

## **AGENDA**

STIF Committee Meeting  
OCTOBER 5, 2018  
HRCTD Board Room  
224 Wasco Loop  
Hood River, Oregon

1. Introductions
2. Brief Overview of STIF & the Committee Bylaws
3. Election of Committee Officers
4. Determination of “Low-Income” for Plan use
5. Draft Project List & Overview of Legislative Intent/Requirements
6. Discussion of Draft Project List & the Addition of New Projects to the List
7. Next Steps
8. Adjourn

### **Attachments included:**

Agenda Item 2 – Memo: STIF Overview & Committee Bylaws

Agenda Item 4 – Memo: Legislative Intent of STIF & Demographic Information

Agenda Item 5 – Memo: Estimated Allocation Amounts & Draft Project List

# Memo

**To:** STIF Committee

**From:** Patricia Fink, HRCTD Executive Director

**Date:** 10/5/2018

**Re:** STIF Committee Overview & Bylaws

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The Oregon Legislature enacted House Bill 2017 (HB 2017), the Keep Oregon Moving act, in mid-2017. Keep Oregon Moving includes a new employee payroll tax that equates to less than \$1 per week for the average Oregon worker, and is dedicated to funding the expansion of public transportation services.

The payroll tax became effective on July 1, 2018 and is administered through the Statewide Transportation Improvement Fund, or STIF. Ninety percent (90%) of the STIF funds will be disbursed by formula to Qualified Entities (QE) based on the amount of payroll tax generated in their area.

The Oregon Legislature designated Hood River County Transportation District as the Qualified Entity (QE) for Hood River County for the purpose of administering the STIF planning process, and receiving and distributing STIF funds to transit projects within the County. For more information see the [State of Oregon Fact Sheet](#)

Hood River County is expected to receive over \$1M dollars in formula funds from STIF for transit projects between April 2019 and June 2021. As the QE, HRCTD is responsible for submitting the STIF Plan for approval by the Oregon Transportation Commission. As part of the Plan development process, HRCTD is required to establish a formal committee to assist with the task. The STIF Committee serves as a designated committee of the HRCTD Board.

At their September 2018 Board Meeting the HRCTD Board approved the **STIF Committee bylaws** which are attached for your review and appointed STIF Committee members who represent low-income, minority, disabled, environmental, jurisdictional and other populations within the County. The Committee has numerous tasks, that were laid out by the legislature, but key among them is to review, prioritize and recommend to the Board the transit projects that will be included in HRCTD 2019-2022 STIF Plan.

To get more background on STIF and the associated administrative rules please see the [State of Oregon Rules Overview](#)

# HOOD RIVER COUNTY TRANSPORTATION DISTRICT STIF ADVISORY COMMITTEE

## ARTICLE 1 Name

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

## ARTICLE 2 Citations

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

## ARTICLE 3 Definitions

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

**“Areas of High Percentage of Low-Income Households”** shall mean geographic areas within Hood River County which are determined to have a high percentage of low income households. Pursuant to OAR 732-040-0035(4)(a), it shall be the responsibility of the Advisory Committee to gather data and to seek public input, and to make a determination as to the areas of Hood River County in which there exist high percentages of low-income households, and to publish said determination in its Committee minutes and printed public materials.

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

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

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

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

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

is familiar through association with neighborhood groups, local school groups, social service or non-profit agencies, with the transportation needs of limited English proficiency users.

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

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

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

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

#### **ARTICLE 4 Function**

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

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

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

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

- (a) Hold public meetings to assist and advise staff with the development of the County’s local

people with disabilities who use transportation in the County; and

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

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

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

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

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

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

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

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

Section 5. Termination of Membership:

The Board may remove Committee members as follows:

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

required by statute, but may be held more frequently to carry out the purposes of the Committee. These meetings shall be held in publically accessible facilities, and shall take place during transit operating hours, to facilitate attendance of interested individuals.

