

## Wasco County Public Transportation Advisory Committee

The Dalles Transit Center, 802 Chenoweth Loop Road, The Dalles  
Via Remote Access (Access information attached to agenda)

Thursday, January 28, 2021

9 a.m. to 10:30 a.m.

<u>TOPIC</u>	<u>TIME</u>	<u>ITEM</u>
Call to Order		
Minutes <i>December 17, 2020</i>	5 Minutes	Approve
Review STIF Discretionary Grants	10 Minutes	Recommendation
Review 2021-2023 Link Operating Grants	10 Minutes	Recommendation
Staff Updates <ul style="list-style-type: none"><li>• STIF Projects</li><li>• Link Report</li></ul>	20 Minutes	Information
Adjourn		

*The meeting location is accessible to persons with disabilities. If you have a disability that requires any special materials, services or assistance, please contact MCEDD at 541-296-2266 (TTY 711) at least 48 hours before the meeting. MCEDD is an equal opportunity lender, employer and provider.*

MCEDD is inviting you to a scheduled Zoom meeting.

Topic: Public Transportation Advisory Committee Meeting

Time: Jan 28, 2021 09:00 AM Pacific Time (US and Canada)

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WASCO COUNTY PUBLIC TRANSPORTATION ADVISORY COMMITTEE  
THURSDAY, DECEMBER 17, 2020  
ZOOM TELECONFERENCE

*COMMITTEE MEMBERS:* Louise Sargent, Charlotte Sallee, Rita Rathkey, Lee Bryant

*STAFF:* Brad Houghton (Deputy Director), Lauren Hernandez (Office Administrator)

**CALL TO ORDER/INTRODUCTIONS**

Brad Houghton called the meeting to order at 10:07 a.m. A quorum was present. A roundtable of introductions took place.

**MINUTES**

**Rita Rathkey motioned to approve** the minutes of December 7, 2020 as presented. Louise Sargent seconded the motion. Motion carried unanimously.

**REVIEW STIF PLAN**

Brad Houghton outlined the historical use of American Community Survey data to define low-income housing. During the last STIF cycle, the PTAC reviewed the 2016 data but rejected using it to define Wasco County's areas with a high percentage of Low-Income Households. The PTAC felt the ACS data underrepresented the low-income Latino population in the county. Instead, the PTAC recommended to define all of Wasco County as an area with a high percentage of low-income housing. Brad summarized that Low-Income Household means a household in which the total income does not exceed 200% of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services. The State of Oregon's percentage of Low-Income Housing is 32.5%. Wasco County's percentage of Low-Income Housing is 35.3%, which is above state average. Brad asked if the Committee had any feedback about using the ACS data to define Wasco County's areas of Low-Income Housing or if the Committee wanted to use past practice to define all of Wasco County as an area with a high percentage of Low-Income Households.

**Louise Sargent motioned to recommend** to the Board of County Commissioners that all of Wasco County be defined as a high area of Low-Income Housing. Rita Rathkey seconded. Motion carried unanimously.

Brad explained the STIF projects are categorized into seven main projects: Routes & Connections; Fleet; Facilities & Bus Shelters; Information Technology; Administrative Support; Marketing; and Planning & Mobility Management. Brad noted staff anticipates a rollover of approximately \$250,000 from FY21. Adding this rollover amount to ODOT's projection of \$858,518 for FY22 and FY23, staff projects a total budget of \$1,108,518.

Brad reviewed staff recommendations under each category of the STIF Plan:

1. Routes and Connections: Staff recommend budgeting to maintain current operations. He noted that if the budget is passed as presented, it does introduce risk, as there is a \$200,000 deficit.

2. Fleet: Staff recommend budgeting for the grant match to order four new buses in January. Money is also budgeted for spill equipment in the case of an anti-freeze or fuel spill.
3. Bus Shelters: Staff recommend budgeting for the continued purchase and installation of bus shelters. Brad stated that having a physical indication that the bus will stop, and having a shelter that gets riders out of the weather is significantly important for the LINK and the deviated-fixed route.

