



Wednesday, August 20th, 2025
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 Pack called the Board of Directors Meeting to order at 4:03 PM.

2. Roll Call

Tiah took roll call: Greg Pack - Board Chair, Megan Ramey - Board Vice Chair, Tamra Taylor - Board Secretary/Treasurer, Gisela Ayala—Echeverria, Matt Althoff, Jim Klaas

Absent: Eleazar Reyes

Staff: Amy Schlappi, Tiah Mayhew, Tim Ravins

Public: Will Norris – City of Hood River

Staff Requested Change to Meeting Agenda

Staff have requested a change to the agenda. Staff requests for the removal of Agenda item 8 A- Approval of Union Contract under Resolution & Action Items.

Motion: Matt made a motion to approve the requested changes to the agenda. The motion was seconded by Megan.

Approved by: Greg, Megan, Tamra, Gisela, Matt and Jim

Opposed by: None

3. Approval of July 16th, 2025, Regular Monthly Meeting Minutes

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

Motion: Megan made a motion to approve the July 16th Meeting Minutes. The motion was seconded by Tamra.

Approved by: Greg, Megan, Tamra, Gisela, Matt and Jim

Opposed by: None

4. Public Comment

No public comment.



5. Oath of Office of Matt Althoff

Matt took the oath of office.

6. Westside Metrics Presentation – Will Norris - City of Hood River

Will presented the Hood River Urban Renewal Agencies final draft of the Westside District Performance & Equity Metrics. The Westside District is The Urban Renewal's newest district, created in 2023 with an expenditure authority of \$146.7 million and it's about 406 acres of area. The district was created to address housing, parks, trails, transportation and equity needs on the west side. Plans for housing affordability strategy, parks multi-jurisdictional master plan, and transportation systems have all been adopted but are not yet funded. Tax increment financing is one method to get the funding. The Urban Renewal Agency is also tracking equity metrics to make sure that funds are invested into the district are done in a way that is equitable and does not displace current residents. To track performance and as a communication tool among overlapping districts, quantitative goals with clear benchmarks have been established as to what would be bad, good or exceptional. Using the waterfront district as the tax increment growth goal of 15%, that percent is the "exceptional" measurement. A 4% growth in tax increment is the measure for "poor" growth.

Their first goal is to increase housing, and reach the full build out by 2052, which would add about 45 units per year. Other than just broadly increasing housing availability, the URA wants to make sure regulated affordable housing will be increased. The first income restricted housing complex, Mariposa Village, is now under construction and they are hoping to add at least two more income restricted housing complexes throughout the life of the district. Will continued with figures showing median home value compared to median household income which gives an idea of attainability which they have a goal to increase.

The URA has borrowed a goal from the Parks Department's multi-jurisdictional master plan of having every home be within a half mile walk to a park. Trail connectivity is also included with a goal of adding 475 feet of trail every year.

Will feels like the biggest catalyst to building taxable value increases will be the transportation system plan and the needed roadways identified. The exceptional yearly average will be 400 feet of new roadway every year through 2052. Safety goals are included but are harder to pin down poor, good, and exceptional data using ODOT crash information. Megan will share her safe routes to school data for the west side she has compiled with Will to hopefully offer another data point besides crashes regarding safety.

Equity will be measured by income distribution, using a ratio of average income to typical income. In 2012 the average income was about 20% higher than the median for typical household income. In 2024 the average income was 50% higher than the median income, meaning over that period of time the population of high income, relative to the average income, residents have grown. Owner occupied home figures are also considered, currently about 43% of homes on the west side are owner occupied. Matt asked what ideas the agency has to move the metrics in the desired direction and Will



responded that the smaller, more affordable and attainable home should have the desired effect. Matt also asked about any regulations to keep investment buyers from outbidding first-time home buyers. The last two metrics are school enrollment and the number of economically disadvantaged students in the district. There are no target numbers for economically disadvantaged students, but the district will monitor it.

Megan asked how the CAT transit master plan relates to the metrics and unfortunately the westside does not have any bus stops or ridership metrics that could be used for the presentation. Will plans on updating the Board with the performance and equity metrics in a year.

7. Monthly Financial Report – Tiah Mayhew

a. Review of Grant Tracker

Tiah reviewed the new Grant Tracker that was included in the Board Materials and shows the kind of overall funds received and what was expended during that time. Overall, the grant tracker is helpful for board members to see how CAT is trending on the draw down of grants throughout a biennium. Tamra asked if the reimbursements had all been received. Amy responded that CAT has not received all the reimbursements from the last biennium, including 5339 funds for the property purchase and 5310 funds.

Greg asked about a fire and security expense, and Amy let him know about a new secure access point installed for drivers at the back gate. Matt had a question about STIF funds and where those funds are on the grant tracker.

b. Audit Update

The FY25 auditor were on site Aug 4th-6th and have started to send over their draft audit reports. They will present the audit at the next board meeting and have no findings in the audit report.

8. Resolutions & Action Items – Amy Schlappi

a. Approval of Union Contract

This item was removed from the agenda, but Amy did share that the union negotiations are still ongoing, and the existing contract is still valid.