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

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

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

Section 5. Staff: Administrative staff to the Committee shall be determined by the HRCTD Executive Director in consultation with the Board. Staff for recording the proceedings of the Committee shall also be provided by the HRCTD.

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

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

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

## **ARTICLE 10**

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

Section 1. Public Records and Meeting Law: The Committee is a public body for the purposes of ORS Chapter 192, and is subject to the statutory procedures related to Oregon public records and meetings. Pursuant to OAR 732-040-0035(4)(b), written copies of Committee agendas, minutes, and By-laws shall be made available to the public for a period of no less than six (6) years.

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

# Memo

**To:** STIF Committee

**From:** Patricia Fink, HRCTD Executive Director

**Date:** 10/5/2018

**Re:** Legislative Intent & STIF Role – Defining Low Income

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While the overall intent of the STIF legislature was to increase and expand public transportation options within the State of Oregon – an important focus was to ensure that the State’s low-income populations were served by this funding expansion. The legislature set the poverty standard for the STIF funds at the 200% above the federal poverty level, however, they have left it up to the local qualified entities to define “high levels of low-income households” within their counties.

As outlined in the bylaws, the Board is asking that the STIF Committee play a role in this decision:

*Gather data and seek public input regarding low-income households within the County, including those within the corporate limits of municipalities within the County, and make and publish a determination of how the plan defines “high percentage of low-income households” and where those communities exist for purposes of guiding the STIF Plan;*

The Task for the committee is then to recommend to the Board how the HRCTD should define “high percentage of low-income households” in Hood River County for the HRCTD STIF Plan. I have prepared a table which uses the Hood River County census block group data to define income by percentage of poverty – and have included a map of the associated block groups. In the attached table I have highlighted the block group areas in dark blue on the map that meet the “safe harbor” rule for the legislative standard (e.g. A geographic area where the percentage of low-income households is equal to or higher than the State of Oregon percentage of low-income households in the same year). I have also highlighted some areas that are “close” to the standard. The Committee can:

