving so as not to step into puddles when coming and going from hub.

Anonymous

10/09/2022 07:47 AM

All of the above that I checked

Anonymous

10/11/2022 01:33 PM

group or event public meeting space

Anonymous

10/14/2022 01:05 PM

Mosier

Anonymous

10/15/2022 07:06 AM

benches or seating area out of the rain

Anonymous

10/19/2022 05:13 PM

Mt. Hood, Upper Valley area

Anonymous

10/24/2022 08:44 AM

Hood River Library

Anonymous

10/29/2022 06:19 AM

These locations look great for me. I live in the Heights.

Anonymous

11/02/2022 10:00 AM

HRVHS, Parkdale

Anonymous

11/02/2022 08:23 PM

Anything that gets the population to use public transit more or totally.

Anonymous

11/03/2022 04:49 PM

Mosier. Add transit options for high school kids that do sports

Anonymous

11/07/2022 02:13 PM

wyeth

Anonymous

11/08/2022 09:56 AM

public hot spots

Anonymous

11/08/2022 01:22 PM

Cascade Locks and The Dalles

Anonymous

11/08/2022 01:52 PM

more rural westside, odell

Anonymous

11/11/2022 09:35 AM

White salmon

Anonymous

11/11/2022 03:26 PM

nowhere

Anonymous

11/11/2022 03:29 PM

nowhere

Anonymous

11/11/2022 03:31 PM

nowhere

Anonymous

11/11/2022 03:33 PM

nowhere

Anonymous

11/11/2022 03:34 PM

nowhere

Anonymous

11/11/2022 03:36 PM

nowhere

Anonymous

11/11/2022 03:37 PM

nowhere

Anonymous

11/12/2022 09:54 AM

I think there are plenty of guns already

Anonymous

11/12/2022 10:39 AM

To the airport. I literally think this service twice. A day (morning, afternoon) will be hug for the area. Also, a bus route that stops at wineries, just runs in the summer, it will keep drunk drivers off the road and can charge a nice penny for a hop on hop off. That type of tourist bus could pay for a more local bus routes.

Anonymous

11/14/2022 11:28 PM

Somewhere that's well lit has restrooms and wifi so people can charge there phones in between travelling. Big parking lot

Anonymous

11/15/2022 08:51 AM

CAT head quarters is great

Anonymous

11/15/2022 02:39 PM

Covered mobility hubs, it rains alot and can be very windy.

Anonymous

11/15/2022 03:03 PM

More north east near Windmaster Market and Post Canyon mountain biking area.

Anonymous

11/15/2022 10:09 PM

The high school

Anonymous

11/16/2022 08:22 AM

Quick/ short access to airport available

Anonymous

11/16/2022 10:20 AM

The Dalles Oregon

Anonymous

11/16/2022 05:31 PM

Grocery store

Anonymous

11/16/2022 07:34 PM

Local parks

Anonymous

11/16/2022 10:23 PM

2nd Ave in downtown Hood River

Anonymous

11/17/2022 08:52 AM

idk?

Anonymous

11/17/2022 09:31 AM

On Forest Lane and Shahala. With our neighborhood, other neighborhoods, and the KOA I think a hub that includes bike share would be utilized well.

Anonymous

11/17/2022 09:34 AM

n/a

Anonymous

11/17/2022 10:06 AM

being next to other general conveniences, like a drug store, or grocery store, could be helpful

Anonymous

11/17/2022 08:06 PM

Between Cascade Locks and Multnomah falls

Anonymous

11/17/2022 10:37 PM

I like the destinations and flexibility you have already

Anonymous

11/18/2022 09:10 AM

mejor Informacion en Español

Anonymous

11/18/2022 09:26 AM

diferentes horas, horas de la tarde

Anonymous

11/18/2022 09:32 AM

Tener posters en las paradas con horarios de los servicios

Anonymous

11/18/2022 09:45 AM

Que pase mas temprano

Anonymous

11/18/2022 10:22 AM

Later times from Hood River (after 6PM) to The Dalles, and more pick up and drop off areas in The Dalles (not just one on the west end).
Willing to pay more.

Anonymous

11/18/2022 10:34 AM

Mas sobre el quien te recoge en tu casa

Anonymous

11/18/2022 10:37 AM

algun programa de transporte especial

Anonymous

11/18/2022 10:41 AM

tener una aplicacion en espanol para sabre dias y horas de los servicios

Anonymous

11/18/2022 10:46 AM

Alguna persona que hable Español

Anonymous

11/18/2022 11:19 AM

where van picks up for airport run

Anonymous

11/18/2022 12:50 PM

mejores horas 24/7

Anonymous

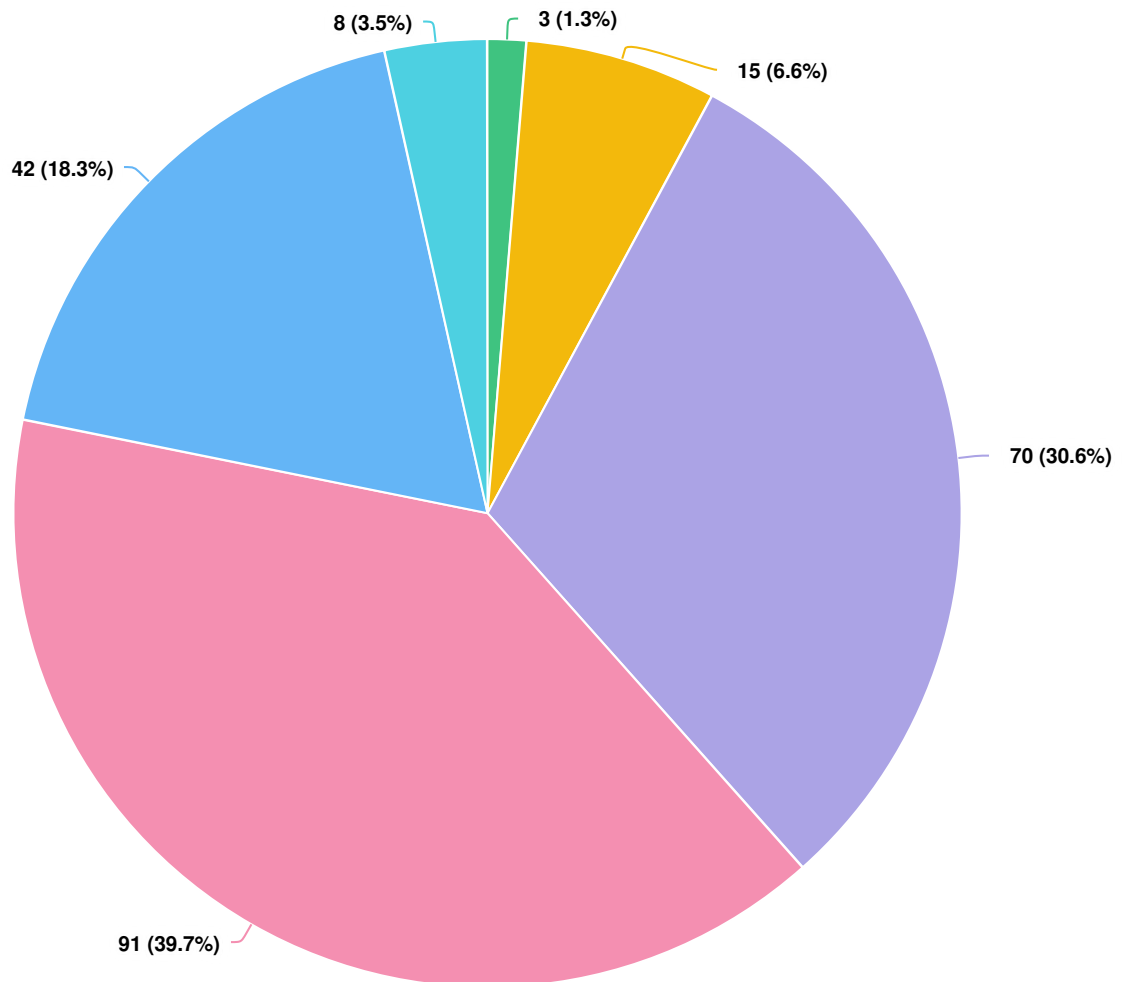
11/18/2022 02:12 PM

Churches ot the hospital parking garage

Optional question (61 response(s), 168 skipped)

Question type: Essay Question

Q22 Which age group do you belong to?



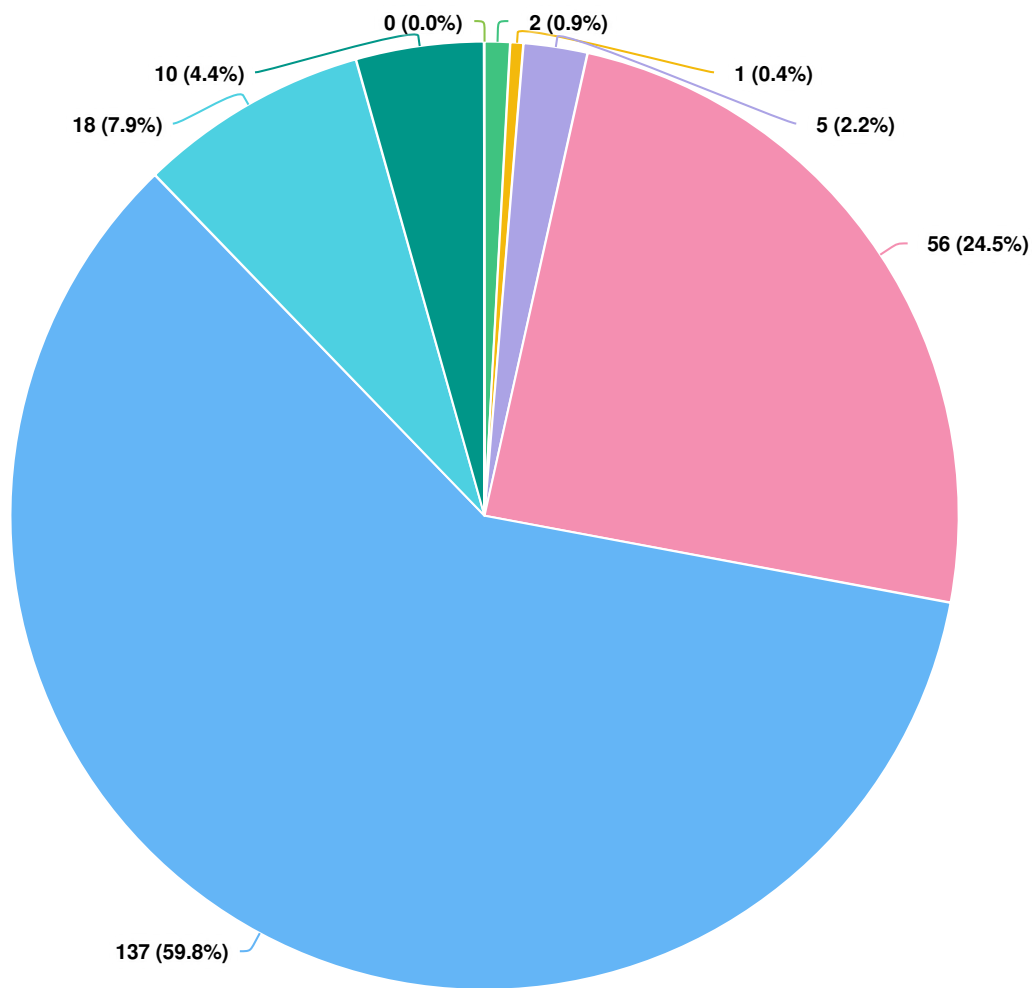
Question options

● Under 18 ● 18-24 ● 25-44 ● 45-64 ● Over 65 ● Prefer not to answer

Mandatory Question (229 response(s))

Question type: Radio Button Question

Q23 This question helps CAT ensure that all community voices are heard in the development of the Transit Master Plan. What is your race/ethnicity?

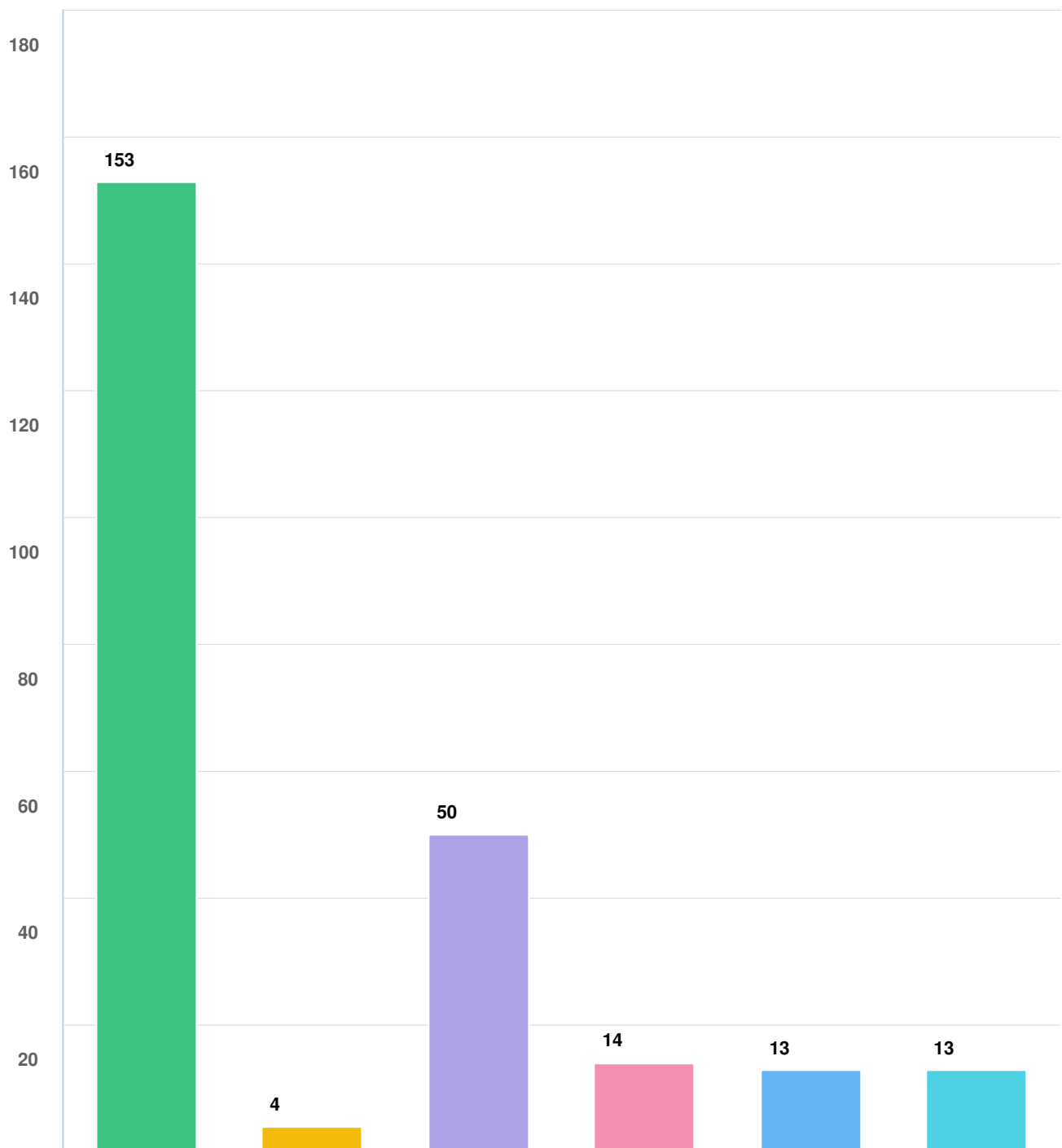


Question options

- Black or African American
 ● Native Hawaiian
 ● Asian American or Pacific Islander
 ● Hispanic or Latino
- White/Caucasian
 ● Prefer not to say
 ● Other (write in)
 ● American Indian or Alaskan

