

**2025-27 Hood River County Transportation
Distri STIF Disc. & STN**

Applicant
Hood River County Transportation District
224 Wasco Loop
Hood River, OR 97031

Number: P-25-0827
Date: 08/13/2024
Notice #: D25STIFSTN
Closing Date/Time: 09/05/2024 11:59 PM
Planned Agreement Start: 07/01/2025
Planned Agreement End: 06/30/2027

D-U-N-S Number: 137820200
FEIN: 931112033
Provider Type: Transit or Transportation District

**Authorized Representative
(Person signing Grant Agreement)**

Contact: Amy Schlappi
Title:
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Application Contact

Contact: Amy Schlappi
Title:
Phone: 1 (541) 9788066
Email: amy.schlappi@catransit.org

Comments: The Hood River County Transportation District, which does business as Columbia Area Transit -CAT operates the Columbia Gorge Express service that travels between the City of Hood River, Cascade Locks, Multnomah Falls, Troutdale, and the Gateway Transit Center in Portland.

The Columbia Gorge Express intercity service is a vital community resource and the backbone of the regional Columbia River Gorge transit system. The Columbia Gorge Express has been recognized as an important part the Statewide Transit Network, however sourcing sustainable funding for this service has been difficult. ODOT's recommendation is to continue to apply for STIF Statewide Transit Network discretionary funding until a long term funding source can be identified.

Risk Assessment

1. Did your agency have any turnover of management or financial staff in the last two years?	Yes
2. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?	Yes
3. What type of accounting system does your agency use?	Combined
4. Does your agency have a system in place that will account for 100 percent of each employee's time?	Yes
5. Was your agency audited by the State and/or Federal government in the past two years?	Yes
6. If you answered "Yes" in question 5, did the audit result in one or more audit findings?	Yes

7. If applicable, share a list of findings and repeat findings.
The Hood River County Transportation District received one significant deficiency on the FY23 Financial Audit. The District controls over the SEFA preparation were insufficient to produce an accurate and up to date SEFA prior to the audit commencing. Without adequate controls over SEFA preparation, a materially misstated SEFA may go undetected and insufficient audit testing and major program coverage may result. For the FY24 Financial Audit staff resolved this deficiency by including the SEFA preparation as part of the

standard annual audit procedures.	
8. If applicable, explain any repeat audit findings. N/A	
9. List the year of your last audit and include a URL to the audit document. FY 2023 (July 1, 2022 - June 30, 2023) https://www.ridecatbus.org/about-cat/	
10. Is the Public Transportation Division currently conducting a forensic audit of your agency?	No
11. Did your agency stay on budget in the past two years?	Yes
12. Certification of Compliance	Yes

Delegation of Administration

13. Do you plan to use a subrecipient or contractor to implement the grant supported activity?	No
14. If you answered "Yes" in question 13, list the subrecipient(s) and/or contractor(s).	N/A
15. If you answered "Yes" in question 13, describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys. N/A	

Project Information

16. Project Title	Columbia Gorge Express Intercity Service
17. Project Description <p>The Columbia Gorge Express service was initially implemented by ODOT and taken over by CAT in 2018. The Columbia Gorge Express provides a vital connection between Gorge communities and Portland. This service stops at Hood River, Cascade Locks, Multnomah Falls, Troutdale, and Gateway Transit Center in Portland. The Columbia Gorge Express service offers transfer opportunities to other Gorge Transit Providers, TriMet, and to the Portland International Airport. Ridership on the Columbia Gorge Express has continued a steady upward trend since FY22 and has exceeded pre-pandemic ridership levels. From July 1, 2021 to June 30, 2022 ridership on the Columbia Gorge Express was 22,576 boarded rides and 4.25 boarded rides per hour. From July 1, 2023 to June 30, 2024 there were 38,842 boarded rides and 5.81 boarded rides per hour which is a 72% increase within a two year time period.</p> <p>For the FY25-27 Biennium CAT is requesting funds to expand the Columbia Gorge Express from 7 trips per day during the Fall/Winter and up to 11 trips during the Spring/Summer to up to 9 trips per day, 7 days a week year round (dependent on available funding). This service has proven to be a successful tool to meet the needs of locals and as a congestion mitigation tool along the busy I-84 corridor. No additional vehicles or drivers would be needed in order to implement this project. CAT staff is working with ODOT staff to identify a more sustainable funding source for this service, but as of now STIF STN Discretionary funding has been identified as the most appropriate source.</p>	
18. What is the main type of service that will be supported with this award? Intercity	
19. If you selected "Other" in question 18, please describe.	
20. Describe the task level deliverables, including where applicable the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date. 7/1/2025 - 6/30/2027 - The proposed service would operate up to 9 times a day and 7 days a week (dependent on available funding). Brochures and marketing materials will be updated to reflect this change.	
21. Select the fund source(s) for which you would like to be considered for and that you believe your project is eligible to receive. Check all that apply. STIF Intercommunity Discretionary	
22. What is the estimated total cost to complete this project? Include the total request in this application plus all additional expenditures required to complete the project.	\$2,800,000
23. What is the minimum award amount (grant share only, not including match) that will still allow your project to proceed?	\$2,240,000
24. If you would like to be considered for a 10% match, select each factor that you believe is exemplified by the proposed project. Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located, Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other, Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction, Predominantly serves or provides	