*Discussion: Rita Rathkey asked how much a bus shelter typically costs. Brad replied all bus shelters are required to be ADA compliant, which means they must have no more than a 2% grade. To install the bus shelter at Goodwill, 35 feet of sidewalk had to be demolished and repaved to correct the grade, which cost approximately \$10,000. The shelter itself was approximately \$7,000. A bus shelter can cost approximately \$20,000 depending on the circumstances around its installation. Each shelter also takes approximately 30-40 hours of administrative staff time. Brad stated that MCEDD would like to put a shelter at MCMC, but MCMC would like a bus pull-in area to eliminate congestion up front where the buses currently stop. This project could cost double what a typical shelter costs. MCEDD is also looking into installing a shelter by the DMV. Lee Bryant asked if MCMC will be contributing to the cost of the bus shelter and pull-out area. Brad replied that MCEDD did not receive the \$5,000 MCMC grant it applied for, but Jessica Metta is in discussion with MCMC's financial officer. MCEDD would look for MCMC to contribute or at least offer matching funds if it wants a bus stop and pull-out constructed at the hospital.*

*Louise asked if there will be signs installed to label the bus shelters. Brad replied there are currently temporary stand-up signs on the sidewalk, but these are easily blocked by parked cars. He also stated staff would like to discuss with MCMC about blocking out enough parking spaces by MCMC Family Practice (12<sup>th</sup> St and Dry Hollow) so the LINK bus can pull to the curb. This way, cars will not have to go around the bus into oncoming traffic. The hope is that in the future, the City will proactively block spots to allow for curbside bus parking when other bus stops are installed. Charlotte Sallee stated that while MCEDD staff works many hours on arranging for the installation of bus shelters, it is important to have community support as well if the campaign to install additional shelters is going to be successful.*

4. Information Technology: No funding recommended.
5. Administrative Support: Staff recommend allocating 10% of the projected allocation for FY22-23 to maintain administrative support for MCEDD to administer the STIF Plan.
6. Marketing: Staff recommends allocating funds to billboards, brochures and print media, marketing the Gorge Pass, and free rides for low-income. In addition, 1% will be budgeted for high school students grades 9-12 as required in the STIF Formula Guidelines provided by ODOT.
7. Mobility Management: Staff recommend budgeting for the grant match associated with the Mobility Management position as well as for online travel training modules in both English and Spanish.

*Discussion: Lee Bryant asked Brad if staff feels confident MCEDD can cover the \$200,000 deficit with other funding options if the current STIF Plan and budget is passed. Brad replied there is a significant risk in passing the budget with the deficit, but if the budget is not passed as presented, the only projects that would be funded are those under Routes and Connections and Administrative Support. Rita Rathkey stated budgets are a plan, and budgeting for a project does not mean that project will be completed. Lee stated that if an entity plans for low growth, then growth remains low. She stated she would like to pass the budget and see MCEDD do what it can with the plan.*

**Rita Rathkey motioned to approve and recommend adoption of the FSTI Formula Fund Project List for 2021-2023** to the Wasco County Board of County Commissioners as presented. Louise Sargent seconded the motion. Motion carried unanimously.

### **OTHER NEW BUSINESS**

Kris Boler asked for clarification on the rules for Link drivers and mask wearing. Charlotte Sallee explained that if there are no passengers on the bus, the driver does not have to wear a mask. The driver must put on a mask before any passenger gets on the bus. The Link is currently installing plexiglass barriers in the buses between the driver and passengers. Passengers must wear a mask, and if they do not have one, the driver will provide one to them. Charlotte noted there have not been any issues with riders not wanting to wear masks.

### **ADJOURNMENT**

Meeting adjourned at 11:10 a.m.