Mandatory Question (229 response(s))
Question type: Radio Button Question

Q24 What best describes you? [Check all that apply]



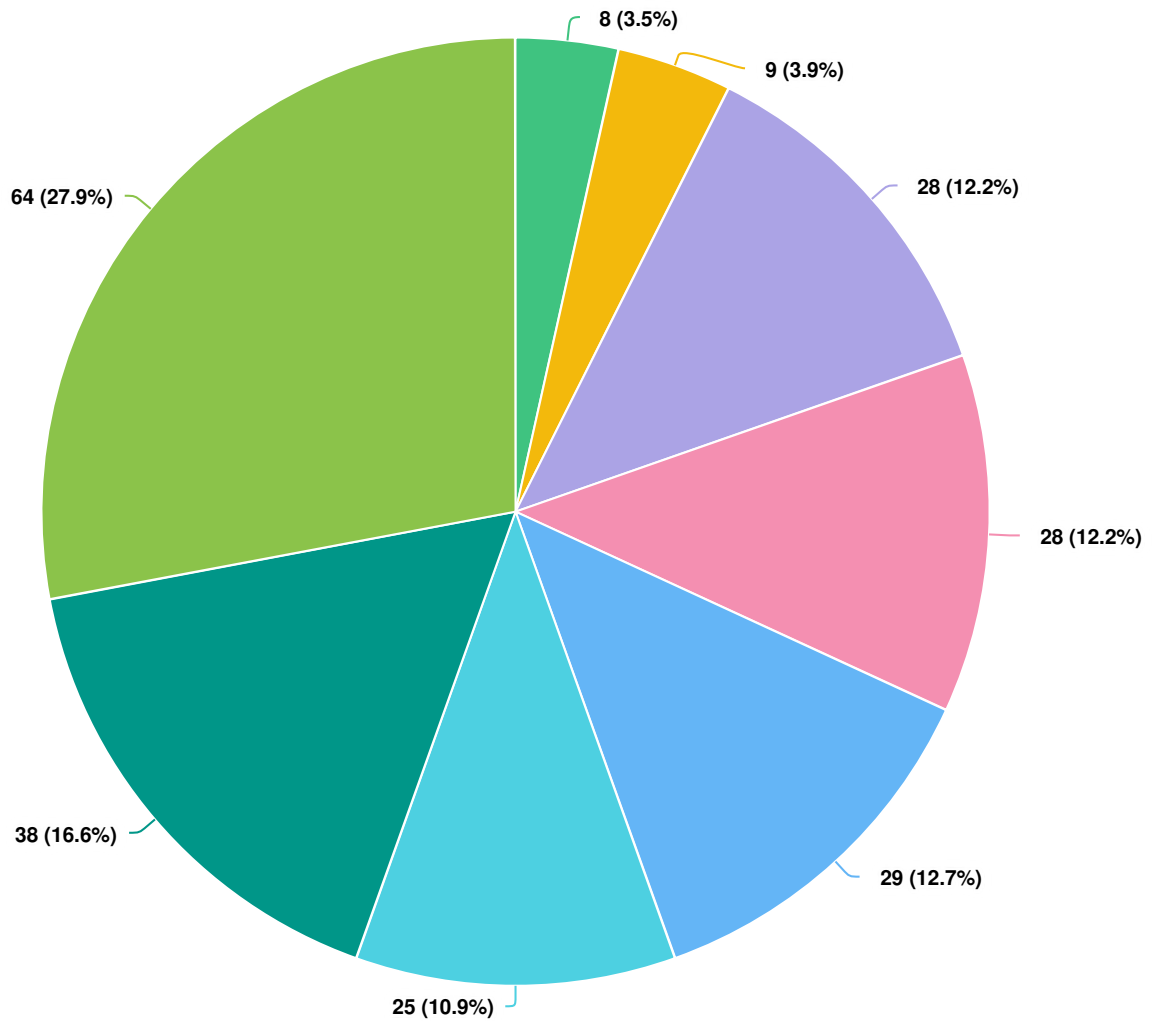
Question options

- Employed
- Currently unemployed
- Retired
- Student (K-12, high school, higher education)
- Parent/guardian of a K-12 student
- Other (please specify)

Mandatory Question (229 response(s))

Question type: Checkbox Question

Q25 What was your annual household income last year?



Question options

- Less than \$15,000
 ● \$15,000 to \$24,999
 ● \$25,000 to \$34,999
 ● \$35,000 to \$49,999
 ● \$50,000 to \$74,999
- \$75,000 to \$99,999
 ● \$100,000 or more
 ● Prefer not to say

Mandatory Question (229 response(s))
Question type: Radio Button Question

Q26 | Is there anything else you would like to share about how CAT could best serve you?

Anonymous

9/30/2022 10:36 AM

Service to Upper valley and Government Camp is adequate in morning but lacking in afternoon. Regional connections from Vancouver don't connect well as a result.

Anonymous

10/04/2022 11:56 AM

I think CAT is great. But why the huge buses?!! Smaller buses would be cleaner, quieter, less wasteful and easier to navigate through the streets of Hood River. Many people notice and comment on all those empty seats, which I think is hurting your reputation.

Anonymous

10/04/2022 02:40 PM

More commuting routes between Parkdale and Hood River so that people who go to work can get to work on time and leave at a reasonable time. The morning bus from Parkdale to Hood River should have two options, arriving in Hood River at 7:30/7:45 am and 8:30/8:45 am so that Parkdale commuters can get to work on time in Hood River. The northbound afternoon bus from Hood River to Parkdale should leave Hood River at 5:15/5:30 pm and 6:15/6:30 pm.

Anonymous

10/04/2022 05:50 PM

More stops

Anonymous

10/04/2022 10:37 PM

CAT is oversized, trying to meet a need that does not exist. The system should be resized (downsized) and meet the need for those that truly need a mobility option.

Anonymous

10/05/2022 09:20 AM

More frequent service to The Dalles

Anonymous

10/05/2022 11:00 AM

I'd like CAT to return to their trips to Clackamas Town Center.

Anonymous

10/05/2022 12:18 PM

I would love it if CAT went directly from PDX to/from Hood River!

Anonymous

10/05/2022 02:55 PM

It would be great if well behaved dogs were allowed. I'd ride more often if I could take my dog.

Anonymous

10/05/2022 04:43 PM

dislike having to go to gateway area (bad) would like to have ability to get on in gresham, would use more

Anonymous

10/06/2022 07:13 AM

Thank you for these exciting plans.

Anonymous

10/06/2022 09:10 PM

Continue discounted Senior fare

Anonymous

10/07/2022 07:32 AM

PLEASE PLEASE PLEASE have a service the goes from the HR area directly to PDX. Not just to the Gateway center, but ALL THE WAY to the airport. I'd be happy to pay extra for it!!

Anonymous

10/07/2022 09:23 AM

Airport service

Anonymous

10/07/2022 11:45 AM

We enjoy the service. We take it to Multnomah Falls for brunch. I would love if the bus could stop at the Hatchery upon request or by calling a number.

Anonymous

10/08/2022 11:35 AM

Maintaining winter Gorge-to-Mountain Express service with the schedule coordinated with the Columbia Gorge Express is the most important thing for me. Extending the Gorge-to-Mountain Express for the rest of the year (especially summer hiking season) would be a wonderful addition.

Anonymous

10/08/2022 12:22 PM

To get from Portland to hiking and skiing on the East side of Mt.Hood

Anonymous

10/08/2022 05:09 PM

Would like to see public transit to Mt. Hood east side ski destinations, Teacup and Mt. Hood Meadows.

Anonymous

10/08/2022 09:45 PM

I really appreciate how many improvements in CAT— can't say enough about that — but I am disappointed in the survey instrument. Please, though, keep up the great work — it's really been a new day with the transformation of CAT services.

Anonymous

10/09/2022 06:15 AM

Having transit to Teacup Nordic on Wed and other days when they groom

Anonymous

Expand the bike lanes out of Hood River to the meet the bike trail on

10/09/2022 07:47 AM

the west side. Viento park to Hood River bike trail would give bike riders to bike from Greahem to Hood River on a safe route.

Anonymous

10/10/2022 08:02 AM

The CAT buses around town are never full, yet you have big buses. Scrap those and use vans. And push the city to allow Lyft and Uber, the truly flexible transportation.

Anonymous

10/10/2022 02:22 PM

Thank you for improving transit options. Please consider including charging stations for e-bikes, with secure bicycle parking, at the mobility hubs (or at least at the CAT station in Hood River).

Anonymous

10/10/2022 10:56 PM

I would love to have a LATE bus coming back from Portland some nights.

Anonymous

10/15/2022 07:06 AM

The bus color is great. I think the busses are to big for the number of riders. Smaller busses would be less awkward on our streets.

Anonymous

10/15/2022 12:29 PM

We need more transportation between the two campuses of the community college.

Anonymous

10/17/2022 09:30 AM

Adding more runs in and out of Cascade Locks

Anonymous

10/19/2022 05:13 PM

Please think of the transportation options for people in the most rural areas of the county in order to access services in town --- can there be more responsiveness than scheduling dial a ride a day in advance? What if someone has an emergent issue (not emergency)?

Anonymous

10/20/2022 10:58 AM

I think this goes without saying in the gorge with the amount of rain we get, but bus stops need a covered area to wait. In the summer it isn't an issue, but come winter... nobody wants to get drenched or have a work laptop soaked through their backpack.

Anonymous

10/21/2022 11:56 PM

I really like how the bus picks up more during the spring and summer

Anonymous

10/24/2022 08:37 AM

Be dependable and on time. On time does not mean within 15 minutes it means within 5 minutes.

Anonymous

10/29/2022 06:19 AM

Increasing frequency of bus routes as need increases.

Anonymous

10/31/2022 09:13 AM

I work from home, so a lot of the things I want to do involve moving around between 4:30-9:30. Unfortunately this is the time that a lot of the bus routes start winding down, (white salmon to Hood River). This means I need to take my car, especially since I can't ride my bike across the bridge. If there was an easy way to get across the bridge which doesn't involve driving, that would be fantastic!

Anonymous

10/31/2022 10:03 AM

I have sensory processing sensitivity (SPS) so noise is a big factor for me when riding busses. Most of y'all's busses I have been on have been too rattley for me to be comfortable for long periods of time. I think if some focus went to making busses more audibly comfortable it might encourage folks like me to use public transit :)

Anonymous

10/31/2022 08:14 PM

We would love more options over to the westside of town.

Anonymous

10/31/2022 08:49 PM

My mountain bike (it is not electric) does not fit on some of the bike racks (the ones on the front where the bike fits horizontally). The tires are too fat (2.5 inches) and the frame too long.

Anonymous

11/01/2022 06:53 PM

Please make the schedule easier to read. It took several of us many times to figure out where and when to catch the bus because it's not super clear. Thank you!!

Anonymous

11/01/2022 08:11 PM

We would love a stop at Portland airport.

Anonymous

11/02/2022 09:45 AM

weekend services from upper valley to town

Anonymous

11/02/2022 10:00 AM

Students from high school to downtown, and back. Students from high school to Parkdale, and back.

Anonymous

11/02/2022 10:37 AM

keep allowing dogs

Anonymous

11/02/2022 12:59 PM

Increased frequency of service, and later service!

Anonymous

11/02/2022 08:23 PM

No. And thank you, public transit is necessary for the future!

Anonymous

11/04/2022 09:52 AM

I'm a farmer and have often thought about using CAT to get from my home to my farm, however, I have a dog and sometimes boxes of produce. I'm wondering if there could be a way to create a bus/box truck hybrid. The vehicle would have lots of seats for passengers, but there would be space in the back where maybe passengers could put boxes or luggage.

Anonymous

11/04/2022 11:02 AM

Earlier morning and evening services for the Columbia Gorge Express would be great.

Anonymous

11/07/2022 02:13 PM

More stops at Wyeth during the day especially with the winter hours and it getting dark sooner.

Anonymous

11/08/2022 01:52 PM

i love the idea of a mobility hub. would be great if there was options where you could pick up a bike/car/etc at one location and drop it at another without having to return it back to the hub you got it from. also would love to see service to the portland airport departures/arrivals rather than to Troutdale/Gresham area where the max stop is. If this exists already that's great! but as far as I'm aware I don't think it does?

Anonymous

11/10/2022 07:47 AM

safety , good hours 8 am til 9 pm able to ride bike to Mclsacs and lock it and ride the bus to and around Hood river and return home.

Anonymous

11/11/2022 09:35 AM

Pdx drop offs and pick ups

Anonymous

11/11/2022 01:11 PM

Keep up the good work and out reach - I love to drive but have been thinking of trying CAT out for a few things. I've seen a lot of improvement from 10 years ago.

Anonymous

11/11/2022 03:26 PM

allow me to do my job with out creating busy work.

Anonymous

11/11/2022 03:29 PM

allow me to do my job without creating busy work

Anonymous

11/11/2022 03:31 PM

Allow me to do my job with out creating busy work

Anonymous

11/11/2022 03:33 PM

Allow me to do my job without creating busy work

Anonymous

11/11/2022 03:34 PM

Allow me to do my job without creating busy work

Anonymous

11/11/2022 03:36 PM

Allow me to do my job without creating busy work

Anonymous

11/11/2022 03:37 PM

Allow me to do my job without creating busy work

Anonymous

11/12/2022 09:54 AM

Please keep the trolley services going. My son and I love riding the trolley

Anonymous

11/12/2022 10:39 AM

Lean into to the tourism, and access in and out of Portland to the airport. I think those are great opportunities.

Anonymous

11/14/2022 05:53 PM

We need service to the high school

Anonymous

11/14/2022 11:28 PM

You guys are awesome thank you service

Anonymous

11/15/2022 02:39 PM

We would love airport shuttle service to PDX airport from Cascade Locks and Hood River. Also, more evening hours for those who want to dine or drink. Maybe even information for homeless on where they can find warming centers/services.

Anonymous

11/15/2022 03:03 PM

More community input to make routes more doable for everyday use for locals.

Anonymous

11/15/2022 03:53 PM

I think I understand that CAT is looking to serve local residents first, then tourists, but if you want to have a conversation with Visitor Center staff about what kind of questions people from out-of-town ask about transit, we'd be willing to participate!

Anonymous

11/15/2022 04:52 PM

I haven't started using the Hood River service because it is too infrequent to seem useful. I'd rather walk or bike or use my car. But if that regular service could come at predictable every half hour intervals, it feels like it would begin to become more attractive--worth making part of my around town transport planning.