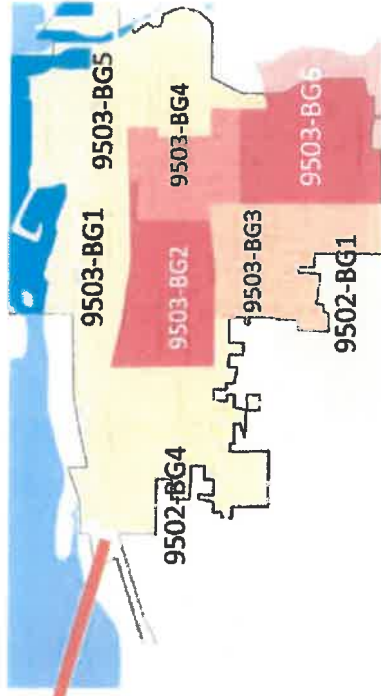
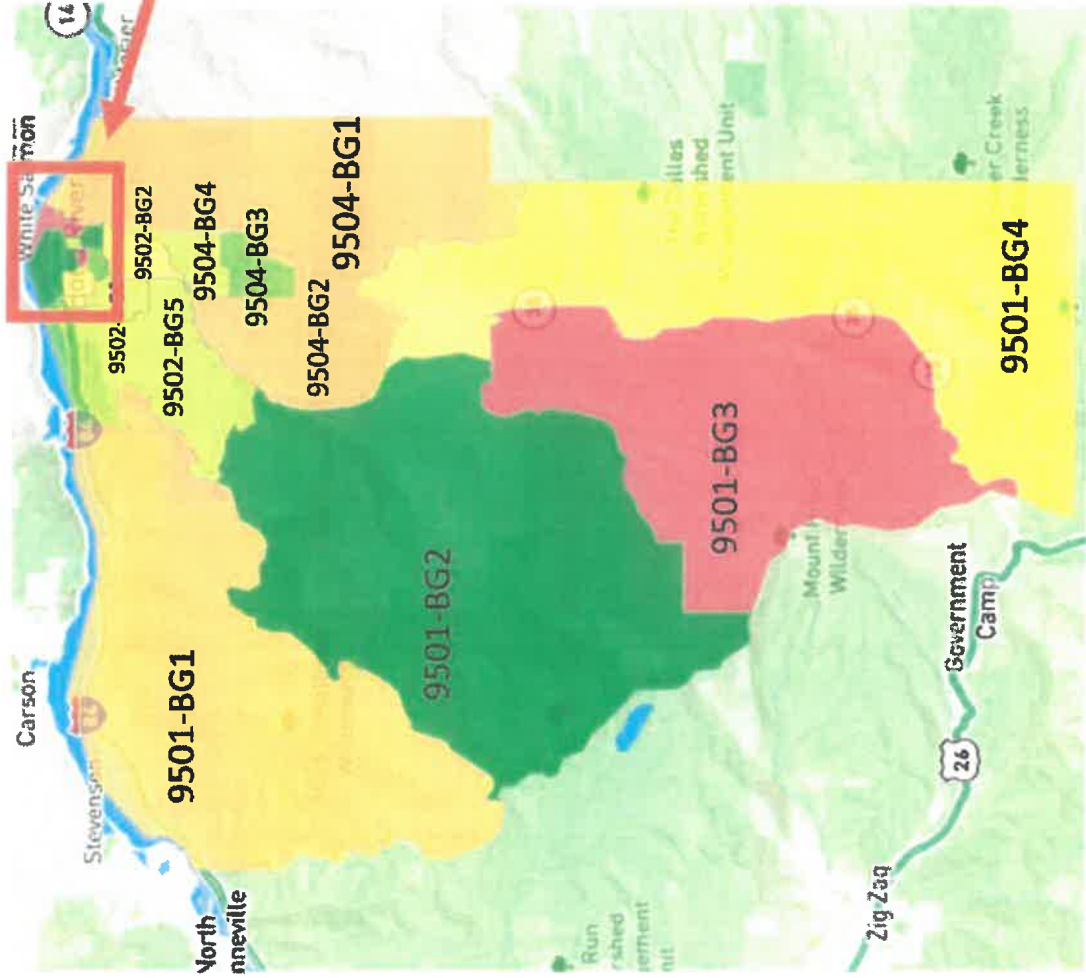
- Use this safe harbor model – to identify the high poverty areas;
- Set another more aggressive standard (e.g. beyond safe harbor standard);
- Use this standard with other standards (weighted average) that might better reflect local equity issues – particularly as they relate to things like density, % of youth, % of older adults; % of disabled adults, % of minority communities, etc.

If the committee decides to use a weighted standard, the factors they use should be easily available and replicable as we will be asked by ODOT to provide them both as a measure of our ability to meet legislature’s goals as well as use them in our project prioritization process.