9. Operations Manager Report – Jeff Acciaioli

a. Performance Report

July's overall safety score was 98, with one crash, speeding is relatively low. July fuel costs increased by \$0.06 per gallon. On Time Performance (OTP) is now available for Dial-A-Ride, with 95.5% of rides on time last month. Vehicle hours driven was 1,123, vehicle miles driven 34,336 and fuel costs were \$21,117 for \$0.61 per mile. There were zero customer complaints, three vehicle incidents and three customer incidents. A Dial-A-Ride



vehicle had a broken rear window caused by the bike rack. The bike rack has now been removed. The arm on a front bike rack disengaged on the Columbia Gorge Express, the bike was not damaged. The White Salmon bus hit the overhanging roof at the Bingen Amtrak station; additional training was provided for the driver. Jeff went on to give details of the three customer incidents.

b. Employee of the Month

Branden Jivery has been named CAT's Employee of the Month.

c. Ridership

Dial-A-Ride continues to see an increase in ridership, most likely due to the new scheduling software and now using two vehicles for the service. Columbia Gorge Express ridership rose by about a thousand rides for the month due to summer tourism at Multnomah Falls. White Salmon ridership is up from the previous month but slightly lower than last year. Overall, CAT had its highest boardings per hour for this year at 6.54 rides per hour. August ridership will most likely see very strong numbers with Pacific Crest Trail hikers and events.

Matt had a question about fuel cost, Amy and Tiah clarified that the figure used is what we were billed from Carson Oil in the month, not exactly what was used, and how billing cycles can overlap.

10. Executive Director Report – Amy Schlappi

a. Legislation and Funding Update

Amy provided an update the board on the special legislative session that has been scheduled for August 29th, where an emergency transportation funding bill will be discussed. As discussed in the last Board meeting, House Bill 2025 which included a phased 0.2% increase over five years in the employee payroll tax rate that supports transit through the Statewide Transportation Improvement Fund (STIF) did not pass. The proposed bill that Governor Kotek is bringing to the Special Legislative Session will include a .01% increase for transit and other tax increases that will assist with the budget shortfall that ODOT, Counties, and Cities are currently facing. If the bill passes, it will essentially double the state employee payroll tax that CAT receives. It will allow CAT to weather the federal funding uncertainties and delayed reimbursements without making service cuts. Without this .01% proposed increase, CAT will likely see service and program cuts within two to three years.

Additionally, Amy was recently notified by ODOT that the submitted reimbursement for the property purchase across the street will be delayed and there is no estimated date for when that will be reimbursed. CAT originally told those funds would be available. This delay has caused concern that the two new cutaway buses due to be delivered sometime next month will be reimbursed in a timely manner. However, ODOT has confirmed with CAT that there are funds available for the bus purchases. Amy will confirm again before taking delivery of the new buses. Amy is planning on attending the special session.



b. Hood River City and Upper Valley Changes – September 13th

Hood River City Route changes will go into effect September 13th, the Upper Valley changes will go into effect September 15th. Amy is asking board members to share this information with the public as appropriate. The main goals of the changes are to streamline the Hood River City route and transition the Upper Valley service from a deviated fixed route to a fixed route. Since the last update, CAT has released a feedback portal online and have been attending local community events to get the word out. CAT has received confirmation from the City of Hood River that requested curbs will be painted by September 13th and temporary signage has been ordered. A new bus stop across from the Mid-Valley Market will be added to the Upper Valley, but there are no other new stops at launch for that service. The route will still accept flag stops in areas where the drivers feel safe to do so.

c. Upcoming Gorge-To-Mountain Season Update

In 2021 CAT received a Federal Land Access Program grant for fiscal years 2023 through 2025. However, that was pushed back to fiscal year 2026-2028 and CAT was able to secure funding for the past three years through ODOT. Amy has been working with the Federal Highways Administration since March to get the contract finalized for this coming winter. The process has been delayed due to staffing shortages and needing to submit a scope change request. The scope change is needed because the original application in 2021 was to provide service from Hood River to Government Camp, but the amount awarded was not enough funding to provide that service. The scope change is asking for a service very similar to what was provided last season, including 7 days a week and night service. It has been submitted and hopefully goes through prior to the ski season starting. All other prep for the service will continue as normal with the goal of starting the service mid-December. Mt. Hood Meadows has agreed to commit \$10,000 in match funds for the next three years. An increase in fares for the Gorge-To-Mountain service is expected and will require two public hearings to implement the fare change. The first public hearing is likely to happen at the September board meeting. Matt had a couple suggestions for scheduling the Gorge-To-Mountain service so that it is more convenient for value season pass holders. Tamra also had a comment on the time drain that Gorge - To-Mountain presents and how will staff plan for that. Amy replied that some operational changes may be taking place and CAT is looking into issues such as, a reservation policy to quell overcrowding and adding additional office staff on weekend shifts. More details on both potential changes will be shared in future board meetings.

11. Discussion Items

There were no additional discussion items.

12. Upcoming Events

There were no upcoming events discussed.

13. Adjournment



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

Approved by: Greg, Tamra, Gisela, Matt and Jim

Opposed by: None

The meeting was adjourned at 5:01.

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 flourish at the end.

Approved by: Tamra Taylor, Secretary-Treasurer

A handwritten signature in black ink, appearing to read "Tamra Taylor", written in a cursive style.