Anonymous

11/15/2022 05:27 PM

Love it to return a trip to Clackamas Towne Center.

Anonymous

11/16/2022 02:24 AM

Winter routes to Mt. Hood should be expanded as much as possible....great area for growth of services that helps with limited parking at snow parks and resorts. Expand it you all!

Anonymous

11/16/2022 07:39 AM

The bus service to Portland is awesome. I wish you still had the mid-morning time, but I understand there isn't enough demand in the winter.

Anonymous

11/16/2022 08:22 AM

Dependable schedules

Anonymous

11/16/2022 10:20 AM

More options in The Dalles

Anonymous

11/16/2022 12:04 PM

Friendly staff

Anonymous

11/16/2022 05:54 PM

I would love there to be a líber route between hood river and white salmon as well.

Anonymous

11/16/2022 06:00 PM

A stop at the high school and CGCC

Anonymous

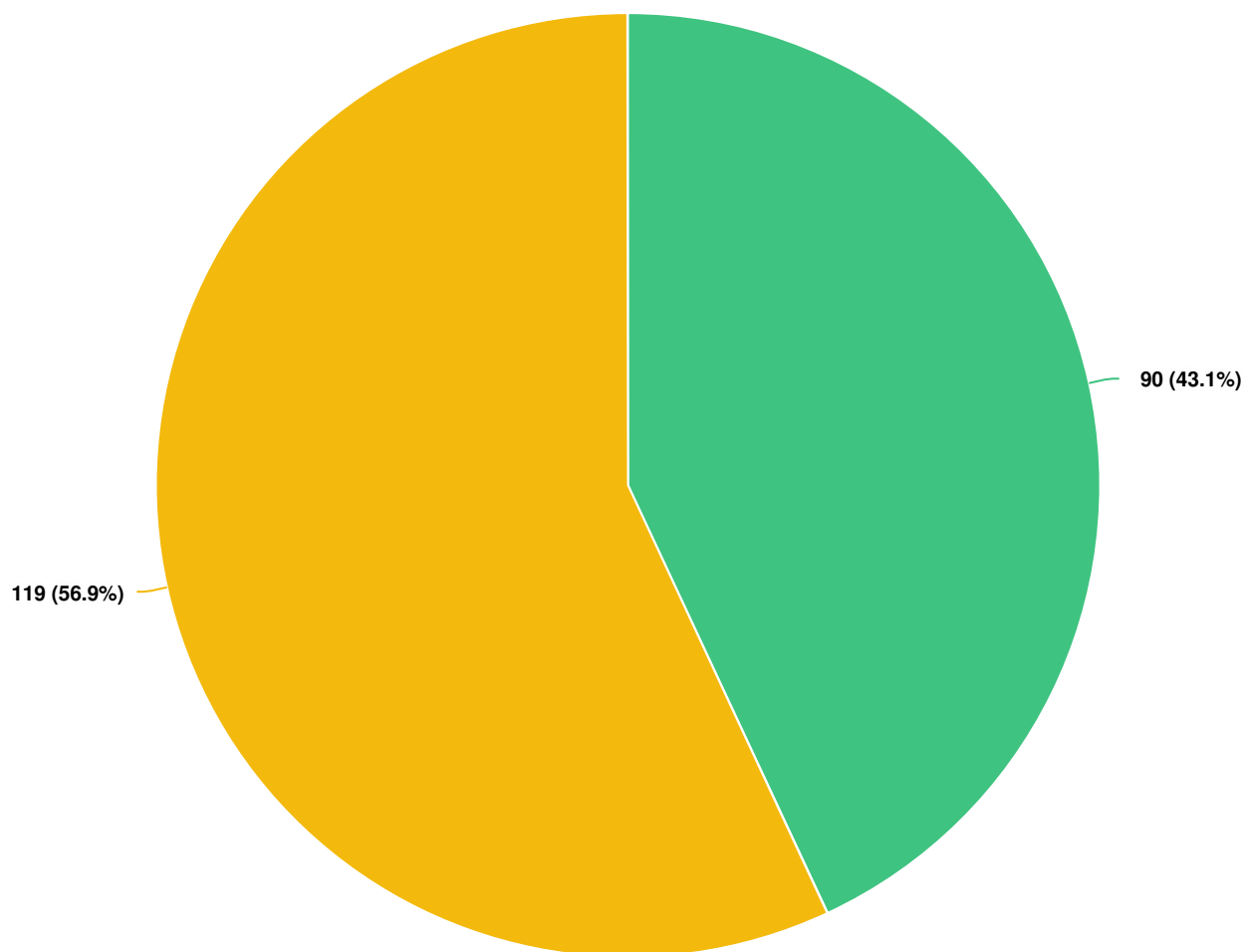
11/16/2022 10:23 PM

It's a HUGE help to have reader boards at each stop to indicate when the next bus will arrive, in real time. Also having generous rain shelter at stops will greatly enhance rider experience Lastly, having generous nighttime lighting for safety, and asking local police to drive by bus line stops during duty is very important.

Anonymous

Being on time for pickups and drop offs would be nice

Q28 Thanks for sharing your time and feedback! Would you like to be entered into a free Gorge Pass drawing every two weeks while the CAT Service Options survey is open?



Question options

☒ Yes ☐ No

Optional question (209 response(s), 20 skipped)

Question type: Radio Button Question



Transit Master Plan

Hood River County Transportation District
Final Report: Public Engagement Plan

April 2023
Prepared by: Cogito, LLC



INTRODUCTION

This summary reviews the CAT Transportation Master Plan's (TMP) public engagement process (PEP), its strategies, actions, communication tools, and the resulting broad, inclusive, and thoughtful community input.

To ensure that the public engagement represented the diverse community interests of Hood River County, the TMP staff implemented an extensive and inclusive process. Outreach efforts, tailored to reach people in practical and convenient ways, resulted in a broad spectrum of perspectives from current and potential system users, Hood River County's jurisdictions, tribes, local and regional businesses, social service agencies, educational institutions, and recreation stakeholders.

The primary operating tenet for TMP public engagement was to provide:

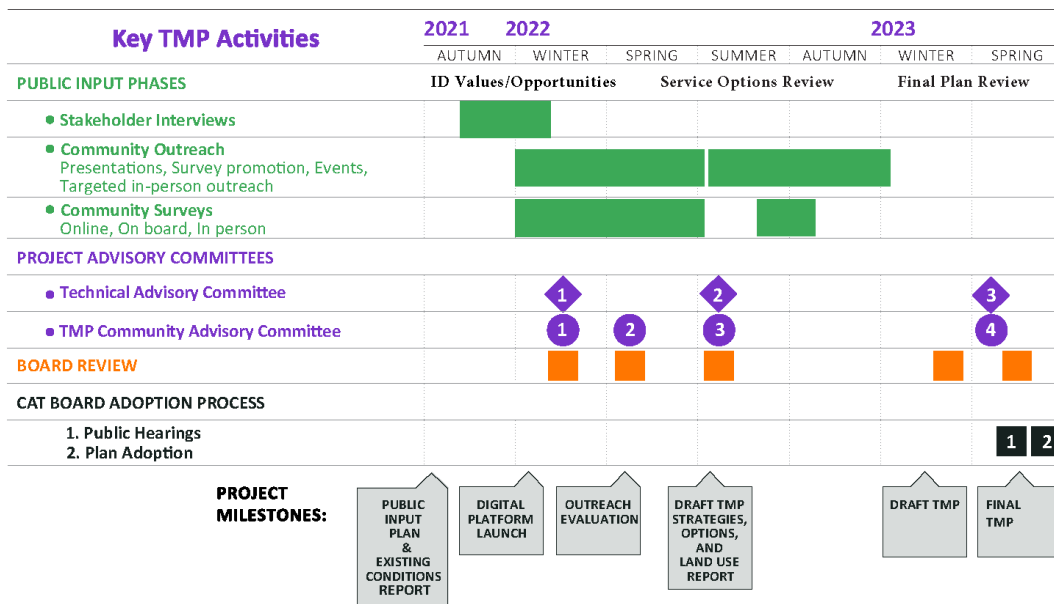
Hood River County stakeholders meaningful and easily accessible input opportunities throughout the TMP process with an intentional focus on broader involvement by historically marginalized communities, including but not limited to low-income individuals, youth, people with disabilities, seniors, immigrants, and Limited English Proficiency individuals.

ENGAGEMENT APPROACH

Before launching the outreach process, the CAT TMP staff contacted community stakeholders to affirm the proposed public engagement approach, explore additional opportunities for outreach leveraging, and understand the most appropriate and effective ways to reach historically underrepresented community voices. As a result, representatives from the following stakeholder groups enhanced, broadened, and deepened the TMP public reach:

- The Next Door
- Hood River Valley Parks and Recreation District
- US Forest Service
- Mid-Columbia Housing Authority
- Port of Hood River
- City of Hood River
- Hood River County
- City of Cascade Locks
- Hood River County School District
- One Community Health
- Columbia River Inter-Tribal Fish Commission
- Columbia Gorge Community College

The below figure provides an overview of the approach taken with three distinct phases and the jurisdictional and community advisors for the CAT Transit Master Plan Update.



PHASE ONE: IDENTIFICATION OF COMMUNITY VALUES & OPPORTUNITIES

The CAT staff and TMP team began 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 bi-lingual Community Survey #1, open from February until July 2022, and available on the project website and via hard copy surveys. Examples of additional outreach occurred at public meetings, in-person outreach at coffee shops and grocery stores, intercept surveys on buses, and community partnerships to reach Hood River County's Spanish-speaking community members.

Community Survey #1 Summary is available in the TMP appendices and contains all the online and paper responses and English and Spanish paper versions.

PHASE TWO: SERVICE OPTIONS DEVELOPMENT AND REVIEW

Based on input from the Values & Opportunities phase, the CAT team developed a range of transit service options to share with the public. The options stemmed from the planning context of:

Cross tab Community Survey #1 data analysis from the five-focus areas

- Identified operational issues or concerns
- Local feedback on community-focused support strategies

To understand community preferences, **Community Survey #2** presented the potential service options by focus areas for review and input. As with the previous survey approach, the Community Survey #2 bi-lingual survey was available online and via paper survey copies. In addition to media releases, email updates, presentations, and community signage, and targeted outreach by project team members included going where the people were: on buses, at coffee shops, at work, libraries, and grocery stores.

Community Survey #2 Summary is available in the TMP appendices and contains all the online and paper responses and English and Spanish paper versions.



PHASE THREE: FINAL PLAN REVIEW

Before the formal Hood River County Transit District's (HRCTD) Board adoption, the CAT TMP 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 The Next Door Board.

The public has two formal public hearing opportunities at the HRCTD Board meetings:

- April 17, 2023
- May 19, 2023

For broader input, CAT staff advertised review opportunities with public notices of HRCTD meetings, e-updates to the TMP interested parties list, and requests to the TMP's advisory bodies to assist with public notification of the draft TMP in May and April 2023.



ADVISING THE PLAN

With appreciation for the time dedicated to this process by jurisdictional staff and community members, the TMP process benefitted from the two advisory committees' expertise, experience, and enthusiasm for transit in Hood River County.

TECHNICAL ADVISORY COMMITTEE

Comprised of CAT staff, regional jurisdictions, state and federal agencies, and quasi-public entities, the CAT Technical Advisory Committee (TAC) served as the plan's core technical advisors on project deliverables. Providing timely review and input toward the development of the draft and final HRCTD Transit Master Plan, the TAC met three times to review and discuss the following items:

Meeting #1: Project Overview, TAC Role, and Responsibilities, PEP Review, Existing Conditions

Meeting #2: Draft TMP Strategies, Options, and Land Use

Meeting #3: Draft TMP Plan

The TAC representation included:

- Dustin Nielsen, City of Hood River
- Jordon Bennett, City of Cascade Locks
- Stephan Elgart, U.S. Forest Service
- Jeremy Evans, Mt. Hood Meadows
- Valerie Egon, Oregon Department of Transportation (ODOT)
- Genevieve Scholl, Port of Hood River
- Olga Kaganova, Port of Cascade Locks
- Eve Nilender, Multnomah County
- Dan Spatz, Columbia Gorge Community College
- Krystyna Wolniakowski, Columbia River Gorge Commission
- Todd Rainwater, Hood River County School District
- Kathy Fitzpatrick, Mid-Columbia Economic Development District (MCEDD)

COMMUNITY ADVISORY COMMITTEE

Appointed by the CAT Board, a group of community members with CAT Board representation served as advisors to TMP staff and CAT Board with the tasks of:

- Guiding the development of the TMP
- Assisting with public outreach
- Monitoring the scope of the public input
- Reviewing draft deliverables and input from the Technical Advisory Committee (TAC) and other CAT committees' input

The CAC composition included representation from:

- Lara Dunn, HRCTD Board
- White Buffalo Calf Wannassay, Business
- Wendy Lin-Kelly, Current Rider
- Beth Hart, Current Rider
- Britta Wilson, Current Rider
- Melvin Richardson, Current Rider
- Jody Bahr, Real Estate
- Taylor England, Social Services
- Ivy Collins, Youth

The CAC met four times with the following tasks:

Meeting #1: Project Overview, TAC Role, and Responsibilities, PEP Review, Existing Conditions

Meeting #2: Public Outreach Evaluation

Meeting #3: Review of draft TMP Strategies, Options, and Land Use

Meeting #4: Review of draft TMP Plan

TMP OUTREACH MATERIALS

In addition to the TMP website, engagecatbus.org, bilingual online and paper surveys, press releases, e-updates, and media interviews, the CAT TMP staff went to where the people were and made input accessible, easy, and engaging. Bilingual outreach tools such as fact sheets, display boards, bookmarks, onboard rack cards, A-frame signage, and bus shelter stickers heightened the awareness of the planning process. These materials, coupled with the CAT TMP staff's inviting, bright, and magnetic energy to welcome all perspectives and share the importance of input, proved hugely successful. The result was broad representation and invaluable community relationship building. See the appendix for example outreach materials.