**POVERTY STATUS IN THE PAST 12 MONTHS BY HOUSEHOLD**

Census Tract	Numbers of People by Level of Poverty										Total % of Households at Level of Poverty						Median Income
	Total	< .50	50% - 99%	100% - 124%	125% - 149%	150% - 185%	185% - 200%	200%	150%	125%	100%	Income					
Block Group 1, Census Tract 9501, Hood River County	534	32	35	25	73	53	17	262	44%	31%	17%	13%	\$ 34,375.00				
Block Group 2, Census Tract 9501, Hood River County	318	1	31	24	11	5	0	185	41%	40%	36%	10%	\$ 52,411.00				
Block Group 3, Census Tract 9501, Hood River County	195	2	8	0	8	10	0	158	15%	9%	5%	5%	\$ 66,250.00				
Block Group 4, Census Tract 9501, Hood River County	275	6	0	59	0	18	0	180	30%	24%	24%	2%	\$ 88,875.00				
Block Group 1, Census Tract 9502, Hood River County	507	0	0	14	54	8	18	413	19%	14%	3%	0%	\$ 58,125.00				
Block Group 2, Census Tract 9502, Hood River County	229	12	0	0	6	32	7	171	25%	8%	5%	5%	\$ 55,815.00				
Block Group 3, Census Tract 9502, Hood River County	525	47	0	56	0	24	0	399	24%	20%	20%	9%	\$ 71,733.00				
Block Group 4, Census Tract 9502, Hood River County	726	49	30	35	14	57	25	495	32%	21%	19%	14%	\$ 97,419.00				
Block Group 5, Census Tract 9502, Hood River County	616	72	0	10	0	6	0	528	14%	13%	13%	12%	\$ 81,569.00				
Block Group 1, Census Tract 9503, Hood River County	403	66	4	11	0	0	24	299	26%	20%	20%	17%	\$ 33,829.00				
Block Group 2, Census Tract 9503, Hood River County	541	28	144	22	7	38	0	302	41%	37%	36%	32%	\$ 45,977.00				
Block Group 3, Census Tract 9503, Hood River County	161	0	27	0	7	11	7	108	33%	21%	17%	17%					
Block Group 4, Census Tract 9503, Hood River County	317	0	44	0	0	11	5	256	19%	14%	14%	14%	\$ 50,592.00				
Block Group 5, Census Tract 9503, Hood River County	292	0	0	0	0	17	13	262	10%	0%	0%	0%	\$ 67,600.00				
Block Group 5, Census Tract 9503, Hood River County	649	43	183	24	43	0	6	350	46%	43%	29%	35%	\$ 33,980.00				
Block Group 1, Census Tract 9504, Hood River County	615	32	42	15	71	57	9	389	37%	26%	14%	12%	\$ 57,798.00				
Block Group 2, Census Tract 9504, Hood River County	507	30	2	43	102	29	21	280	45%	35%	15%	6%	\$ 59,607.00				
Block Group 3, Census Tract 9504, Hood River County	654	45	9	16	60	67	23	434	34%	20%	11%	8%	\$ 60,898.00				
Block Group 4, Census Tract 9504, Hood River County, Oregon	149	0	0	0	18	0	19	112	25%	12%	0%	0%	\$ 50,662.00				
State of Oregon									35%	25%	21%	16%	\$ 57,582.00				





# Memo

**To:** STIF Committee  
**From:** Patricia Fink, HRCTD Executive Director  
**Date:** 10/5/2018  
**Re:** Estimated Formula Funds 2019-2021 & Project Selection & List

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## Estimates

In an April 2018 memo, the State of Oregon provided [Formula Fund Allocation Estimates](#) for each of the counties within Oregon.

Hood River's estimates for the 2 ½ year period are shown in the Table below. The State views these estimates as "conservative" and has asked for STIF Plans to provide project funding for both the initial estimate (100%) and a 30% increase above the initial estimate (130%) – which is also shown in the table.

Allocation	FY18-19	FY19-20	FY20-21
100% Estimate	\$179,000.00	\$404,000.00	\$458,000.00
130% Estimate	\$232,700.00	\$525,200.00	\$595,400.00

## Project Selection

ODOT has developed some specific rules for the plan development & project selection – these include:

- FY19 – 21 STIF Plans can only be submitted once for all the monies available during that funding cycle. Once submitted, the plans cannot be updated and no new projects can be added until the current funding cycle is completed. The two submittal dates for the FY19-21 plan are November 1, 2018 (with funds available April 2019); or April 1, 2019 (with funds available November 2019).
- A prioritized list of projects must be submitted with the plan. Projects listed in the STIF plan must have been identified in a plan or planning document that meets ODOT established requirements. There are two such planning documents at HRCTD these include the HRCTD Transit Master Plan and the Hood River County Coordinated Human Services Plan.