*Respectfully submitted by Lauren Hernandez, Office Administrator*

**To: Wasco County Public Transportation Advisory Committee**  
**From: Jessica Metta, Mid-Columbia Economic Development District Executive Director**  
**Date: January 22, 2021**  
**Re: Review of STIF Discretionary and Statewide Transit Network Grant Applications Affecting Wasco County**

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Wasco County has asked the Wasco County Public Transportation Advisory Committee, acting as the county's Statewide Transportation Improvement Fund (STIF) Advisory Committee to review the following STIF Discretionary and Statewide Transit Network Grant Applications that could impact Wasco County. For each application, the Committee is asked to recommend "Fund" or "Do Not Fund" and *may* provide additional comments and/or a prioritized list of applications to be funded. A summary of each and a link to the full applications follow:

1. **MCEDD: Gorge Translink Alliance Mobility Management.** This application is 1 of 3 complimentary STIF applications: Columbia Gorge Express, Marketing Regional Transit (Gorge Pass), Gorge Mobility Management/Gorge Transit Strategy. Of the 2 submitted by MCEDD, this one is top priority.

The Gorge TransLink Alliance transit providers serve a bi-state region of 5 rural counties on the Columbia River. MCEDD's Mobility Management (MM) staffs the Alliance, providing support for regional coordination, system expansion, and planning. These counties share a common workforce and economic foundation. Most residents access essential services across county lines or in Portland/Vancouver, while many residents of those metropolitan areas work or recreate in the Gorge.

This proposal is designed to expand the existing Gorge TransLink Alliance MM Project to include new projects. This project has been successful in assisting the expansion and coordination of regional transportation services, transforming previously geographically isolated services into an expanding regional system that serves the Gorge and the Portland/Vancouver area. With the growth of new intercounty, intercity, and bi-state fixed route services and infrastructure, integrated fare programs, adoption of new technologies, and maintenance of shared outreach tools, the demands of the MM position have increased greatly. [Full application link.](#)

2. **MCEDD: Marketing the Gorge Pass.** This marketing project was developed by the GorgeTranslink Alliance, a consortium of OR & WA transit agencies that serve the Columbia River Gorge. This application is 1 of 3 complimentary STIF applications: Columbia Gorge Express, Marketing Regional Transit (Gorge Pass), Gorge Mobility Management/ Transit Strategy. This is 2nd priority for MCEDD applications.

Primary goals are to use marketing, public relations, and outreach to businesses, transit partners, & tourism partners to increase awareness, access, ridership, & sales of the Gorge Pass (GP) and the regional transit network. Secondary goals are to enhance the sustainability of transit services in the Gorge and along the I-84 corridor through the GP, and to establish transit as an important player in the postpandemic recovery and future of the Gorge. [Full application link.](#)

3. **Hood River County Transportation District: I-84 Columbia Gorge Express Service.** This grant would fund the Columbia Gorge Express (CGE), I-84 Corridor request is for funding for the operation, administrative and preventative maintenance necessary to preserve existing transit service levels in the I-84 from Portland to The Dalles including (8 RT during weekdays; 6 RT during weekends) from Hood River to Portland and (5 RT weekdays; & 2 RT weekends) from Hood River to The Dalles. This application is one of three complimentary STIF applications supporting mobility in the Gorge (Columbia Gorge Express/ I-84 Corridor; Marketing Regional Transit through Gorge Pass; Gorge Mobility Management). [Full application link.](#)

Please see the following three-page document with guidance from ODOT on the Committee's process.

## **STIF Discretionary and Statewide Transit Network Fund Programs QE Advisory Committee Review Guidance**

Per the Oregon Administrative Rules, the QE Advisory Committees are to provide a “fund” or “do not fund” recommendation to the Oregon Transportation Commission for each application that the QE receives from ODOT. While not required, each QE Advisory Committee may also recommend a prioritized list of Projects to its QE, which the QE will provide to ODOT. Finally, the QE Advisory Committee may submit additional comments on one or more projects, if desired. The QE Advisory Committee should complete this application review and provide the results to the QE Contact for that individual to enter into a Cognito review form, which the QE Contact will then submit to ODOT.