TMP OUTREACH LOCATIONS

Over the course of the planning process, the CAT TMP staff tirelessly and enthusiastically went to the following locations¹ for in-person outreach, to set up information stations, present TMP information, and promote and conduct intercept surveys:

Regional

- Wasco County Health Fair
- Columbia Gorge Health Council
- CAT Rider Appreciation Day at Mt. Hood Meadows
- Gorge Native American Collective
- Gorge Regionally Houseless Committee
- Emergency Preparedness for Vulnerable Populations
- Covid-19 Vaccination Clinic
- Gorge Transit Connect
- MCEDD
- Columbia Gorge Express Route
- Chenoweth Family Night, The Dalles
- Native Youth Trunk and Treat, Bingen, Washington



¹ * Indicates two or more outreach sessions at location

Cascade Locks

- Cascade Locks CAT westbound/eastbound stops
- Cascade Locks City Hall
- Cascade Locks Food Bank
- Thirsty Coffee Shop
- Best Western Cascade Locks
- Bridgham Fish Market
Cascade Locks
- Bridge of the Gods RV/Motel
- KOA*
- Thunder Island Brewery
- Kaile'a Coffee Company
- Port Office
- Sternwheeler Cafe/offices
- Pacific Trail Days

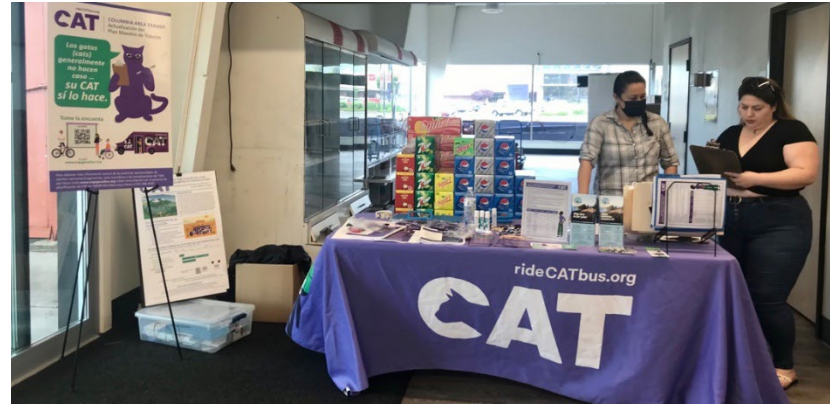


Hood River

- Dog River Coffee*
- Hood River Public Library
- CAT bus stops
- Best Western*
- Starbucks
- Shell Gas Station
- Pine Street Bakery
- Double Mountain
- Elks Club
- Hood River Food Bank
- Rosauers Supermarket *
- Mercado Guadalajara *
- CAT Transfer Lobby
- One Community Health Bus Stop
- Westside Elementary Family Night
- Westside Elementary Immigrant Family Night
- Saturday Market
- Marco Sports

Odell/Parkdale

- Chevron Gas Station
- La Mexicana Carniceria
- Gustavo's Auto Repair
- Odell Fire House
- Mid Valley Elementary School
- Pour Girls Espresso
- Solera Brewery
- Parkdale Public Library
- Odell Mobile Home Park
- La Michoacan



- Parkdale Laundry Place
- Odell Mid-Valley Market
- Upper Valley CAT Route
- One Community Health clients
- The Next Door clients

COMMUNITY PARTNERS AND COLLABORATION

In addition to the HRCTD Board, the TAC and CAC, CAT staff, and drivers, and interviewed stakeholders, the TMP engagement's success is primarily due to the efforts of the



shared CAT/MCEDD Mobility and Travel Training Program Manager, Sara Crook, and Celeste Peralta from the Next Door, Inc. Their commitment and dedication to gathering input and encouraging participation by those familiar and unfamiliar with how an individual can shape their community's future is worthy of high praise and sincere recognition.



APPENDIX

TMP OUTREACH MATERIALS

rideCATbus.org

CAT

Cats usually don't listen to you ... your CAT does.



Your CAT is curious.
Curious about where you go in your community, throughout the county, and region.
Curious about how transit can help get you there and help create healthy and vibrant Hood River County communities.

For more info contact CAT planning staff at info@ridecatbus.org or 541-386-4202.

Share with CAT your ideas about the places that make your community great and how CAT can be a part of it.
Take the CAT Transit Master Plan Survey today.

SCAN



OR VISIT

engage.ridecatbus.org

rideCATbus.org

CAT

Los gatos (cats) generalmente no hacen caso. ... Su CAT sí lo hace.



Su CAT tiene mucha curiosidad.
Curiosidad por saber a dónde viaja usted por su comunidad, por todo el condado y por la región.
Curiosidad acerca de cómo el tránsito público puede ayudarlo a llegar allí y ayudar a crear comunidades saludables y vibrantes en el Condado Hood River.

Para obtener más información comuníquese con el personal de planificación de CAT en info@ridecatbus.org o bien al llame al 541-386-4202.

Comparta con CAT sus ideas acerca de los lugares que hacen que su comunidad sea excelente y cómo CAT puede ser parte de ella.

Tome hoy mismo la encuesta del Plan Maestro de Tránsito CAT.

ESCANEE



O VISITE

www.engagecatbus.org



ACTUALIZACIÓN DEL PLAN MAESTRO DE TRÁNSITO (TMP)

Los gatos generalmente no hacen caso.

Su CAT (GATO) sí lo hace.

PROPÓSITO

El Distrito de Transporte del Condado Hood River (HRCTD, por sus siglas en inglés), el cual opera bajo el nombre Columbia Area Transit (CAT), se encuentra actualizando su Plan Maestro de Tránsito (TMP, por sus siglas en inglés) de 2017. Desde principios de 2022 y hasta la primavera de 2023, se invita a las comunidades del Condado Hood River a revisar, reflexionar y brindar dirección renovada a los servicios de tránsito que les brindan servicios. La actualización del TMP es el momento oportuno para poder abordar los cambios del Condado Hood River, tales como su creciente población, el aumento en el volumen de visitas de recreación y turismo, la expansión de opciones de empleo locales y regionales y las oportunidades de nuevas y disponibles opciones de transporte (por ejemplo, bicicletas compartidas, camionetas compartidas, *scooters* electrónicos, bicicletas eléctricas, etc.).

PLANTEAMIENTO DE LA PLANIFICACIÓN

CAT dirigirá el proceso por medio de seis principios centrales de planificación del TMP:

- ✓ Permitir que la participación sea fácil y significativa
- ✓ Priorizar las necesidades del pasajero
- ✓ Participar en asociaciones con reciprocidad
- ✓ Integrar oportunidades regionales
- ✓ Identificar mejoras a corto plazo que avancen hacia la visión a largo plazo
- ✓ Enfoque en la implementación



AYUDE A DAR FORMA AL FUTURO DE SUS SERVICIOS CAT

Consulte a continuación las próximas oportunidades para aportar opiniones/sugerencias al TMP.

| Actividades Clave del TMP | 2021 | | 2022 | | 2023 | | |
|--|-------|----------|-----------|--|-------|----------|-----------|
| | OTOÑO | INVIERNO | PRIMAVERA | VERANO | OTOÑO | INVIERNO | PRIMAVERA |
| OPINIÓN PÚBLICA | | | | | | | |
| • Entrevistas con Partes Interesadas | | | | | | | |
| • Divulgación y Promoción Comunitaria Presentaciones, Promoción de encuestas, Eventos, Reuniones comunitarias en línea | | | | | | | |
| • Encuesta Comunitaria En línea, A bordo, En persona | | | | | | | |
| PROCESO DE ADOPCIÓN DE LA JUNTA CAT | | | | | | | |
| 1. Audiencias Públicas 2. Adopción del Plan | | | | | | 1 | 2 |
| LOGROS SIGNIFICATIVOS DEL PROYECTO: | | | | <div> <div>VERSIÓN PRELIMINAR DE ESTRATEGIAS, OPCIONES E INFORME DE UTILIZACIÓN DE TIERRAS DEL TMP</div> <div>VERSIÓN PRELIMINAR DEL TMP</div> <div>VERSIÓN FINAL DEL TMP</div> </div> | | | |

Todos tenemos un lugar donde estar....

CAT se encuentra formulando una mejor manera de llegar allí.

Únase a la conversación acerca de dónde, cuándo y cómo.

PARA MÁS INFORMACIÓN: Para obtener más información acerca de las próximas oportunidades de aportar opiniones/sugerencias, para suscribirse a las actualizaciones del TMP, por favor visite ridecatbus.org/tmp o bien comuníquese con el personal de planificación de CAT en info@ridecatbus.org o llame al 541-386-4202.



TRANSIT MASTER PLAN (TMP) UPDATE

*Cats usually don't listen to you ...
your CAT does.*

PURPOSE

The Hood River County Transportation District (HRCTD), operating as Columbia Area Transit (CAT), is updating its 2017 Transit Master Plan (TMP). Between early 2022 and spring 2023, Hood River County communities are invited to review, reflect, and provide refreshed direction for the transit services that serve them. The TMP update is timely to address changes in Hood River County such as its growing population, increasing recreation and tourism draw, expanding local and regional employment choices and opportunities for new and available transportation options (e.g., bike sharing, vanpools, e-scooters, e-bikes, etc.).

PLANNING APPROACH

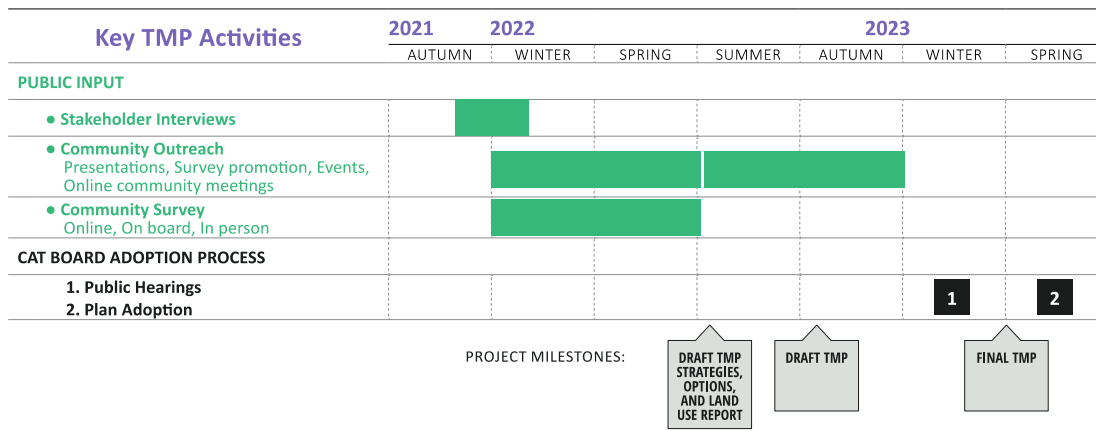
CAT will lead the process using six core TMP planning principles:

- ✓ **Make participation easy and meaningful**
- ✓ **Put the passenger first**
- ✓ **Engage partnerships with reciprocity**
- ✓ **Integrate regional opportunities**
- ✓ **Identify short-term improvements that move towards the long-term vision**
- ✓ **Focus on implementation**



HELP SHAPE THE FUTURE OF YOUR CAT SERVICES

See below upcoming TMP input opportunities.



*Everyone's got a place to be ...
CAT's creating a better way to get there.
Join the discussion on where, when, and how.*

FOR MORE INFORMATION: To learn about upcoming input opportunities, sign up for TMP updates, please visit ridecatbus.org/tmp or contact CAT planning staff at info@ridecatbus.org or 541-386-4202.



COLUMBIA AREA TRANSIT Transit Master Plan Update

*Cats usually
don't listen
to you ...
your
CAT
does.*



Take the survey



To learn about upcoming input opportunities, sign up for TMP updates, please visit engage.ridecatbus.org or contact CAT planning staff at info@ridecatbus.org or 541-386-4202.

Future CAT Service Options

Tell us your preferences so CAT can get you where you need to go!



Take Survey #2

Beginning in early 2022, Hood River County residents and visitors have shared their thoughts on how CAT can best meet their transportation needs to inform the update to CAT's 2017 Transit Master Plan.

Please review the potential transit service options based on community input from CAT Survey #1.

Step 1

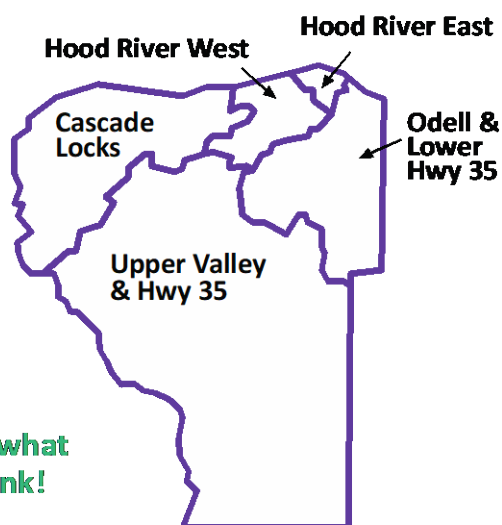
Identify where you use CAT services

Step 2

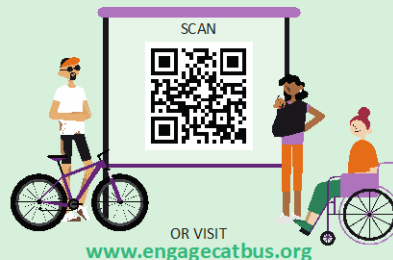
Review the proposed transit service options for that area

Step 3

Tell us what you think!



Take the survey



Opciones Futuras del Servicio CAT

¡Díganos sus preferencias para que CAT
pueda llevarlo a su destino!

rideCATbus.org



Tome la Encuesta #2

A partir de principios de 2022, los residentes y visitantes del Condado Hood River han compartido sus opiniones y sugerencias acerca de cómo CAT puede satisfacer mejor sus necesidades de transporte para informar la actualización del Plan Maestro de Tránsito de 2017 de CAT.

Por favor repase las posibles opciones de servicio de tránsito basadas en las aportaciones de la comunidad de la Encuesta CAT #1.

Paso 1

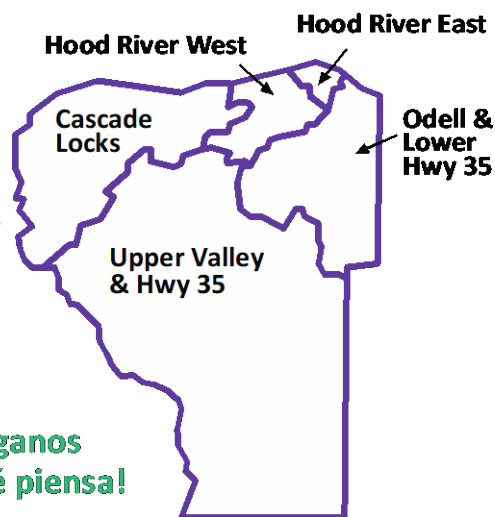
Identifique dónde
usted utiliza los
servicios CAT

Paso 2

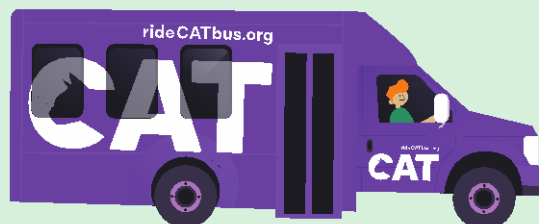
Repase las opciones
de servicio de
tránsito propuestas
para esa área

Paso 3

¡Díganos
qué piensa!



Tome la encuesta



APPENDIX C – STIF ADVISORY COMMITTEE MINUTES AND FY23-25 PLAN



Wednesday, December 7th, 2022
Hood River County Transportation District
STIF Advisory Committee Meeting

224 Wasco Loop, Board Conference Room
Hood River, OR 97031
4:00pm – 5:00pm
Meeting Minutes

1. Call Meeting to Order:

Amy called the Statewide Transportation Improvement Funds (STIF) Advisory Committee to order at 4:06 p.m.

2. Roll Call:

Amy took roll call. Committee members Kevin Liburdy (City of Hood River Planning Department), Lexi Stickel (PacificSource), Taylor Engel (Providence Dethman House), and Ivy Collins (Hood River High School Student) were in attendance.