Figure 4-1 TMP Goal Summary Table

#	Goal	Objectives	Source(s) of Goal		
			TSP/Comp Plan	Existing Conditions	Outreach
1	<b>Balance:</b> Support a transportation system in Hood River County that increases the use of transit, especially among choice riders.	<ul style="list-style-type: none"> <li>▪ Increase public transit service provision.</li> <li>▪ Increase transit mode share.</li> <li>▪ Increase transit ridership.</li> <li>▪ Provide local bus service in downtown Hood River to offer an alternative to congestion.</li> <li>▪ Serve parking constrained areas of Hood River with transit.</li> <li>▪ Provide transportation options that are less detrimental to environment.</li> </ul>	✓	✓	✓
2	<b>Efficiency/Stability:</b> Operate efficiently and seek stable funding.	<ul style="list-style-type: none"> <li>▪ Provide local bus service separate from intercity services to increase efficiency and value of both local and intercity services.</li> <li>▪ Serve Dial-A-Ride destinations with fixed-routes where feasible.</li> <li>▪ Coordinate with other transit agencies (e.g., MATS, ODOT) to minimize duplicative service and increase efficiency.</li> <li>▪ Identify and utilize potential additional sources/partners to support local operational funding or local match.</li> <li>▪ Explore additional grant sources to develop new services.</li> </ul>	✓	✓	✓
3	<b>Access/Equity:</b> Maintain and improve an accessible and equitable transit system.	<ul style="list-style-type: none"> <li>▪ Maintain lifeline services for the transit dependent.</li> <li>▪ Provide and encourage access to transit for Hispanic and other minority communities.</li> <li>▪ Ensure transit service meets needs of diverse markets, including but not limited to, low income populations, seniors, students, Limited English Proficiency (LEP) populations, and visitors.</li> </ul>		✓	✓
4	<b>New Markets:</b> Provide convenient service to developing markets and regional destinations.	<ul style="list-style-type: none"> <li>▪ Maintain and improve existing intercity services to Portland and The Dalles.</li> <li>▪ Leverage transit as a means to enhance existing businesses and complement future economic development opportunities.</li> <li>▪ Add new recreational destinations in the Columbia River Gorge and the Mt. Hood National Forest.</li> </ul>		✓	✓

## 5 ALTERNATIVE DEVELOPMENT

This chapter reviews the transit service alternative development process that took place from January through April 2017.

### SCENARIOS

Three transit service scenarios were considered for developing the alternatives proposed in the TMP, as outlined in Figure 5-1. The short-term alternative is the primary service improvement recommendation of the TMP, while the other alternatives are potential improvements CAT can consider in the future as new funding sources are identified.

Figure 5-1 Transit Service Scenarios

Scenario	Planning Horizon	Assumptions
Short-Term	1-5 years	<ul style="list-style-type: none"><li>▪ In the short-term, revenues for CAT are expected to be stable. The short-term alternatives reallocate existing resources.</li></ul>
Medium-Term	5-10 years	<ul style="list-style-type: none"><li>▪ The medium-term alternative assumes a moderate funding increase for CAT.</li></ul>
Long-Term	10-20 years	<ul style="list-style-type: none"><li>▪ The long-term alternative is unconstrained and aspirational.</li></ul>

### INITIAL ALTERNATIVES

Based on the existing conditions analysis, outreach, and TMP framework development process, the project team developed initial transit service alternative recommendations in January/February 2017. These were presented in early March 2017 to stakeholders and the general public for review. An online survey was available through most of March for stakeholders and the general public to provide feedback on the alternatives.

#### Short-Term

The common factor among these three alternatives is that they do not anticipate any substantial increase in funding for CAT. Regional services are identical between the alternatives, and are dependent upon project-specific grant funding. The main distinguishing feature of the short-term alternatives is the level of service hour reallocation from Dial-A-Ride to a deviated fixed-route service. All three alternatives include a Downtown/Waterfront Summertime Trolley which could be funded through alternate means (e.g. parking revenues, business improvement districts, etc.).