QE Advisory Committee input on submitted applications is due back to ODOT **no later than April 12, 2019.**

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When reviewing a Project proposal for acceptance, rejection or prioritization, an Advisory Committee shall consider the extent to which the Project:

- (a) Supports the Purpose, as applicable, of the Discretionary Fund or the Intercommunity Discretionary Fund, as described in OAR 732-044-0000;
- (b) Meets the criteria established under OAR 732-044-0030(1); and
- (c) Meets any additional criteria established by the Commission.

**The review considerations listed in (a)-(c) have been included below. The table provided on page three of this document lists the evaluation criteria approved by the Oregon Transportation Commission and shows how those criteria are weighted differently for the two fund programs.**

### **732-044-0000**

#### **Purposes of the Funds**

- (1) The Discretionary Fund is intended to provide a flexible funding source to improve public transportation in Oregon. It is not a source of ongoing operations funding.
- (2) The Intercommunity Discretionary Fund is for improving connections between communities and between communities and other key destinations important for a connected Statewide Transit Network. As a competitive funding source, ongoing operations Projects are subject to risk of not receiving continuous funding.

### **732-044-0030**

#### **Project Selection**

- (1) The Commission shall determine its investment priorities with input from the Public Transportation Advisory Committee prior to Agency public notice of grant solicitation for discretionary STIF moneys. The Commission’s investment priorities are:
  - (a) Improvement of Public Transportation Service to Low-Income Households;
  - (b) Improved Coordination between Public Transportation Service Providers and reduced fragmentation of Public Transportation Services;

(c) Consistency with Oregon Public Transportation Plan goals, policies, and implementation plans, including:

(A) Integrated public transportation planning where affected communities planned or partnered to develop proposed Projects.

(B) Technological innovations that improve efficiencies and promote a seamless and easy to use Statewide Transit Network.

(C) Advancement of State greenhouse gas emission reduction goals.

(D) Support or improvement of a useful and well connected Statewide Transit Network;

(d) Operations Projects that do not substantially rely on discretionary state funding beyond a pilot phase;

(e) Geographic equity or an ability to leverage other funds (these factors apply when all other priorities are held equal); and

(f) Other factors as determined by the Commission.