Ex Officio Members: Kathy Fitzpatrick (MCEDD)

Staff: Amy Schlappi

Absent: Leti Moretti, Rachelle Begay

3. Confirm STIF Discretionary & Statewide Network Funding Projects

Amy reviewed the three STIF Discretionary & Statewide Transit Network Funding Project applications that were either directly applied for by CAT or CAT was a partner organization. Committee members were given detailed information on each project in their meeting materials. The staff recommended approving the applications in the following priority order:

Priority 1: Columbia Gorge Express Intercity Service

Priority 2: Intelligent Information Systems

Priority 3: Gorge Regional Transit Network: Inclusive Outreach and Education Project

There was a brief discussion about not having The Link be a part of the Intelligent Information Systems project and whether that would impact the effectiveness of the project or cause operational issues. While it could have been very beneficial to have The Link be a part of the project, staff do not feel that it will negatively impact riders or cause operational issues. This will give CAT the opportunity to pilot these different programs and then share with the other Gorge Translink providers best practices.

Motion: Kevin made a motion to approve the three projects and ranked them by staff recommended priority order. The motion was seconded by Lexi.

Approved by: Kevin, Lexi, Taylor, Ivy

Opposed by: None



4. STIF Poverty Threshold for Hood River County

Amy reminded committee members that they must determine what percentage of low-income individuals in a specific geographic area is required to be considered a “high percentage of low-income households”. Low-Income Household is defined by a household total income which does not exceed 200% of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C 9902(2) for the 48 Contiguous States and the District of Columbia. In the previous STIF plan communities with a “high percentage of low-income households” were defined as Census Block Groups within the County that have 30% or more households with an income level that is 200% or less of the federal poverty standards.

Amy explained that for the 23-25 Biennium ODOT recommended staff use a different tool than the last biennium to determine the poverty threshold of each census block group. The specific data set used takes more into account than just the percentage of individuals who reside in the block group that earn a household income of 200% of the Federal Poverty Level (FPL) or less. Staff recommends reducing the poverty threshold to 15% or more of households in a Census Block Group with an income level that is 200% or less of the federal poverty standards.

The group discussed the different graphs depicting the changes and what impacts there may be on the community to lower the percentage of the poverty threshold. Amy and Valerie both stated that this change would not negatively impact the community but have a positive impact to ensure that STIF funds can be used to provide services to these communities.

Motion: Taylor made a motion to define communities with a “high percentage of low-income households” Census Block Groups within the County that have 15% or more households with an income level that is 200% or less of the federal poverty standards. The motion was seconded by Kevin.

Approved by: Kevin, Lexi, Taylor, Ivy

Opposed by: None

5. STIF 23-25 Biennium Projects

Amy reviewed the STIF Project Formula Funds and discussed how these funds are allocated to the agency by the state based on a formula. These funds are received on a quarterly basis, the district must report on how these funds are used at the end of the quarter. She explained that ODOT recommends that STIF advisory committees approve more than 100% of the estimated funds for STIF projects. If the committee does not approve of a higher amount, they cannot use those funds even if they are available.

The group discussed allocating funds that may not come in and if that could impact service. Amy explained that staff carefully watches the money received to ensure that the district is not putting more service on the road than funds available.



Amy discussed the Oregon Public Transportation Plan Policies and Goals which the proposed projects aim to meet. She reviewed each proposed project, the project description, the Oregon Public Transportation Goals met, and allocated funds.

There was a discussion of outreach done to vulnerable community members and if there are funds available to expand services for vulnerable community members.

Staff recommended that the projects be prioritized in the following order:

4,7,2,1,6,8,3,5

Motion: Lexi made a motion to approve the staff recommended project priority and recommend that the board approve the STIF Project List. The motion was seconded by Taylor.

Approved by: Kevin, Lexi, Taylor, Ivy

Opposed by: None

The meeting was adjourned at 4:59pm.

| STIF Project List 23-25 Biennium | | | | | | | | |
|----------------------------------|--------|--|---|---|-------------------|-----------------|-----------------|-----------------|
| AC Priority # | Proj # | Project Name | Project Description | Priority Criteria | Project Addresses | Local Plan Name | FY24 | FY25 |
| 4 | 1 | Low-Income & Student Fare Program | Provides passes to Hood River County students and low-income passes for Hood River County Residents. | Reduce Fares, Expand Student Services, Coordination with other providers | | CTP2020, TMP | \$ 27,000.00 | \$ 27,000.00 |
| 3 | 2 | Targeted Service to vulnerable populations | Match funds for 5311 & 5310, PDX Medical Shuttle, targeted service for vulnerable populations within Hood River County. | Enhance services for older adults and individuals with disabilities,Expand bus routes and bus services | | CTP2020, TMP | \$ 140,000.00 | \$ 140,000.00 |
| 7 | 3 | Outreach and awareness of services | Targeted outreach, marketing, and travel training to vulnerable populations. Increase community awareness of services. Match for 5310 Mobility Management Travel Trainer. | Enhance services for older adults and individuals with disabilities, Expand Student Services, Coordination with other providers | | CTP2020, TMP | \$ 60,000.00 | \$ 60,000.00 |
| 1 | 4 | Maintain Existing Services | Maintain existing services and match for other funding sources. | Improve freq and reliability, Enhance services for older adults and individuals with disabilities, Expand Student Services | | CTP2020, TMP | \$ 600,000.00 | \$ 620,000.00 |
| 8 | 5 | Vanpool and mobility services | Implement a low-income vanpool program and mobility services (i.e. bike share, bike parking, car share, taxi-share etc.) near or at mobility hubs and bus stops. | Expand bus routes and bus services | | CTP2020 | \$ 20,000.00 | \$ 20,000.00 |
| 5 | 6 | Program Reserve | Cover unanticipated costs and additional funds for projects to maintain existing services and match funds for capital grants. | Improve freq and reliability | | CTP2020, TMP | \$ 112,000.50 | \$ 113,216.00 |
| 2 | 7 | Capital Expansion & Replacement | Match funds for capital grants. | Improve freq and reliability | | CTP2020, TMP | \$ 17,888.00 | \$ 40,000.00 |
| Subtotal w/o Rollover | | | | | | | \$ 976,888.50 | \$ 1,020,216.00 |
| 2 | 7 | Capital Expansion & Replacement - Rollover | Match funds for capital grants. | Improve freq and reliability | | CTP2020, TMP | \$ 52,457.00 | \$ - |
| 6 | 8 | ADA Access Improvements - Rollover | ADA access improvements at or near mobility hubs and bus stops. | Enhance services for older adults and individuals with disabilities | | CTP2020, TMP | \$ 92,000.00 | \$ 100,000.00 |
| Total w/ Rollover | | | | | | | \$ 1,121,345.50 | \$ 1,120,216.00 |

APPENDIX D – COLUMBIA AREA TRANSIT FLEET INVENTORY

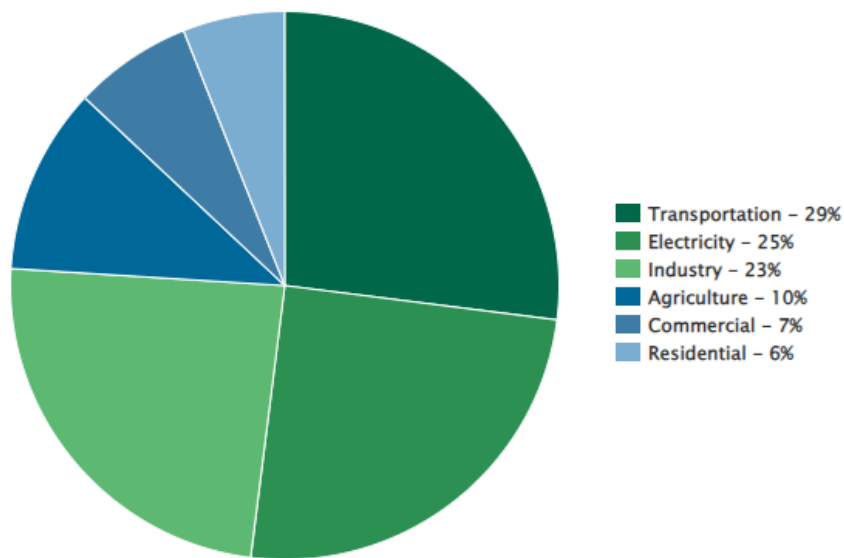
| Operator | Model/Year | Mileage Estimate | ADA Accessible | Remaining Useful Life (Years) | Seating Capacity |
|-----------------------------|-------------------------------|------------------|----------------|-------------------------------|------------------|
| Columbia Area Transit (CAT) | Dodge Grand Caravan 121 | 45,266 | Yes | 1 | 4 or 1/1 |
| Columbia Area Transit (CAT) | Ford EV Van 124 | 7,567 | Yes | 3 | 7 or 3/2 |
| Columbia Area Transit (CAT) | Ford E-450 2013 193 | 276,179 | Yes | 0 | 14 or 12/2 |
| Columbia Area Transit (CAT) | Ford E-450 2016 197 | 171,591 | Yes | 0 | 14 or 12/2 |
| Columbia Area Transit (CAT) | Ford E-450 2019 198 | 219,765 | Yes | 1 | 18 or 16/2 |
| Columbia Area Transit (CAT) | Ford E-450 2019 199 | 193,219 | Yes | 1 | 18 or 16/2 |
| Columbia Area Transit (CAT) | Ford E-450 2023 204 | 43,762 | Yes | 4 | 14 or 12/2 |
| Columbia Area Transit (CAT) | Ford E-450 2023 205 | 47,000 | Yes | 4 | 14 or 12/2 |
| Columbia Area Transit (CAT) | Chevrolet Arbo G4500 2014 200 | 38,733 | Yes | 0 | 12/3 |
| Columbia Area Transit (CAT) | Chevrolet Arbo G4500 2014 200 | 35,292 | Yes | 0 | 12/3 |
| Columbia Area Transit (CAT) | GILLIG 207 | 390,931 | Yes | 0 | 28/2 |
| Columbia Area Transit (CAT) | GILLIG 212 | 500,980 | Yes | 0 | 42/2 |
| Columbia Area Transit (CAT) | GILLIG 213 | 472,114 | Yes | 0 | 42/2 |
| Columbia Area Transit (CAT) | GILLIG 214 | 510,639 | Yes | 0 | 42/2 |
| Columbia Area Transit (CAT) | GILLIG 216 | 544,122 | Yes | 0 | 42/2 |
| Columbia Area Transit (CAT) | GILLIG 217 | 505,155 | Yes | 0 | 28/2 |
| Columbia Area Transit (CAT) | GILLIG 218 | 510,708 | Yes | 0 | 28/2 |
| Columbia Area Transit (CAT) | International 469 | 306,865 | Yes | 0 | 35/2 |
| Columbia Area Transit (CAT) | International 470 | 297,561 | Yes | 0 | 35/2 |

APPENDIX E – CHANGING CONDITIONS

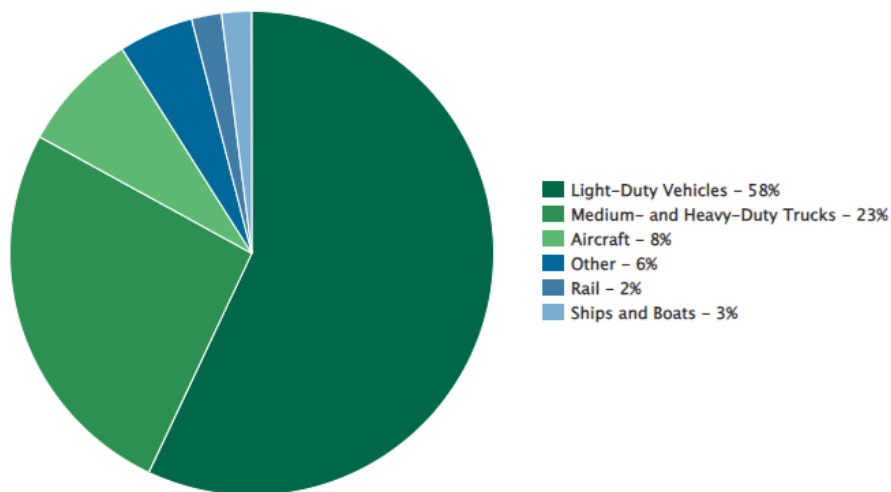
Regional Climate Change Goals: Climate Change and the creation of a more environmentally sustainable community continues to be a high-priority item within Hood River County, The Columbia Gorge Region, and more broadly at the State level. Public transportation like many other industries can be impacted by Climate Change through extreme weather events, flooding, rising sea levels, landslides, and increased wildfire risks causing providers to shut down service and aid emergency management operations instead. During the 2020 fire season in Oregon, several public transportation providers throughout the state were asked by officials to help evacuate vulnerable populations in impacted areas. In recent years, this has become more of a trend than an unusual event.

Transportation is the largest contributor (roughly 28%) of total U.S. Greenhouse Gas (GHG) emissions, which is the leading cause of Climate Change. 58% of the GHG emissions caused by transportation is caused by light duty vehicles (U.S. Environmental Protection Agency, 2021). Encouraging people to switch from using private vehicles for personal travel to public transit or telecommuting could have an impact on GHG's. If one person uses public transportation instead of a private vehicle for a 20 mile round trip commute they could reduce their annual CO₂ emissions by 4,800 pounds per year (American Public Transportation Association, 2008). Within the Columbia Gorge region, the I-84 corridor is heavily trafficked and connects Gorge communities with Portland. By increasing ridership and services as needed on the Columbia Gorge Express service which operates along the I-84 corridor, CAT has the ability to continue to reduce GHG emissions that normally would be caused by visitor or local private vehicle trips.

2021 U.S. GHG Emissions by Sector



2021 U.S. Transportation Sector GHG Emissions by Source



(U.S. Environmental Protection Agency, 2021)

In the 2020 City of Hood River Work Plan, it highlighted three projects which would help manage stormwater runoff, establish a baseline of energy use and emissions for all City owned buildings and equipment, and look at trees on private property. The goal of these projects is to create a more environmentally sustainable community and supports Resolution 2019-16 Climate Change.

Oregon Department of Transportation (ODOT) is working to reduce the amount of greenhouse gasses admitted through operations and management of the state's transportation system. More specifically, through ODOT's The Oregon Sustainable Transportation Initiative (OSTI), which is a statewide effort to reduce

greenhouse gas and emissions from transportation. The goal being to create healthier, more livable communities and allowing for greater economic opportunity. OSTI is working on this goal by development and implementation of the Statewide Transportation Strategy, which examines the transportation of people and goods and identifies strategies to reduce greenhouse gas emissions (ODOT).

Generational Change in Transportation Preference: Younger generations (born after 1982) have grown up during times of economic disturbance and massive technological advances. According to the American Public Transportation Association, history shows that because of technological advances (radio, television, smartphone) during large world events (The Great depression, WWII, Great Recession) major shifts in societal behavior occur. Within the past decade there has been a reduction in the number of miles Americans drive and a shift towards other transportation modes (U.S. PIRG Fund, Frontier Group, 2014). “Millennials & Mobility: Understanding The Millennial Mindset”, states that Millennials are Multi-Modal whether they live in urban or suburban areas and the decision to change their transportation modes are often based on lifestyle and the need to save money. Additionally, the study found that when it comes to public transportation Millennials want more reliable systems, real-time updates, easy access to Wi-Fi and user-friendly transportation experiences. Even though the Columbia Gorge region is rural and has a large population of seniors, Hood River County will need to take into account the change in travel preference of millennials as it continues to grow in population and develop within cities and urban growth areas.