access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

25. Will Federal funds be used to complete this project?

No

26. For intercity projects, identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route.

The service originates in the City of Hood River and ends at the Gateway Transit Center located in Portland Oregon. The service also stops in the City of Cascade Locks, Multnomah Falls in Multnomah County, and the City of Troutdale.

27. What is the gap in intercity transportation service that it fills?

The Columbia River Gorge National Scenic Area (NSA) is home to more than 75,000 people. The communities located within the NSA are popular tourism destinations, but they are rural and have minimal services available. The Columbia Gorge Express is the only public transit option that provides an express service along the I-84 Corridor between Hood River, Cascade Locks, Multnomah Falls, Troutdale and Portland.

Residents depend on this service to get to jobs, the airport, medical services, events in Portland, between Hood River and Cascade Locks, recreational activities and more.

Visitors use this service to get to Multnomah Falls, recreational activities, events in Hood River or Cascade Locks, the airport, see family and more. This service is an essential piece of congestion mitigation measures at Multnomah Falls, which has more than two million visitors each year. It should also be noted that the Columbia Gorge Express has become a lifeline for Pacific Crest Trail thru hikers in July and August to refill supplies in Hood River or Portland before they continue their hike. Each July and August there is a consistent 15-20% increase in ridership which is when the majority of the thru hikers make it to Cascade Locks.

28. Would this award support ongoing operations of an existing service?

Yes

29. If you answered "Yes" to the question 28, describe any elements of the proposed project that differ from the existing service.

The proposed project includes up to 9 trips per day, 7 days a week year-round. The current service offers up to 11 trips per day during the summer months and 7 trips per day the remainder of the year.

30. If you answered "Yes" to question 28, provide a brief history of the current service.

The Columbia Gorge Express service was originally funded and launched by ODOT to serve the I-84 corridor. ODOT funds critical bus services on corridors from Portland to Astoria, Portland to Eugene, Bend to Ontario, and Klamath Falls to Brookings. These are considered critical connections. The I-84 corridor is also a critical connection, however in 2018 CAT took on the financial responsibility and used discretionary grants to provide service from Portland to The Dalles. For the 23-25 biennium The Link, the public transit provider in Wasco County, took over the service between the City of Hood River and the City of The Dalles. CAT and The Link worked together to coordinate the two services so that connections are easy and convenient. In the 23-25 biennium CAT expanded the service during the busy summer months to help mitigate the impact of increased visitors at Multnomah Falls and Gorge communities by reducing traffic congestion, safety concerns, private car usage; and encouraging local economic development. CAT is looking to expand the service in the 25-27 biennium to provide a higher frequency throughout the year and not just during the busy summer months. The increased frequency is justified by the consistent ridership increase year over year. This year round increase will also allow for a improved ridership experience by providing a consistent schedule with minimal changes.

31. If you answered "Yes" to question 28 provide the costs for operations for the service for the previous fiscal year.

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33. If the service operated in 2022, how many unique riders were served by the service? Answer N/A if not tracked.

N/A

37. If the service operated in 2023, how many unique riders were served by the service? Answer N/A if not tracked.

N/A

41. If you answered "No" to question 28, what is the predicted number of unique riders that will be served in the first full year of service? Answer N/A if not tracked.