Focus Areas	STIF/STN Evaluation Criteria	Score Weighting	
		STIF Disc.	STN
<p><b>Equity and Public Transportation Service to Low-income Households</b></p> <p><i>OPTP goal:</i></p> <ul style="list-style-type: none"> <li>Equity</li> </ul>	<ul style="list-style-type: none"> <li>Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. OAR 732-044-0030(1)(a)</li> <li>Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g. seniors, people with disabilities). OAR 732-044-0030(1)(c)</li> </ul>	20%	10%
<p><b>Coordination of Public Transportation Services</b></p> <p><i>OPTP goal:</i></p> <ul style="list-style-type: none"> <li>Communication, Collaboration, &amp; Coordination</li> </ul>	<ul style="list-style-type: none"> <li>Improves coordination between public transportation providers and reduces fragmentation of public transportation services. OAR 732-044-0030(1)(b)</li> <li>Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). OAR 732-044-0030(1)(c)(A)</li> </ul>	10%	30%
<p><b>Statewide Transit Network Connections</b></p> <p><i>OPTP goals</i></p> <ul style="list-style-type: none"> <li>Mobility &amp; Public Transportation User Experience</li> <li>Accessibility and Connectivity</li> </ul>	<ul style="list-style-type: none"> <li>Improves or maintains service between geographically separated communities. OAR 732-044-0030(1)(c)(D)</li> <li>Implements technological innovations that improve efficiencies and supports a seamless, easy-to-use Statewide Transit Network. OAR 732-044-0030(1)(c)(B)</li> <li>Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. OAR 732-044-0030(1)(c)</li> </ul>	10%	30%
<p><b>Environmental and Public Health</b></p> <p><i>OPTP goals</i></p> <ul style="list-style-type: none"> <li>Environmental Sustainability</li> <li>Health</li> </ul>	<ul style="list-style-type: none"> <li>Reduces greenhouse gas emissions in or through public transportation systems. OAR 732-044-0030(1)(c)(C)</li> <li>Supports positive health outcomes. OAR 732-044-0030(1)(c)</li> </ul>	15%	10%
<p><b>Sustainable Funding</b></p> <p><i>OPTP goal</i></p> <ul style="list-style-type: none"> <li>Funding and Strategic Investment</li> </ul>	<ul style="list-style-type: none"> <li>Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended). OAR 732-044-0030(1)(d)</li> </ul>	20%	10%
<p><b>Safety, Security, and Community Livability</b></p> <p><i>OPTP goals</i></p> <ul style="list-style-type: none"> <li>Safety and security</li> <li>Community livability and economic vitality</li> </ul>	<ul style="list-style-type: none"> <li>Protects fleet condition and ensures vehicles are maintained in a state of good repair. OAR 732-044-0030(1)(c)</li> <li>Results in increased use and participation in active transportation, including public transportation. OAR 732-044-0030(1)(c)</li> </ul>	25%	10%

## Memorandum

Date: January 22, 2021

To: Wasco County Public Transportation Advisory Committee

From: Jessica Metta, Executive Director

Re: ODOT Grant Applications for LINK Operations

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### Overview

The historically foundational grants for The Link's dial-a-ride services for FY21-23 are open with deadlines approaching on March 1<sup>st</sup>. A summary of the grants is provided below. *We request a recommendation to apply for the two grants for which Wasco County is the applicant, and any thoughts on the grant for which MCEDD is the applicant.*

**Special Transportation Fund:** This state fund supports transportation services for people who are senior and people of any age with disabilities. This fund requires no match and is very flexible. Historically, we use this fund to match the other two grants. Wasco County would be the applicant. *A recommendation from the PTAC is requested.*

**5311 Formula Grants for Rural Areas:** This program supports rural public transportation providers operating in areas with populations of fewer than 50,000 by financing operations, capital, project administration, preventive maintenance, planning, and mobility management projects. Match for operations projects: local share 43.92 percent, federal share 56.08 percent. Match for capital, administration, preventive maintenance, planning, and mobility management projects: local share 10.27 percent, federal share 89.73 percent. Eligible projects include operations, capital, project administration, preventive maintenance, planning, and mobility management. Projects must support general public transportation services. Historically, we use this fund to cover preventative maintenance for dial-a-ride service and support operations. Wasco County would be the applicant. *A recommendation from the PTAC is requested.*

**5310 Enhanced Mobility for Seniors and Individuals with Disabilities:** This federal fund source supports public transportation for seniors and individuals with disabilities by funding eligible capital, purchased service, and preventive maintenance projects for transportation providers. Match for operating projects: local share 50 percent, federal share 50 percent. Match for other projects: local share 20 percent, federal share 80 percent. Historically, we use this fund to cover dial-a-ride operations. MCEDD would be the applicant. *Thoughts from the PTAC are welcome.*