COVID-19 Global Pandemic: On January 31, 2020 the Secretary of the U.S. Department of Health and Human Services declared a public health emergency due to the Coronavirus (COVID-19) global health crises. The Governor of Oregon, Kate Brown, declared a State of Emergency on March 8, 2020 due to the threat to public health and safety caused by the virus under ORS 401.025(1). On March 23, 2020, Governor Kate Brown issued Executive Order 20-12, Stay Home Save Lives, ordering Oregonians to stay at home, closing specified retail businesses, requiring social distancing measures for other public and private facilities, and imposing requirements for outdoor areas and licensed childcare facilities to reduce the spread of COVID-19. Due to these closures COVID-19 job losses within Hood River County were greater than job losses seen during the Great Recession. The graph below depicts job losses compared with other counties in the State of Oregon.

COVID-19 Losses thru Apr '20

Great Recession Losses

Great Recession more Severe

COVID-19 more Severe

OR

Counties labeled: Crook, Harney, Douglas, Josephine, Jefferson, Deschutes, Grant, Lake, Wallowa, Linn, Curry, Lane, Lincoln, Tillamook, Clatsop, Hood River, Umatilla, Salem MSA, Wasco, Benton, Multnomah, Wash., Morrow, Malheur.

to food or other essential needs by partnering with food banks and other organizations. Equity is an important issue during times of emergencies and consistently needs to be advocated for.

Safety: Consistent and effective communication regarding safety within the community and while using public transportation is key. During the current climate, riders, and the community at large need to be reassured that it is safe to use public transportation. Originally when the COVID-19 pandemic began, people greatly reduced the number of trips they took by using public transit for fear of contracting the virus. In the months that have followed current studies show that public transportation systems which have put in place COVID-19 mitigation measures (i.e. required masks to be worn, reduced capacity, etc.) are not “super spreaders”.

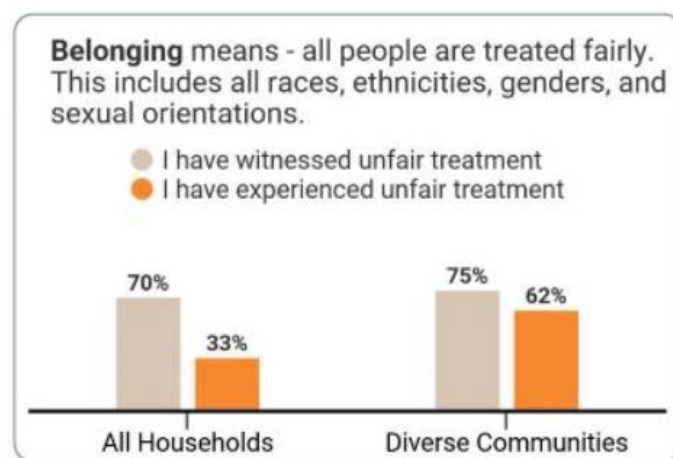
Riders also need to be reassured that they will be safe from individuals on drugs and ICE when using public transit. Systemic racism and discrimination have caused minority groups to be cautious and untrusting of public transit for fear of deportation and other safety concerns. Constant ongoing communication showing the public how transit agencies are operating to keep them safe is needed to rebuild ridership.

The months long national and international police brutality protests which were sparked by the death of George Floyd by police, have caused a collective recognition that racism remains prevalent in today’s society. The renewed commitment by former Oregon Governor, Kate Brown, to serve the most vulnerable populations, including Black, Indigenous, and People of Color, has brought new resources and more focused attention to chronic inequities in the state. The Governor created a Racial Justice Council in July 2020 and developed an “Equity in Response and Recovery” plan to center public health, education, and economic support activities on these vulnerable communities during the COVID-19 pandemic and after.

The 2019 Community Health Assessment survey asked two questions about discrimination:

1. Have you experienced unfair treatment some, most, or all the time because of race, ethnicity, gender, or sexual orientation?
2. Have you witnessed others receiving unfair treatment because of race, ethnicity, gender, or sexual orientation?

In Hood River County, the representative population sample indicated that 39% of county residents have had personal experience with unfair treatment because of discrimination and 67.4% have witnessed this discrimination. Region wide, 61.8% of self-identified persons of diverse communities state that they have personally experienced discrimination and 75.3% have witnessed discrimination towards another person.



The COVID-19 pandemic has also exacerbated racial tensions nationwide. In Hood River County the virus has disproportionately affected migrant workers, the majority of whom are Hispanic/Latino. This has also stoked more incidents of discrimination within the broader Hood River County community, as reported by public health practitioners and by community leaders.

Title VI of the 1964 Civil Rights Act prohibits discrimination against racial or ethnic groups (protected classes) by any federal financial recipient and is enforced by U.S. Department of Transportation (DOT) civil rights regulations which provides that “[n]o person or group of persons shall be discriminated against with regard to the routing, scheduling, or quality of service of transportation service furnished as a part of the project on the basis of race, color, or national origin.”

APPENDIX F – HUMAN SERVICES AGENCY TRANSPORTATION PROVIDERS

| Transportation Provider | Service Type | Hours | Days | Service Area |
|---|--|-----------|---------------------------|--|
| PacificSource, CCO Contracts with Logisticare, a Non Emergency Medical Transportation (NEMT) Brokerage | Non-Emergent Medical Transportation (NEMT) for eligible clients. | 7am-5pm | Monday-Friday | Hood River, Wasco counties. |
| The Next Door, Inc | Client Transportation (Klahre House Students) | As needed | As needed | Hood River and Wasco Counties |
| Eastern Oregon Support Services Brokerage | Reimbursement program for client public or private transportation expenses. | As needed | As needed | Hood River and Wasco Counties (plus 11 other counties in Eastern Oregon) |
| Mid-Columbia Center for Living | Client transportation for the Supported Employment program and other programs. | As needed | As needed | Hood River, Sherman, and Wasco Counties |
| Hood River Adult Center (Meals on Wheels) | Delivers cooked meals to those who are over 60 and have diverse abilities. | 9AM-5PM | Monday-Friday | Hood River County |
| Veterans Administration | Serves eligible veterans only. Reimbursement and beneficiary travel program for Medical transportation expenses. Medical transportation. | As needed | As needed | Columbia Gorge Region and Portland |
| Bridges to Health | Reimbursement program for public or private transportation expenses. | As needed | As needed | Hood River and Wasco Counties |
| Disabled American Veterans (DAV) | Veterans transportation to Portland for Medical Care. Fixed-Route only. Not ADA accessible. | As needed | Depends on driver ability | Columbia Gorge Region and Portland |

APPENDIX G – OTHER TRANSPORTATION PROVIDERS

| Transportation Provider | Service Type | Hours | Days | Service Area |
|---------------------------------------|---|---------------------|----------------------------|---|
| The Dalles Explorer (Blue Bus) | Partnership of The Dalles Chamber of Commerce, The Dalles Dam Visitor Center, Grayline of Portland – Visitor focused seasonal | Varies | Monday-Friday, Summer only | Hood River to The Dalles and The Dalles Dam |
| Gorge Taxi | Taxi with door to door service | Varies | Monday - Sunday | Hood River County, Columbia River Gorge and Surrounding Areas |
| Hood River Pedicab & Taxi | Taxi with door to door service | Varies | Monday-Sunday | City of Hood River and Portland |
| Providence Brookside Manor | Client transportation | As scheduled/needed | As scheduled/needed | City of Hood River |
| Providence Down Manor | Client transportation | As scheduled/needed | As scheduled/needed | City of Hood River |
| Hawks Ridge Senior Living | Client transportation | As scheduled/needed | As scheduled/needed | City of Hood River |
| Parkhurst Place | Client transportation | As scheduled/needed | As scheduled/needed | City of Hood River |
| Greyhound (Flix Bus) | Bus – Fixed-Route | By schedule | Monday - Sunday | I-84 Corridor |
| Drive Less Connect | Carpool/ Ride share | As arranged | As Arranged | State of Oregon (ODOT) |
| Commute with Enterprise | Vanpool | As arranged | As arranged | City of Hood River, City of The Dalles, and Portland Metro |
| Get There Oregon | Carpool/Ride Share/Trip Planner – Free to Participate | As arranged | As arranged | State of Oregon (ODOT) |

APPENDIX H – REGIONAL TRANSPORTATION COORDINATION

ODOT's Transportation Options

ODOT's Transportation Options (TO) program is the implementation of the Oregon Transportation Options Plan. The goals of the plan include:

- manage demand across the transportation system,
- educate students and the public on travel options and how to safely use them,
- connecting veterans, low-income individuals, communities of color, and other vulnerable populations with ways to travel to and from work or school, and
- supporting vanpooling and more.

Through the TO users are connected to different transportation choices, allowing them to bike, walk, take transit, drive, share rides, and telecommute. Capital infrastructure or service investments (sidewalks, bike, lanes, and transit service) are not included within this program. TO provides information and resources to understand and use the different travel options available (ODOT). By investing in different transportation options, the community in general can reduce costs, improve health, mitigate congestion, and increase safety.

ODOT is the leader of many statewide efforts to support and encourage transportation options, but local partners implement the programs. It is up to the local partners to ensure the program meets the needs of the population, geography, transit services, and infrastructure available. MCEDD and Commute Options support the TO programs located within Hood River, Wasco, and Sherman Counties.

Columbia Gorge Tourism Alliance

The Columbia Gorge Tourism Alliance, a non-profit organization made up of businesses and organizations focuses on how tourism can positively impact local communities while protecting natural resources. One of their six focuses for the next 15 years is for a multi-modal “integrated region-wide transportation system which allows visitors to come, travel, explore, and connect – all without needing a car” (Columbia Gorge Tourism Alliance). To do this they collaborate and connect public and private transportation providers to help visitors explore the Gorge by foot, bike, bus, or train through the Columbia Gorge Car Free (www.columbiagorgecarfree.com) website.

The Gorge TransLink Alliance

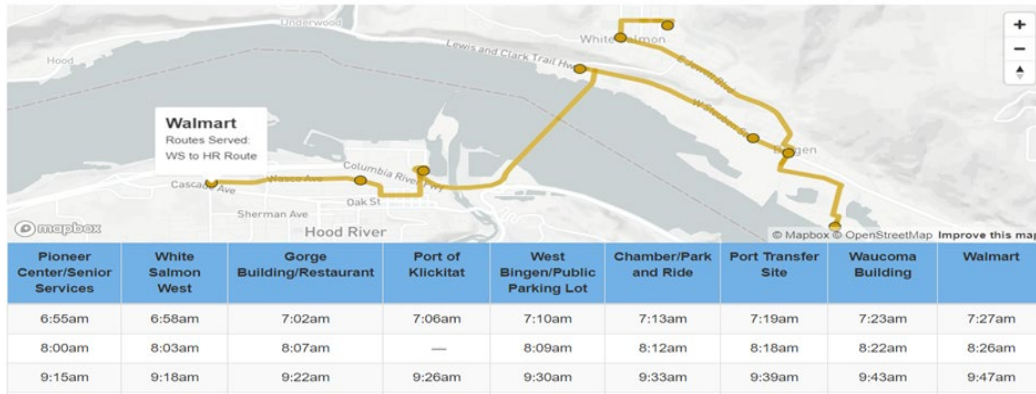
Columbia Area transit is an active participant of the Gorge TransLink Alliance. This is an alliance between the transportation providers of Hood River, Wasco, Sherman, Klickitat, and Skamania Counties and is facilitated by MCEDD's Mobility Manager. The Mobility Manager works with the Alliance members and other partners to consider local and regional transportation services, service gaps, costs, funding needs, available funding sources, and appropriate technology enhancements. Additionally, this individual conducts community outreach and identifies collaboration and coordination opportunities between potential partners. The five transportation providers meet quarterly to address regional transportation concerns. The Mobility Manager position is grant funded and is supported by Gorge TransLink members through Agency Resolutions, memos of understanding, match, and in-kind assistance.

Projects completed:

GorgeTransLink.com Website Redevelopment: In 2019, the Gorge TransLink website was launched (www.gorgetranslink.com). This new website is rider-focused with a trip planner, interactive regional route map, timetables, and interactive local maps for each Alliance member. The website helps riders understand bus routes, schedules, payment options, and navigate transfers between multiple providers.

White Salmon to Hood River Route

White Salmon – Bingen – Hood River / Monday - Friday —



The GorgeTransLink.com website won a National Association for Development Organization award for this innovative project.

Everybody Rides/ ¡Todos Arriba! Marketing Campaign: The goal of the Everybody Rides/ ¡Todos Arriba! Marketing Campaign was to increase awareness of public transportation resources throughout the Columbia Gorge Region. This campaign received a National Association of Development Organizations Impact Award and the Transportation Options Group of Oregon Best Program of the Year award. It was funded by grants from the Columbia Gorge Health Council and ODOT. The following was achieved through this project:

- Campaign branding was created, including a logo and style guide for printed materials and social media.
- Stylized and easy to read regional transportation system map.
- Six fun videos featuring local organizations and character of the diverse five counties. Videos were in English and Spanish.
- English and Spanish rack cards explaining regional transportation services available
- Developed Gorge TransLink accounts and content on Facebook, Instagram, YouTube, and Snap Chat in English and Spanish.
- Spanish Language Radio programming (1 and 2 hour programs), advertising, and live radio interviews.
- Conducted a community challenge with local prizes awarded.

| Outreach Metrics | |
|---------------------|---------|
| Video (total views) | 103,354 |

| | |
|---|---------|
| Facebook Total Reach (unique users) | 134,735 |
| Page Viral Reach (page shared with others) | 86,210 |
| Display Ads (total impressions) | 384,378 |
| Display Ads (Engagements - Spanish 51, English 49%) | 681 |

The 4-Agency Gorge Transit Pass Program: On July 1, 2021 CAT, Mt. Adams Transportation Service, Skamania County Transit and The Link partnered together to implement the 4-Agency Gorge Transit Pass. This allows the rider unlimited rides on all provider fixed route services.

Adoption of a Mobile Fare Application: By 2021 CAT, Mt. Adams Transportation Service, Skamania County Transit and The Link had all adopted a Mobile Fare Application. All providers use Token Transit as part of the Gorge Pass Program.

Gorge Transit Strategy

The Gorge Regional Transit Strategy, which was led by Mid-Columbia Economic Development District (MCEDD) and created recommendations from existing transportation plans to establish a foundation for a comprehensive transit strategy which would serve the bi-state, 5-county (including Hood River County), MCEDD region. This project was funded through ODOT'S Statewide Transportation Improvement Intercommunity Discretionary Fund. The overall goal being to address regional challenges (workforces mobility, affordable housing, tourism and outdoor recreation, traffic congestion and safety, access to higher education, jobs, social, medical, recreational) through improved transportation options (Mid-Columbia Economic Development District).