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44. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

45. If this project will involve breaking ground or any other activity that might require environmental review (e.g., facility construction or improvement), what is the address of the project?

N/A

46. Describe proposed capital purchases. Capital assets are items that cost at least \$5,000 and have a useful life of at least three years. If no capital assets are included in your application, answer N/A.

N/A

Scored Questions

Community benefits (STIF-Discretionary 30%, STN 50%)

47. Describe the need this project addresses. Please provide information to support these statements.

The Columbia Gorge Express plays a vital role in connecting the rural communities of Cascade Locks, Hood River, and nearby communities (such as The Dalles, Stevenson, White Salmon, Bingen, Odell, Parkdale) through transfers to the broader Portland Metropolitan Region. The Columbia Gorge Express has increased ridership year over year since 2021 (ranging from 50 to 10 percent each year) and is essential for providing residents and visitors with access to recreational sites, tourist attractions, employment opportunities, medical services, and key regional transit connections, including the Portland International Airport. Additionally, the service aligns with all ten goals of the Oregon Public Transportation Plan, demonstrating its importance in supporting public transportation needs and regional connectivity.

48. Describe how your agency determined this need existed, including any community engagement you conducted.

This project was identified as a need through the 2023 Transit Master Plan Update and the 2024 Coordinated Transportation Plan. As part of the planning process for the 2023 Transit Master Plan Update input was gathered through diverse methods and strategies including 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 on-board intercept surveys. All surveys (online and paper) and promotional materials were bi-lingual and in plain language. 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 was to provide: Hood River County stakeholders meaningful and easily accessible input opportunities throughout the 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.

49. Describe the expected community benefits from this project.

The Columbia Gorge Express service provides connections to other CAT services and multiple transportation services in the Gorge, including the Link in Wasco County, Mt. Adams Transportation Service in Klickitat County, and Skamania County Transit in Skamania County. This service connects Gorge communities with TriMet services at the Gateway Transit Center. TriMet services then connect riders with the Amtrak station in Portland and to the Portland International Airport. This service costs \$10 to or from Multnomah Falls/ Troutdale/Portland and \$1 between Hood River and Cascade Locks.

Since July 2021 the four transit agencies listed above all accept the low-cost annual Gorge pass (\$40 Adult, \$20 Youth) that allows pass holders to have unlimited access to any fixed route service in the Gorge for a year. The Columbia Gorge Express is seen as the backbone to that program and a large reason for why the Gorge Pass Program has been successful. Staff commonly hear comments from the community of how the Columbia Gorge Express has made it possible for them to get to work, go to the airport, see family or get to medical appointments in Portland.

The Columbia Gorge Express is also an important piece of how ODOT Region 1, the U.S. Forest Service, Multnomah County and Oregon State Parks mitigate traffic congestion and safety concerns at Multnomah Falls Exit 31. Partners encourage Multnomah Falls visitors to use transit instead of private cars to reduce traffic congestion and safety concerns. Any reduction of traffic congestion and safety concerns has the ability to mitigate incidents that cause shutdowns or lane closures on I-84 which all Columbia River Gorge residents rely on for access to food, fuel, goods, etc.

50. If this project did not receive funding from this solicitation, what are the expected impacts?

The Columbia Gorge Express is vital to the Statewide Transit Network, serving 40,000 riders in FY24 by providing car-free access to Multnomah Falls, the Columbia River Gorge, and connections to other transit services, including TriMet and Portland International Airport. It reduces traffic, congestion, and environmental impacts in the Gorge, preventing an estimated 17,000 additional private vehicle trips on I-84 annually.

Partners such as ODOT Region 1, the U.S. Forest Service, Travel Oregon, Multnomah County, and the Columbia Gorge Tourism Alliance also utilize this service to encourage visitors to use public transit, reducing the burden on already overcrowded tourist spots, recreation areas, trailheads, and rural communities with limited infrastructure. If funding for the Columbia Gorge Express were to be cut, it would severely impact the region by eliminating vital public transit connections between the Columbia River Gorge and the broader Portland metropolitan area. This loss would compromise the Statewide Transit Network's effectiveness, exacerbate equity and environmental challenges, and intensify parking and traffic congestion issues in the scenic corridor.