**Memorandum**

**To: Wasco County Public Transportation Advisory Committee**

**From: Jessica Metta, Executive Director**

**Date: January 22, 2021**

**Re: Wasco County FY19-21 STIF Plan Project Updates**

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<b>Project Name</b>	<b>Project Description in Plan</b>	<b>Status</b>
The Dalles Deviated Fixed-Route	Implement a new deviated fixed-route bus service in The Dalles.	Implemented. Second route opened in October 2020.
New Vehicles / Capital Reserve	Grant match funds to support the deviated fixed-route with an additional vehicle in FY19 and add another vehicle to the fleet in FY21.	Completed.
Administrative Support for Wasco County STIF	Support for LINK administration to maintain existing services and launch new services.	Ongoing.
Wasco County Coordinated Transportation Plan Update	Necessary for meeting program requirements as plan must be updated by 2020	Completed in December 2020.
The Dalles Transit Center Facility Completion	Supplementing current grant funds to complete repairs to the vehicle gate and construction of a bus barn.	Completed.
High School Transit Training and Free Passes	During the school year, quarterly transit training at The Dalles High School, Dufur High School and Wahtonka Community School. One free ride per month for high school students at the schools mentioned.	Project on hold due to COVID-19.

Spanish Language Outreach	Development of additional Spanish marketing and rider materials, adding Spanish to the vehicle exteriors, cultural training for LINK staff.	Spanish-language marketing has been supported. Our outreach to The Next Door on cultural training is on hold due to COVID-19.
Driver/ Dispatch Wage Increase	Increase in wages to remain competitive.	Completed.
Mobility Management Transit Support	Transit training for The Dalles Middle Schoolers, as well as additional outreach to Latino populations and Celilo Village and other low-income populations in the LINK service area.	Ongoing. Outreach to Native American populations has been most significant lately.
Mobile Ticketing App	Launching new mobile ticketing app to boost ridership.	Completed.
Expanded LINK Hours for Employment Transportation Needs	Expanding service from 6am to 7pm on weekdays.	Hours currently at 7am-6pm.
Weekly Celilo Shuttle	Weekly shuttle from Celilo Village and Lone Pine to The Dalles.	Service has transitioned to on-call due to COVID-19 and low ridership.
Expanded Marketing	Doubling of annual LINK marketing budget to boost ridership.	Marketing increased significantly in an ongoing way.
Free Farmers Market Service	Adding stop on the deviated fixed-route at The Dalles Farmers' Market when the market is open, possibly free passes	Free dial-a-ride service was offered in 2019 but not in 2020 due to COVID-19.
Grant Match Reserve	Build up reserve that could be used for other federal and state grants.	These funds will be fully expended in the vehicle replacement grant as referenced above, and also for TGM grant match for transit masterplan.

Service to Smaller Communities in Wasco County	Increased capacity for Maupin and South County residents with a part-time LINK driver and mini-van stationed in Maupin.	Weekly shuttle from Maupin/ Tygh Valley/ Dufur was on hold due to COVID-19 but was restarted in January 2021.
Saturday Service	Expanding service to include 8am to 5pm on Saturdays	Dial-a-ride service being provided from 9am to 4pm.
Bus Shelters and Amenities	Grant match for bus shelters and amenities in support of the deviated fixed-route.	Completed.
Youth Summer Service	Adding stop on the deviated fixed-route at The Dalles Aquatic Center when school is out, possibly free passes for youth	Plans to start in 2020 were canceled due to COVID-19.
Bus Bike Racks	Adding bike racks to all of the LINK buses.	Completed.

**To: MCEDD Transportation Administration Board**  
**From: Jessica Metta, Executive Director**  
**Date: January 22, 2021**  
**Re: Quarterly LINK Operations Report**

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### Operations

- MCEDD-LINK lobby is closed to the public, and we have suspended Greyhound ticket sales.
- Personal Protective Equipment (PPE). We remain in full compliance with the transit rules issued by Governor Brown, including PPE for staff, passenger spacing, and mask wear. LINK provides masks for riders that do not have one. Installation of plexi-glass surrounds on our existing fleet of buses is complete. Newly ordered buses will arrive with the plexi-glass installed.
- The City of The Dalles Public Works Department completed installation of twenty-five LINK information signs across the community. The sign posts and labor to install were provided by the City at no-cost to MCEDD-LINK.