The Gorge Transit Strategy consisted of two phases:

- Phase 1: Review of existing transportation plan recommendations to create a foundation for a comprehensive transit strategy for the MCEDD region.
- Phase 2: Implementation strategy which will include additional data analysis, ridership forecasts, financial planning, and operational assessment.

This strategy was adopted by the MCEDD Board in July 2023. In 2023 MCEDD received grants from ODOT and WSDOT to put the Gorge Regional Transit Strategy's recommendations into action, focusing on the operational strategies with the goal of improving coordination of the regional transit system. This Strategy Implementation project will also engage both policy makers and the Gorge community in outreach activities, culminating in a large community event and building community and policymaker support for public transportation. All Gorge Transit Regional Materials can be found at <https://gorgetranslink.com/gorge-transit-strategy/>.

Transportation Innovations Through Collective Impact

The Transportation Innovations Through Collective Impact project was funded through a grant from Providence Health & Services, and PacificSource Community Solutions (Coordinated Care organization of the Columbia Gorge Region) to engage transportation providers and health and wellness organizations in a collaborative process to identify key regional transportation gaps and innovative transportation solutions. Four group sessions facilitated by the National Policy Consensus Center and spread over five months discussed improved mobility access to essential services that would help increase the quality of life for vulnerable populations. The group agreed that initiatives should focus on those populations not eligible for transportation subsidies and/or not covered for non-medical 'wellness' destinations.

The two graphs below list the mobility barriers identified and the and prioritized strategies.

| Mobility Barriers Identified | |
|---------------------------------------|--|
| Navigation | <ul style="list-style-type: none"> • Lack of First mile/last mile/bus stop infrastructure • Riders have difficulty making transfers from one bus or service to the next • Lack of Education, Training, Confidence of the Rider • Extended Service hours needed: weekends, early or late hours, holidays • Fare transactions are difficult to manage |
| Geography | <ul style="list-style-type: none"> • Gorge residents need a “hospital van”: a vehicle that provides direct medical trips from Gorge region to Portland hospital facilities • Intercity Medical Trips (focus between The Dalles and Hood River) • Providers have difficulty serving people who live in remote rural areas • Vehicles have great difficulty accessing higher elevations in poor weather conditions |
| Communication and Coordination | <ul style="list-style-type: none"> • Difficult to make transfers from one bus or service to the next • Poor hospital staff to transportation staff discharge communication after medical appointments and hospitalization • Riders have difficulty with information discovery and use (website, paper schedules) • Language and literacy, cultural differences are significant barriers • Better Transportation and Health Agency coordination and communication needed |
| Door Through Door Service | <ul style="list-style-type: none"> • Unique challenges in Oregon to serve those who need door through door service • Institutional barriers include Oregon Health Authority policies and liability challenges • Transit drivers are not trained or provided liability coverage to serve clients inside the home (door through door). |

| Prioritized Strategies | |
|-------------------------------|---|
| Better Coordination | <ul style="list-style-type: none"> • Develop a system of communication and accountability between transportation agencies and health agencies. • Transportation agencies will continue to work together on a regional system • Coordinate a special service to Portland for medical appointments. • Strengthen health and wellness partnerships through the Gorge TransLink Alliance. |
| Travel Training | <ul style="list-style-type: none"> • Develop programs to teach both agency staff and riders how to use public transit (travel training and travel ambassadors). • Develop volunteer champion programs. |
| Fare System | <ul style="list-style-type: none"> • Create a universal fare system for all transportation providers. • Develop fare mechanisms that can be purchased by social service or other organizations for their clients. |
| Door Through Door | <ul style="list-style-type: none"> • Support a third-party system for door through door assistance, using existing volunteer and human service programs. • Coordinate “travel assistant” program with the transit providers. |

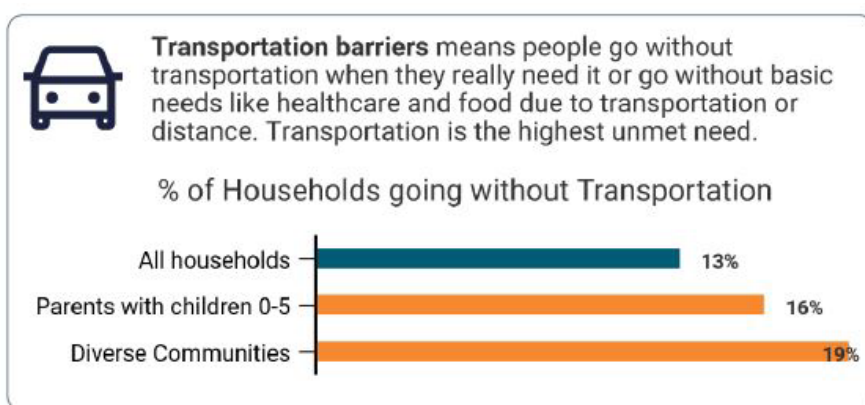
Columbia Gorge Health Council's 2019 Community Health Assessment

The Columbia Gorge Health Council (CGHC) is a 501 (c)3 non-profit focused on the health and wellness of the Medicaid population in Hood River and Wasco Counties. CGHC works in partnership with the regional Coordinated Care Organization, PacificSource Community Solutions (Columbia Gorge Region), local health care leaders, human service agencies, providers, and community members to serve the needs of the low-income individuals and other vulnerable populations. The CGHC works with multiple regional organizations to every three years to complete a regional Community Health Assessment (CHA). The 2019 CHA was the third collaborative iteration of the assessment within the Columbia Gorge Region (Klickitat, Skamania, Hood River, Wasco, Sherman, Gilliam, and Wheeler counties). There has not been an additional Community Health Assessment completed since 2019.

Most of the data collected from the community was done through the consumer survey (mailed and hand-fielded surveys) and helped the region gain a common understanding of the health needs. This broad definition of health includes food, housing, transportation, sense of community, and access in addition to physical, dental, and mental health. The purpose of the Community Health Assessment was to:

1. Provide a statistically valid estimate of health and health needs by having a representative population sample and mail-based survey.
2. Supplement mailed surveys with hand-fielded surveys targeted toward underrepresented communities whose residents may change address often or do not have a traditional mailing address.

The 2019 CHA found that transportation is the highest unmet need in the Columbia Gorge Region. The combined Survey responses showed that a lack of transportation reduced access to health care, food, childcare, social activities, and exercise. Of low-income households, 26% reported going without transportation, which is an increase of 4.3% from the 2016 update.



10% of Households said



6% of Households said



8% of Households said



Transportation issues were not experienced equally among different income groups. The 2019 Community Health Assessment found that a household of four living on a total of \$49,200 a year (or 200% Federal Poverty Level) is 15 times more likely to struggle with transportation needs than households earning more than 200% FPL (Columbia Gorge Health Council, 2019). Below are selected answers from the CHA based on community members location of residence. These answers show the variety of needs throughout Hood River County.

| Selected answer to question | Hood River County | Cascade Locks, Dee, Parkdale | HR Westside | HR Downtown & The Heights | Odell, Mid-Valley, Pine Grove |
|---|--------------------------|-------------------------------------|--------------------|--------------------------------------|--------------------------------------|
| Went without transportation due to lack of money. | 11.5% | 13.9% | 5.8% | 16.4% | 6.0% |
| I have housing of my own, but I am worried about losing it. | 9.3% | 20.3% | 3.8% | 9.4% | 4.0% |
| Went without food or meals due to lack of money | 8.3% | 13.9% | 2.6% | 8.3% | 10.1% |
| Went without food or meals because of no transportation or the distance too far. | 6.9% | 9.7% | 5.1% | 8.0% | 2.0% |
| Went without healthcare because of no transportation or the distance too far. | 5.2% | 8.3% | 5.1% | 4.3% | 2.0% |
| Went without childcare because of no transportation or the distance too far. | 1.8% | 1.4% | 2.6% | 0% | 4.0% |
| Went without social activities because of no transportation or the distance too far. | 13.2% | 20.7% | 6.4% | 15% | 8.1% |
| Went without exercise or sports because of no transportation or the distance too far. | 9.2% | 19.3% | 3.8% | 6.0% | 10.1% |

Coordinated Care Organizations and Non-Emergency Medical Transportation

A Coordinated Care Organization is defined as a network of all types of health care providers (physical health care, addictions and mental health care and dental care providers) who work together in their local communities to serve people who receive health care coverage under the Oregon Health Plan (Medicaid). Hood River County's CCO is PacificSource. As a CCO PacificSource focuses on prevention and help people manage chronic conditions to reduce unnecessary emergency room visits and support healthy lifestyles. In 2019, the Oregon Health Authority enacted new requirements to reduce the cost of Oregon's Medicaid program and improve medical care of OHP members. This has become known as CCO 2.0.

As part of these new requirements, CCO's (PacificSource) must focus on Governor Brown's four priority areas (improve behavioral health system, increase value and pay for performance, focus on social determinants of health, and maintain sustainable cost growth) through January 1, 2024. Additionally, new requirements were also put in place for contracted transportation brokerages who setup non-emergency medical transportation

(Medicaid benefit) and the direct transportation providers. Modivcare is the current transportation brokerage in the Gorge.

Conflicting goals are a fundamental challenge to human services and public transportation coordination. Public transportation goals involve transporting as many people as possible in the most cost-effective way possible. Public transportation goals include serving the entire community. For the CCO, transportation is a benefit provided only to eligible clients, with a focus on individual needs, not general public or community needs.

These conflicting goals were highlighted by the 2013 Transportation-Human Services Coordination Study, a collaborative effort by ODOT's Public Transit Division (PTD) and the Oregon Department of Human Services. The study examined the opportunities and barriers for improved coordination of public transportation and human services in Oregon. A primary conclusion of the study was that the greatest potential for improved coordination is at the state agency level. However, currently there is no state mandate for coordination and, with exceptions, coordination among state agencies is limited at best. The 2013 study noted that the absence of a statewide policy forum for discussion of how transportation services will be provided in the State's new Coordinated Care Organizations (CCO) model was an example of the need for collaboration among state agencies and regional and local service providers on coordination policy and implementation.

As was noted in the 2013 ODOT Transportation-Human Services Coordination Study, better coordination and communication between DHS, OHA, the CCOs, Oregon Department of Veterans Affairs, and public transportation providers should be established in order to create a coordinated, efficient, and effective transportation system that serves the entire community. The study recommended establishing a Statewide Transportation-Human Services Coordination Initiative to accomplish these objectives:

1. Identify actions to overcome regulatory, jurisdictional, geographic, and cultural barriers to coordination.
2. Identify opportunities to improve regional and out-of-region connectivity in public transportation and human services.
3. Identify opportunities to leverage public transportation funding and resources at the state and local levels to achieve cost efficiencies and strengthen the public transportation system.
4. Engage service providers, including Coordinated Care Organizations, in order to increase their awareness about the most efficient and effective transportation service options.
5. Identify opportunities for interagency coordination with veterans programs and public transportation services, barriers to veterans transportation and strategies to address them, and opportunities to improve coordination with brokerages for veterans transportation.

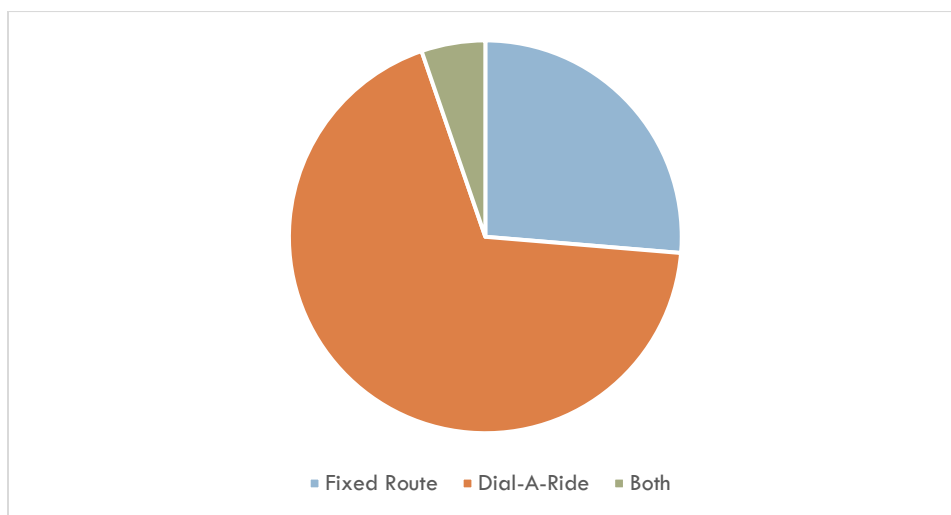
A more recent study published by the Eno Center for Transportation in 2020 also points to the need for coordination between NEMT, the second largest publicly funded transportation program after public transit. Medicaid NEMT costs were estimated at \$3 billion in 2014, which are less than 1 percent of total Medicaid costs, but equal to about 25 percent of total federal transit expenditures that year (Eno Center for Transportation, 2020). This study also highlights the need for coordination between the largest subsidized transportation programs in the US: Public Transit, Medicaid NEMT, and VA transportation.

In the short-term, the CAT and other public transportation providers can work with the CCO and OHA to clarify OHA's goals and intentions and to continue to communicate the consequences and impacts of those requirements on public transportation providers. Additionally, CAT and The Link Public Transit can work with the brokerage to identify strategies for better coordination and support for public transportation services.

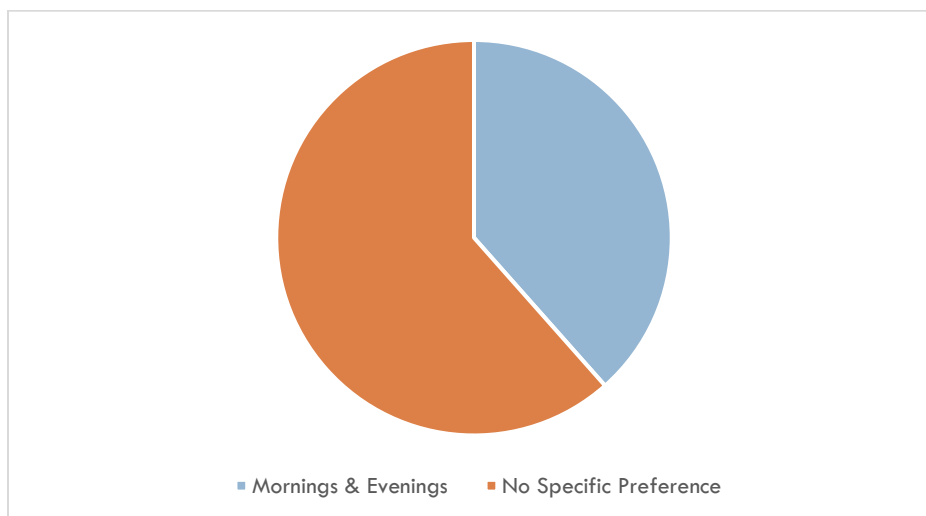
APPENDIX I – OTHER OUTREACH CONDUCTED

A small amount of targeted outreach was conducted with Upper Valley riders and residents. CAT staff tabled at the Mid-Valley Market and conducted on-board rider surveys on the Upper Valley service for a day. Additional outreach will need to be completed to understand appropriate service times for when the Upper Valley deviated fixed route service is transitioned into a fixed route per the 2023 Transit Master plan.