51. Describe how this project supports positive health outcomes.

The Columbia Gorge Express with consistent frequency and strong connections to other transit providers and local CAT services allows for riders to complete many of their trips by using a combination of different transportation modes (transit, biking, and walking). The bus stops are at convenient locations near jobs, residential areas, stores, activity centers, medical services, recreational sites and bike paths. This service allows youths, seniors, low-income individuals, individuals with disabilities to increase their independence to access services locally and regionally. Transportation has been recognized regionally as a social

determinant of health and one of the biggest barriers to care in the Columbia Gorge Health Council's 2016 and 2019 Community Health Assessment and in the 2021 Community Health Improvement Plan. CAT and the public transit services provided has been identified in these plans as a way to reduce these barriers.

52. Does your project have the potential to increase the use of active transportation, including public transportation?	Yes
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53. If you answered "Yes" in question 52, please describe how.
 The Columbia Gorge Express with consistent frequency and strong connections to other transit providers and local CAT services allows for riders to complete many of their trips by using a combination of different transportation modes (transit, biking, and walking). All CAT buses have bike racks on them. The Columbia Gorge Express buses have additional bike racks on the back to meet high demand of riders traveling with bikes. The bus stops are at convenient locations near jobs, residential areas, stores, activity centers, medical services, recreational sites and bike paths. This service allows youths, seniors, low-income individuals, individuals with disabilities to increase their independence to access services locally and regionally.

If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67.

For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A.

54. Select all that apply to your project.	Improves the passenger experience.
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55. Describe how this project would improve each of the items you selected in question 54.
 The Link in Wasco County, Mt. Adams Transportation Service in Klickitat County, Skamania County Transit in Skamania County and Columbia Area Transit in Hood River County all coordinate their services in order to offer public transit throughout the Columbia River Gorge. The Columbia Gorge Express is the backbone to those services. Without the Columbia Gorge Express there is no connection between these services and the Portland Metropolitan Region. Together the 4 agencies share resources to reduce duplication of services, increase operational efficiencies, and spread awareness of the Columbia Gorge Express, the other transit options available and how to use them.

By increasing the frequency of the Columbia Gorge Express up to 9 trips per day, 7 days a week year round there will be a reduction in schedule changes and rider frustration. The rider experience will be improved.

Since this is an express intercity service, riders enjoy that they can get in between the City of Hood River and Portland quickly and by using public transit it only takes about 10 to 15 minutes more than if they drove in their personal vehicle. This makes the service convenient and is a persuasive reason for someone to choose public transit over their personal vehicle.

56. Describe how this project implements technological innovations that improve efficiencies and support a seamless and easy to use Statewide Transit Network.
 The Columbia Gorge Express project provides public transit along the I-84 corridor which is underserved and lacks transportation options. Additionally CAT uses technology such as Token Transit digital fares and the annual Gorge Transit Pass to make fare payment easy and a seamless process. CAT along with our Gorge Transit Pass partners focus on communicating to the public how to use the Columbia Gorge Express to connect with other transit services, schedules are easy to understand and access, and ensure that the GTFS data is updated.

57. Describe how this project develops service improvements and/or approaches that can be replicated statewide.
 The Columbia Gorge Express demonstrates that efficient convenient regional networks have the ability to thrive and remove private vehicle trips from busy interstates. Small rural agencies have the ability to work together, coordinate and use transit as a congestion mitigation tool. This service proves that public transit is valuable for both locals and visitors alike.

58. Describe how this project improves infrastructure at interregional transit hubs.
 While this project does not directly improve infrastructure at interregional transit hubs it provides the justification to build infrastructure around this service. The success of the Columbia Gorge Express gives staff the data they need to coordinate with other transit agencies to ensure bus stops can support not only the demand of the Columbia Gorge Express but the other transit services that feed into it.

59. Describe how this project improves, maintains, or creates a transit stop that is served by two or more fixed route transportation service providers.
 This project continues to be the backbone of the Columbia River Gorge Transit System. By increasing the year round frequency up to 9 trips per day it does allow for more pulse times with two other transit providers at the CAT bus stop located in Hood River outside of the CAT Administration offices.

60. If this is an intercity service, list the names of all other intercity transportation services such as other public transit services, nonprofit or for-profit transportation services, or passenger rail with which it shares stops.
 The Link, Mt. Adams Transportation Service, Skamania County Transit, and TriMet.

61. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time long enough for passengers to reliably transfer to another service?	Yes
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62. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time 60 minutes or less?	Yes
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63. Can riders make a round trip on the intercity transportation service in the same day and have at least three hours at their destination to conduct business?	Yes
64. What is the service frequency of the intercity service?	7 days/week
65. Does the project provide benefits for the Statewide Transit Network that have not been addressed in the previous questions in this section?	No
66. If you answered "Yes" in question 65, describe any additional project benefits.	

Equity (STIF-Discretionary 20%, STN 15%)

67. What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please attach it to your application. Hood River, County
68. If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service? Hood River County and along the I-84 corridor.
69. What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project? This project was identified as a need through the 2023 Transit Master Plan Update and the 2024 Coordinated Transportation Plan. As part of the planning process for the 2023 Transit Master Plan Update input was gathered through diverse methods and strategies including 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 on-board intercept surveys. All surveys (online and paper) and promotional materials were bi-lingual and in plain language. 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 was to provide: Hood River County stakeholders meaningful and easily accessible input opportunities throughout the 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. In a more general and continuous sense the STIF Advisory Committee is involved with changes that are made to the Columbia Gorge Express. Committee members are given the opportunity to convey concerns or encourage changes that impact the vulnerable populations that they represent.
70. If such engagement is not important to the success of this project, please explain why. N/A
71. How will disadvantaged communities benefit from this project? This service provides low-cost vital connections for low-income individuals, seniors, individuals with disabilities, and minority populations to get to and from work, access to recreational sites in Hood River, Cascade Locks, or Multnomah Falls and services that may only be available in the Portland Metropolitan Region (medical, events, airport). 10.2% of the Hood River County population is within the poverty threshold, 19.1% is 65 or older, and 30% identifies as Latino. For the City of Hood River, 9.7% of the population is within the poverty threshold, 13.5% 65 or older and 24.2% identifies as Latino. For the City of Cascade Locks, 6.8% of the population is within the poverty threshold, 22.4 % 65 or older, and 12% identifies as Latino. This service serves two Native American in Lieu sites and through transfer in Hood River provides access to community members in Odell and Parkdale where migrant and farmworkers live. Strategic transfer points allows for transfers to CAT local services, Skamania County Transit, Mt. Adams Transportation Services in Klickitat County, and The Link in Wasco County. Many areas within these rural counties of the Mid-Columbia region lack vital services and a large portion of residents must travel outside of their county for employment, higher education, medical services or social services. Transportation has been recognized regionally as a social determinant of health and one of the biggest barriers to care in the Columbia Gorge Health Council's 2016 and 2019 Community Health Assessment and in the 2021 Community Health Improvement Plan. Due to economic pressures and a high rate of inflation the cost of living in Hood River County has increased. For already marginalized populations this adds an increased pressure to meet basic needs. The Columbia Gorge Express meets a critical need to help reduce barriers to transportation exacerbated by the extreme cost of living increase.
72. How will disadvantaged communities be burdened by this project? While the Columbia Gorge Express service does offer a low cost option for low-income community members to travel between Gorge communities and the Portland Metropolitan Region there still may be a financial barrier to using transit. In order to address this issue the CAT and The Link offer annual gorge passes to low-income community members through the Gorge Transit Connect Program. The Gorge Transit Connect program provides free or reduced passes to local community based organizations who have the ability confirm client eligibility for the program. Clients are given the passes at no cost and also have access to travel training services.

Climate mitigation (STIF-Discretionary 20%, STN 15%)