## **Alternative 1: Efficiency Improvements**

### **Description**

The first short-term alternative presented to the stakeholders keeps the existing system in place substantially as is, and will focus on efficiency improvements to the existing Dial-A-Ride and fixed-route services. No Dial-A-Ride service hour reductions are anticipated under this alternative. Efficiency improvements could include changes in dispatch methods, software, subscription trips, etc.

### **Feedback**

- Residents and stakeholders want alternatives to Dial-A-Ride service. Dial-A-Ride is not adequately serving the general population of Hood River.

## **Alternative 2: Single Local Deviated Fixed-Route**

### **Description**

The second short-term alternative presented to the stakeholders introduced a single local deviated fixed-route. The existing Hood River – The Dalles service, which provides service to The Heights, would now be truncated at a to-be-determined location in downtown Hood River where riders could transfer to the local service. This route would serve the major destinations on the west side of town, downtown, the waterfront, as well as the Heights and adjacent neighborhoods. The route would operate with 60-minute headways, allowing for a limited number of deviations within a short distance (less than a ½ mile) of the route for pre-arranged pickups. This required reallocation of Dial-A-Ride hours. Many existing Dial-A-Ride riders could be served by this service given the proximity of existing pickups to the route.

### **Feedback**

- The stakeholders were concerned about the cutback of Dial-A-Ride service negatively affecting the quality of service provided to existing riders. They were unsure if a deviated fixed-route would be able to serve enough of their existing Dial-A-Ride riders to justify the service cuts.
- Respondents expressed support for the deviated fixed-route service idea, given that it could potentially serve riders who do not currently use CAT better than existing service, while still providing service for existing riders.
- Some respondents expressed concerns about the ‘dead-ending’ of the local fixed-route because of difficulty of turnarounds for drivers, and his preference for loop routes. The project team explained that turnaround locations would be more carefully considered later in the route design process, and that straighter routes are better from a transit planning perspective because of the minimization of out-of-direction travel, rider legibility, and other benefits.
- More service to Portland and The Dalles is desired.
- Service along May and Belmont Streets is also desired.
- Service must be well coordinated with the intercity service to The Dalles.

### **Alternative 3: Two Local Deviated Fixed-Routes**

#### **Description**

The third short-term alternative presented to the stakeholders provided two local deviated fixed-routes by splitting the single fixed-route into a north-south route and an east-west route. Two routes would enable the service to be more direct, frequent, as well as enabling increased flexibility for deviation. This would require further reduction in Dial-A-Ride service.

#### **Feedback**

- The stakeholders preferred the routing of Alternative 3, as the splitting of the single fixed-route into a north-south route and an east-west route was more legible.
- Respondents want fixed-routes to serve areas closer to housing.

### **Medium-Term**

#### **Description**

The medium-term alternative assumed a funding increase for CAT and consequently added additional service hours to the local routes implemented in the short-term. This would include earlier and later service to accommodate commuters and other trip purposes that require early morning and evening service. It would also include an extension of the east-west route to serve the Westside Area.

#### **Feedback**

- Longer service hours well received
- Evening service desired, especially in the summer
- Earlier service needed for commuters
- Stakeholder suggested surveying city residents to see how to route commuter serving buses
- Respondent suggested splitting service into morning and evening shifts would help commuters

### **Long-Term**

#### **Description**

The long-term alternative was unconstrained – the project team proposed several ideas for improving service in the long-term:

- **Removing deviations from fixed-routes.** This would enable the fixed-routes to provide more frequent and more reliable service for passengers. Service hours would be correspondingly added to Dial-A-Ride to compensate for the addition of necessary complementary ADA paratransit.
- **Weekend service.** In the short-term and medium-term alternatives (as in the existing system) there is still no weekend service. Saturday and/or Sunday service could feasibly be provided as part of the long-term alternative.

- **More evening service.** Service could be extended later beyond what is proposed in the medium-term, such as to 9 p.m.