### Grants

- Grants/Funding.
  - Our Google Community Grant Program application was approved in the amount of \$20,000 and will be used to facilitate installation of the two remaining bus shelters we have on-hand.
  - Regional Marketing: We worked with the CAT and submitted a regional marketing grant focused on regional transit messaging, branding, COVID-19 recovery, transit access and mobility management. This included a request to add an additional full-time equivalent employee to MCEDD for Mobility Management.
  - We presented the PTAC recommended STIF Plan to the Wasco County Board of County Commissioners on January 6, 2021 and received their approval. Approved projects include: routes and connections; fleet; facilities and bus shelters; administrative support; marketing; planning and mobility management. We are completing the application now, which has a Feb. 1 deadline.
  - We met with the City Manager of The Dalles to discuss funding of MCEDD-LINK operations, and will make a presentation to the City Council in February for an update on The Link. We requested \$50,000 but are likely to get \$20,000.

### Physical Assets

- New Buses. We took delivery on 2 new buses in late October and those buses are in service. We have a request for quotes (RFQ) out for 5 additional new buses, and hope to place that order in late January for delivery in the June/July 2021 timeframe.
- Bus Shelters & Bus Stops.

- We completed installation of the bus shelter adjacent to Goodwill, and held a ribbon cutting ceremony in coordination with the Chamber of Commerce on October 27<sup>th</sup>.
- We continue to lay the groundwork with the City of The Dalles for installation of bus shelters at the Port along Klindt Drive, and adjacent to Next Door, Inc at Kelly Avenue and W. 11<sup>th</sup> St. We anticipate completion of these 2 shelters this spring.
- We continue planning for bus shelters at Bret Clodfelter Way, Mid-Columbia Medical Center and downtown as part of the 1<sup>st</sup> Street Project. One Community Health also reached out to inquire about a bus stop.
- We are coordinating with the City of The Dalles Public Works Department to create a bus turnout adjacent to MCMC Family Medicine at E. 12<sup>th</sup> St and Dry Hollow Rd. City approval would result in the elimination of 2 parking spots along E. 12<sup>th</sup> St to accommodate the bus turnout.



### Other Items

- Wasco County Transportation Development Plan. We anticipate that ODOT will finalize the contract with Kittelson and Associates this month enabling us to commence work on the 20-year masterplan.
- We are working with Columbia Area Transit (CAT) on the management plan for the regional Gorge Pass. CAT will continue to manage the Gorge Pass program through the summer of 2021, and has committed to ensuring that our 1-year trial period remains revenue neutral. In coordination with CAT we are also exploring the NW Oregon Transit Alliance Regional Transit Program (NWOTA) Fare Policy Memorandum for best practice as we navigate the way forward on Gorge Pass management.
- We hired two new full-time drivers: Jesse Witkowski and Laura Reed, and we are in the process of hiring another part-time driver. We are currently hiring as well to fill the Transportation Operations Manager and Deputy Director of Transportation positions.
- Proposed PTAC meeting schedule for 2021: April 29, July 29 and October 28.

### Ride Information for The Link

<b>ALL DEMAND RESPONSE</b>	<b>July-Sept 2020</b>	<b>Oct-Dec 2020</b>
Total Passenger One-Way Trips	2,269	2,865
Elderly/Disabled One-Way Trips	1,665	1,969
Revenue Service Hours	972	431
Revenue Service Miles	12,714	9,542
<b>DEVIATED FIXED ROUTE</b>		
Total Passenger One-Way Trips	730	735
Elderly/Disabled One-Way Trips	209	160
Revenue Service Hours	981	1,491

Revenue Service Miles	7,989	13,359
<b>TOTAL DAR + DFR</b>		
Total Passenger One-Way Trips	2,999	3,600
Elderly/Disabled One-Way Trips	1,874	2,129
Revenue Service Hours	1,953	1,922
Revenue Service Miles	20,703	22,901