73. For planning projects, please describe how the project will lead to reductions in greenhouse

gas emissions. N/A	
74. If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. N/A	
75. If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation. The Columbia Gorge Express service will operate roughly every 1.5 hours to allow for a commuter and non-commuter use cases. The number of private vehicles on the road are reduced by an estimated amount of 17,000 private vehicle trips per year and more than 2 million miles driven on the I-84 between Hood River and Portland. This assists with mitigating congestion, parking issues, greenhouse gas emissions and reducing air pollution in the region.	
76. Is the proposed project a zero-emission capital project (e.g., facility improvement or vehicle purchase)?	No
Answer questions 77-84 if you are applying for funding for one or more standard fuel vehicles (i.e., diesel or gasoline). Otherwise, skip to question 85.	
A "standard fuel vehicle" is a vehicle that uses diesel or gasoline. "Low- or no-emission vehicles" include battery electric, fuel cell electric, diesel-electric hybrid, gas-electric hybrid, natural gas, propane or other alternative fuel.	
77. Does the proposed project include the acquisition of one or more standard fuel vehicle (i.e., diesel or gasoline)?	No
78. If you answered "Yes" to question 77, what low- or no-emission vehicle options did your agency consider? Select all that apply.	
79. If you answered "Other alternative fuel" for question 78, please explain.	
80. Why does your agency believe that a low or no-emission vehicle is not a practicable option currently? Select all that apply.	
81. If you selected "Other" for question 80, please explain.	
82. If your agency is applying for a standard fuel vehicle, describe the efforts your agency made to determine that an alternative fuel vehicle is not a practicable option currently.	
83. For each vehicle you intend to acquire if awarded funding, please provide the vehicle category and propulsion type.	
84. For each vehicle you intend to acquire if awarded funding, please estimate the annual total miles each vehicle will be driven for each year of service (i.e., annual vehicle miles travelled).	

Safety (STIF-Discretionary 20%, STN 10%)

85. Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders? CAT drivers are professional Class B drivers who pride themselves on safely transporting riders to and from their destinations. The Columbia Gorge Express service reduces the amount of private vehicles on the I-84 corridor, Multnomah Falls Exit 31 and in Gorge communities reducing parking, traffic congestion and safety issues.

Readiness to proceed (STIF-Discretionary 10%, STN 10%)

86. Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period? This project is an existing service. The intent is to increase services from 7 trips per day up to 9 trips per day in May 2025. This will allow for a smooth transition into the 25-27 biennium and funding cycle on July 1, 2025.
87. If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A. Staff is working with ODOT to understand a sustainable funding strategy.
88. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, answer N/A. N/A
89. If actual costs exceed the budgeted amount for the project, describe your contingency plans. The District will reduce service levels or use STIF Formula or local funds if appropriate.
90. Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A. N/A
91. Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service. The District works with Trillium to ensure that the GTFS data is maintained.

Requested (Summary)
Total Project Budget: \$2,800,000.00
Local Match: \$560,000.00
Total Grant: \$2,240,000.00

Project Details				
Number	Number	Sub Type	Status	Total
P-25-0827-01	Non-Capital	Administration	Complete	\$625,600.00
P-25-0827-02	Non-Capital	Operations (State)	Complete	\$2,094,400.00
P-25-0827-03	Non-Capital	Preventive Maintenance	Complete	\$80,000.00

Create: Amy Schlappi
Issue: Amy Schlappi

Date: 09/05/2024
Date: 09/18/2024

Non-Capital

Administration

2025-27 Hood River County Transportation Distri STIF Disc. & STN

Number:

P-25-0827-01

Date:

09/03/2024

Task Description

Project administration of operating the Columbia Gorge Express service, which includes Administrative Wages, Administrative Expenses, and Marketing.

Task Budget

Task Cost	\$625,600.00
Match Ratio (Fund/Provider)	80%/20%
Total Grant Request	\$500,480.00

Match Source

State	\$125,120.00
Local	\$0.00
Fare Box	\$0.00
In Kind	\$0.00
Other	\$0.00

Non-Capital

Operations (State)

2025-27 Hood River County Transportation Distri STIF Disc. & STN

Number:

P-25-0827-02

Date:

09/03/2024

Task Description

Operations of the Columbia Gorge Express service, which includes the Direct Service Wages, and Operational Expenses.

Task Budget

Task Cost	\$2,094,400.00
Match Ratio (Fund/Provider)	80%/20%
Total Grant Request	\$1,675,520.00

Match Source

State	\$418,880.00
Local	\$0.00
Fare Box	\$0.00
In Kind	\$0.00
Other	\$0.00

Non-Capital

Preventive Maintenance

2025-27 Hood River County Transportation Distri STIF Disc. & STN

Number:

P-25-0827-03

Date:

09/05/2024

Task Description

Preventative maintenance and eligible repairs for vehicles used primarily on the Columbia Gorge Express service.

Task Budget

Task Cost	\$80,000.00
Match Ratio (Fund/Provider)	80%/20%
Total Grant Request	\$64,000.00

Match Source

State	\$16,000.00
Local	\$0.00
Fare Box	\$0.00
In Kind	\$0.00
Other	\$0.00