Participants were asked if the Upper Valley Deviated fixed route was separated into a fixed route and Dial-A-Ride service, which service would they utilize most. The majority of residents opted towards the Dial-A-Ride service, but several did note that if the fixed route service operated at convenient times they would use it more often. Those who chose Dial-A-Ride most stated they would use the service to get to and from medical appointments.



For participants who expressed interest in the fixed route service, there was a small majority of individuals wanting to use the service for commuting over those with no specific preference.



APPENDIX J – OVERVIEW OF COORDINATED TRANSPORTATION PLAN ADOPTIONS

2007-2010 Coordinated Transportation Plan Adoption

The first draft of this coordinated transportation plan was presented to the Hood River County Special Transportation Fund committee on January 8, 2007 and to the Hood River Transportation District Board of Directors on January 10, 2007. It was discussed at both meetings. The draft plan was approved for submission to the Oregon Department of Transportation with the applications to the Public Transit Division Discretionary Grant Program. The final plan was completed in April 2007.

2009-2012 Coordinated Transportation Plan Update

Under contract with Association of Oregon Counties, Mid-Columbia Economic Development District began updating the plan for 2009-2012. A draft was presented to the Hood River County Special Transportation Fund committee in January and March 2009 and to the Hood River Transportation District Board in February 2009. The draft plan was also posted on MCEDD's website (<http://www.mcedd.org>) for public review between February 2009 and March 2009. Stakeholders were encouraged to provide feedback. The final plan was approved by the Hood River County Special Transportation Fund committee in March 2009 and by the Hood River Transportation District Board on April 8, 2009.

2016-2019 Coordinated Transportation Plan Update

Under an ODOT subcontract with the Hood River County Transportation District, Mid-Columbia Economic Development District began updating the plan for 2016-2019. A draft was presented to the Hood River County Special Transportation Fund committee on August 31, 2016 and October 6, 2016 and to the Hood River Transportation District Board on October 12, 2016. The draft plan was also posted on MCEDD's website (<http://www.mcedd.org>) for public review between August and September 2016. Stakeholders were encouraged to provide feedback. The final plan was approved by the Hood River County Special Transportation Fund committee on October 6, 2016 and by the Hood River Transportation District Board on October 12, 2016.

2020-2023 Coordinated Transportation Plan Update

Hood River County Transportation District updated the plan for 2020-2023. A draft was distributed to the Hood River County Transportation District Transportation Advisory Committee and Board of Directors on October 28th, 2020. The draft plan was posted to the Columbia Area Transit website October 2020 through November 2020 for public review. The final plan was approved by the Hood River County Transportation District Board of Directors on November 18, 2020.

2024-2027 Coordinated Transportation Plan Update

Hood River County Transportation District updated the plan for 2024-2027. A draft was distributed to the Hood River County Transportation District STIF Advisory Committee and Board of Directors on XXXX. The draft plan was posted to the Columbia Area Transit website March 2024 through April 2024 for public review. The final plan was approved by the Hood River County Transportation District Board of Directors on XXXX.

Future Plan Reviews:

This plan is designed to be reviewed and updated at least once every three years. It should be reviewed and updated by 2027/28.



Memo

To: HRCTD - BOARD OF DIRECTORS
From: Tiah Mayhew
Date: 4.12.2024
Re: Driver Trainer Differential Pay Rate Program

Background

Staff have been working on a structured onboarding and training program that is utilized when hiring new drivers. As part of this we will have designated drivers provide training for new hires. This allows for consistency and provides structure.

CAT would like to offer a shift differential pay rate of \$1.00 per hour to approved drivers when they are providing training to new employees. The operator will only receive the pay differential on days that they are scheduled as a trainer.

Action Required

The board should discuss and vote to approve or not approve the Driver Trainer pay differential of \$1.00 per hour for hours spent training new hires.

Recommendation

CAT staff recommends that the board approves the Driver Trainer pay rate differential. There is room in the budget for this extra pay rate.

Attachments:

Driver Trainer Differential Pay Rate Program Policy

New Hire Training Operator Pay Rate Differential Program

Overview: Columbia Area Transit provides public transit services within Hood River County and through the Columbia River Gorge, 7 days a week.

Position Requirement: The Training Operator will need to have experience with CAT policies and procedures, be able to properly operate all of CAT's vehicles, be familiar with all routes that are operated by CAT, no consistent performance issues, be able to efficiently utilize operating programs, and demonstrate clear communication. Before the Training Operator is approved to train new hires they will review the training program with the Operations Manager or Field Supervisor. Field Supervisors and Operations Manager will continue to be responsible for Entry Level Driver Training of new hires who do not yet have their Class B CDL and training to obtain one.

Due to the required experience and skills Columbia Area Transit provides a training operator pay differential of \$1.00 per hour to approved training operators for hours spent training new hires. The training operator pay differential will only be paid for hours spent training.

Employee Signature:

Date Signed:



March 2024 Operations Report

| Safety Scores | | | | |
|----------------------|------------|---------------|--------------|---------------|
| Category | March 2024 | February 2024 | January 2024 | December 2023 |
| Overall Safety Score | 96 | 89 | 91 | 84 |
| Crashes | 0 | 0 | 0 | 0 |
| Harsh Events | 5 | 5 | 1 | 7 |
| % Speed -Moderate | 1.3% | 1.8% | 1.7% | 3.1% |
| % Speed- Heavy | .06% | .2% | .06% | .1% |
| % Speed - Severe | .006% | .05% | .06% | .09% |

- Safety Score has Increased to 96. This is due to a decrease in speeding.
- Percentage of over speed limit is defined by the percentage of drive time where speeding occurred.

| Operations Data | | | | |
|----------------------------|------------|---------------|--------------|---------------|
| Category | March 2024 | February 2024 | January 2024 | December 2023 |
| Fixed OTP | | | | |
| DAR OTP | | | | |
| Vehicle Hours Driven | 1,361 | 1,374 | 1,233 | 1,157 |
| Vehicle Miles Driven | 45,074 | 45,936 | 39,695 | 37,752 |
| Fuel Cost | \$16,975 | \$17,697 | \$16,169 | \$14,508 |
| Fuel Cost per Mile | \$0.38 | \$0.39 | \$0.41 | \$0.38 |
| Reported Incidents | | | | |
| Category | March 2024 | February 2024 | January 2024 | December 2023 |
| Formal Customer Complaints | 2 | 0 | 1 | 2 |
| Vehicle Incidents | 4 | 5 | 9 | 3 |
| Customer Incidents | 5 | 1 | 1 | 3 |
| Vandalism | 1 | 0 | 0 | 0 |

- Formal Complaints:

- Citizen reported driver acting peculiar while on duty. An investigation was opened.
- Vehicle Incidents:
 - GTM bus passed multiple vehicles.
 - Multiple stuck buses near meadows. Worked with meadows to create chaining solution.
 - Bus backed into grass bank in front of CAT.
- Customer Incidents:
 - Multiple disruptive passengers.
 - Passenger arrested In front of CAT.
 - On going Issues with rider, worked with police to have them suspended and trespassed

Other updates:

- GTM recap
- Upcoming routes/bids

EMPLOYEE OF THE MONTH:

Rod Espe

Ridership

| | Mar. 24 | FEB. 24 | JAN. 24 | DEC. 23 | Nov. 23 | Oct.23 | Sep. 23 | Aug. 23 | Jul. 23 | Jun. 23 | May. 23 | Apr. 23 | Mar. 23 |
|---|---------|---------|---------|---------|---------|--------|---------|---------|---------|---------|---------|---------|---------|
| Dial-A-Ride | 383 | 345 | 302 | 350 | 421 | 414 | 354 | 315 | 305 | 289 | 300 | 262 | 312 |
| Upper Valley | 331 | 330 | 220 | 338 | 350 | 423 | 436 | 551 | 525 | 598 | 570 | 495 | 505 |
| The Dalles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 477 | 420 | 437 | 398 |
| Hood River Connector | 41 | 29 | 40 | 63 | 24 | 60 | 68 | 95 | 116 | 54 | 43 | 35 | 39 |
| Hood River City | 1764 | 1575 | 1177 | 1746 | 1620 | 1793 | 1848 | 2016 | 2148 | 1737 | 1664 | 1725 | 1630 |
| Cascade Locks | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 134 | 89 | 64 | 82 | 53 | 71 |
| Columbia Gorge Express | 2615 | 2014 | 1515 | 2341 | 2488 | 3381 | 3456 | 5226 | 5187 | 3749 | 2916 | 2627 | 2699 |
| Gorge to Mountain | 2176 | 2915 | 2418 | 768 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2090 |
| Dog Mountain | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 793 | 2104 | 205 | 0 |
| White Salmon Wknd | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 108 | 94 | 0 | 0 | 0 | 0 |
| All Routes | 7310 | 7208 | 5672 | 5606 | 4903 | 6071 | 6188 | 8445 | 8464 | 7761 | 8099 | 5839 | 7744 |
| % Change Compared to Prev Month | 1% | 21% | 1% | 14% | -19% | | | | | | | | |
| % Change Compared to Same Month Previous Year | 6% | 6% | -18% | 19% | 10% | | | | | | | | |

Hours of Service

| | Mar. 24 | FEB. 24 | JAN. 24 | DEC. 23 | Nov. 23 | Oct.23 | Sep. 23 | Aug. 23 | Jul. 23 | Jun. 23 | May. 23 | Apr. 23 | Mar. 23 |
|------------------------|---------|---------|---------|---------|---------|--------|---------|---------|---------|---------|---------|---------|---------|
| Dial-A-Ride | 189 | 180 | 171 | 180 | 180 | 198 | 180 | 113 | 93 | 105 | 110 | 93 | 207 |
| Upper Valley | 173 | 165 | 157 | 165 | 165 | 182 | 165 | 190 | 165 | 181 | 182 | 165 | 189 |
| The Dalles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 115 | 110 | 116 |
| Hood River Connector | 41 | 26 | 38 | 40 | 38 | 41 | 40 | 41 | 41 | 39 | 41 | 40 | 41 |
| Hood River City | 334 | 313 | 311 | 323 | 313 | 337 | 333 | 339 | 332 | 327 | 336 | 323 | 356 |
| Cascade Locks | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 38 | 33 | 36 | 36 | 33 | 38 |
| Columbia Gorge Express | 508 | 475 | 466 | 491 | 475 | 508 | 548 | 725 | 725 | 702 | 508 | 491 | 502 |
| Gorge to Mountain | 284 | 323 | 286 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 371 |
| Dog Mountain | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 166 | 37 | 0 |
| White Salmon Wknd | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 32 | 44 | 0 | 0 | 0 | 0 |
| All Routes | 1529 | 1482 | 1429 | 1331 | 1171 | 1266 | 1286 | 1478 | 1433 | 1631 | 1494 | 1292 | 1820 |

Boardings Per Hour

| | Mar. 24 | FEB. 24 | JAN. 24 | Dec. 23 | Nov. 23 | Oct.23 | Sep. 23 | Aug. 23 | Jul. 23 | Jun. 23 | May. 23 | Apr. 23 | Mar. 23 |
|------------------------|---------|---------|---------|---------|---------|--------|---------|---------|---------|---------|---------|---------|---------|
| Dial-A-Ride | 2.03 | 1.92 | 1.77 | 1.94 | 2.34 | 2.09 | 1.97 | 2.70 | 3.28 | 2.75 | 2.73 | 2.82 | 1.51 |
| Upper Valley | 1.91 | 2.00 | 1.40 | 2.05 | 2.12 | 2.32 | 2.64 | 2.90 | 3.18 | 3.30 | 3.13 | 3.00 | 2.67 |
| The Dalles | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.26 | 3.65 | 3.97 | 3.43 |
| Hood River Connector | 1.00 | 1.12 | 1.05 | 1.58 | 0.63 | 1.46 | 1.70 | 2.30 | 2.83 | 1.38 | 1.05 | 0.88 | 0.95 |
| Hood River City | 5.28 | 5.03 | 3.78 | 5.41 | 5.18 | 5.32 | 5.55 | 6.20 | 6.47 | 5.31 | 4.95 | 5.34 | 4.58 |
| Cascade Locks | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | NA | 0.24 | 3.40 | 2.70 | 1.78 | 2.28 | 1.61 | 1.87 |
| Columbia Gorge Express | 5.15 | 4.24 | 3.25 | 4.77 | 5.24 | 6.66 | 6.31 | 6.80 | 7.15 | 5.34 | 5.74 | 5.35 | 5.38 |
| Gorge to Mountain | 7.66 | 9.02 | 8.45 | 5.82 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.60 |
| Dog Mountain | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.15 | 12.67 | 5.54 | 0.00 |
| White Salmon Wknd | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 3.30 | 2.14 | 0.00 | 0.00 | 0.00 | 0.00 |
| All Routes | 4.78 | 4.86 | 3.97 | 4.21 | 4.20 | 4.80 | 4.81 | 5.71 | 5.90 | 4.76 | 5.42 | 4.52 | 4.25 |

Memo

To: HRCTD - BOARD OF DIRECTORS
From: Amy Schlappi, Executive Director
Date: April 17, 2024
Re: Board Priorities FY2025

Background

As part of the annual budget process, the Executive Director creates a budget message which includes the priorities for the upcoming fiscal year. The intent is that the budget should reflect those priorities. Below is the list that I have compiled, I am asking the board to review my priorities and recommend any changes or additions of items I may have missed.

- Maintain current service levels for year-round services, the Gorge-to-Mountain Express, Dog Mountain Shuttle, Summer White Salmon and expanded summer Columbia Gorge Express service. Expand Dial-A-Ride service area and transition the Upper Valley deviated fixed route into a fixed route dependent on funding.
- Add bus stops in the City of Hood River and Cascade Locks.
- Continue implementation of the HRCTD Transit Master Plan Update 2023.
- Continue and grow the multi-provider GOrge Pass program and support the regional transit strategy and work toward improved connectivity throughout the Gorge.
- Ongoing training for staff in human resources, leadership, and overall transit operations. Continue to focus on improved driver training and programs.
- Initiate facility expansion and modifications to accommodate electrification and bigger vehicles. Continue to work on identifying a new location for the current park and ride and securement of funding for the construction of a new park and ride and redevelopment of the old park and ride into a bus storage and maintenance facility.
- Refinement of the vanpooling program and implement e-bike lending library.
- Continue implementation of the Intelligent Information System project which includes improved dispatching software, real-time technology, automated passenger counters, reader boards and improved camera technology. These grant funded investments will improve rider experience and staff ability to analyze and track ridership.
- Continue to expand outreach to vulnerable communities (i.e. Latino, Native American, seniors, individuals with disabilities etc.) to ensure access and awareness of transit. Ensure website and promotional materials are in plain language and have an accessible user interface.



- Continue to explore innovative options and implement solutions to address specific transportation needs:
 - Local NEMT & Door through Door
 - After hour (hotel/bar/restaurant) shuttle
- Procure new vehicles for local and regional services.
- Expand employee transportation benefits and pursue funding opportunities to create protected employee bike parking.

Action Required

The Board should discuss and recommend changes or additions as appropriate.

Attachments:

None