### **Feedback**

- CAT expressed interest in weekend service sooner than the long-term. This would require a significant funding increase, which is possible in the medium-term, but CAT should start planning for growing funding now to achieve this.
- West Hood River development will need more transit service so that residents of the new area are not entirely auto-dependent.
- Weekend service seems more important to some respondents than early/late service

## **General Feedback**

General comments from respondents across all alternatives included:

- The summer circulator was well received, as tourism-related traffic congestion is a growing issue in Downtown Hood River.
- Route stops must be conveniently located near large parking areas.
- CAT needs to provide more opportunities for public input
- Need a single coordinated Gorge transit system
- Bike racks on buses desired
- CAT internet/social media presence needs to be increased
- Plan should be cognizant of changes in mobility (e.g., Uber/Lyft, autonomous vehicles).

## **REVISED ALTERNATIVES**

Based on the feedback received from the stakeholders and the general public during March, the project team made a number of changes to the recommended alternatives, and selected a preferred short-term alternative. Those changes are summarized below.

### **Short-Term**

Based on the support of the stakeholders, the general public, and the HRCTD board, the single fixed-route alternative was selected as the preferred short-term alternative. A number of changes were made to the alternative:

- The routing was changed to serve May Street and Rand Avenue.
- The span of service was extended to provide 12 hours of service per day from 6:30 a.m. to 6:30 p.m.
- The Hood River – The Dalles intercity route will be rescheduled to link up with the first and last trips of the new local service.

### **Medium-Term**

Based on feedback, the medium-term alternative was revised to include the two local deviated fixed-route system proposed under the third short-term alternative. Due to desire from stakeholders and the public, service level increases, such as weekend service and earlier/later service, should also be considered in the medium-term. Adding a second route, weekend service,

and extending service hours would likely be too much to provide without a significant funding increase, so one to two of these options should be considered based on need at the time and available funding.

## **Long-Term**

Based on the feedback received, the long-term alternative remains was revised. Key changes include:

- Weekend service should be provided on regional services including the Hood River – The Dalles route and the Upper Valley route.
- Local service improvements not made in the medium-term (two route system, Weekend service, service hour extension) should be made in the long-term.



Hood River County Transportation District

PO Box 1147

Hood River, Oregon 97031

STIF Committee Meeting

October 5, 2018

STIF Committee Members: Jeff Heksel, Rob Brostoff, Britta Wilson, Leanne Hogue, Leti Valle, Kevin Liburdy, Kristen Dillon, Martha Zapien

Ex-Officio STIF Committee Members: Jessica Metta

Guests Present: Jason Kelly of ODOT

Staff Present: Patty Fink, Deanna Bisbee

Patty opened the meeting at 8:15 am.

Introductions were made for all present.

Brief Overview of STIF and the Committee Bylaws

Patty gave an overview of the Statewide Transportation Improvement Plan (STIF) grant funding opportunities available for Hood River County as well as the process and timeline required for accessing these funds.

Election of Committee Officers:

Kristen moved, Jeff seconded to nominate Britta Willson as STIF Committee Chair and Martha Zapien as STIF Committee Vice-Chair. Motion carried unanimously.

Determination of 'Low-Income' for Plan Use :

Kristen moved, Leti seconded, recommending that we use a broader Low-Income threshold: those census block groups that have 30% or more households living in poverty. Motion carried unanimously.

Draft Project List and Overview of Legislative Intent/Requirements:

Patty listed and defined the proposed Project List as well and the over-arching Legislative Intent and Requirements.

Discussion of Project List and the Addition of New Projects to the List:

There were no items recommended to be deleted from the proposed project list.

The following items were mentioned as possible additions or topics of discussion: bus shelters, plain language Spanish proficiency for drivers, reduced or no-fare options [limited time-based or income-based for below 10%], upper valley service increase, innovative minivan program

Next Steps:

Committee members will evaluate, define or redefine and prioritize the Project List in anticipation of the October 11, 2018 meeting.

Patty adjourned the meeting at 10:15 am.