



Mid-Columbia Economic Development District

Connect Mid-Columbia 2021 AGENDA

Wednesday, November 17, 2021, 8:30 am

Via Zoom: <https://us06web.zoom.us/j/85165048910?pwd=cXVGSVBnWDhzY0VmTktiaExlb2cydz09>
Or call 253-215-8782, Meeting ID: 851 6504 8910, Passcode: 061193

Primary Purpose: Enhance the Mid-Columbia Comprehensive Economic Development Strategy (CEDS) with a more robust conversation around our regional transportation priorities and needs.

<u>Topic</u>	<u>Time</u>
Introductions	5 minutes
Review Purpose; Last Meeting Highlights	5 minutes
2022 CEDS Transportation Infrastructure Projects List and Prioritization	45 minutes
Update on Active Funding and Policy Proposals	10 minutes
2022 CEDS Draft Transportation Action Plan	15 minutes
Next Steps	5 minutes
Adjourn	

The meeting is accessible to persons with disabilities. If you have a disability that requires any special materials, services or assistance, please contact Jill Brandt at 541-296-2266 (TTY 711) at least 48 hours before the meeting.

MCEDD is an equal opportunity lender, employer and provider.

**Mid-Columbia Economic Development District
Connect Mid-Columbia 2021 Meeting Minutes
Wednesday, September 22, 2021 via Zoom**

Attendance: Donna Mickley (USFS), Kevin Greenwood (Port of Hood River), Leana Kinley (Administrator City of Stevenson), Tammara Toppel (Mt Adams Chamber), Margie Ziegler (Port of Klickitat), Patty Fink (CAT), Terra Lingley (ODOT), Theresa Conley (ODOT), Brad Dehart (ODOT), Lynn Burditt (Community Volunteer), Scott Hege (Wasco Co Commissioner), Valerie Egon (ODOT), Jessica Olson (CGRC), Joe Dabulskis (Sherman Co), Tammy Kaufman, Alice Cannon (City of The Dalles), Buck Jones (CRITFC)

Staff: Jessica Metta (Executive Director), Kathy Fitzpatrick (Mobility Manager), Kate Drennan (Deputy Director Transportation), Jill Brandt (Admin Assistant)

Call to Order

The meeting was called to order at 8:30 am. A round of introductions took place.

Review Purpose; Last Meeting Highlights

Jessica Metta began with an overview of Connect Mid-Columbia. This is a series of deeper conversations around transportation that will be incorporated into the CEDS update. The strong integration between transportation and economic development offers opportunities for coordination and mutual assistance. Jessica then read aloud the goal statement for the transportation section of the draft CEDS: To provide a safe, efficient, equitable and accessible regional transportation system to enhance the livability, resilience and economic vitality of the Mid-Columbia region.

Jessica asked the representatives present to list the assets and challenges of the local and regional transportation projects and issues pertaining to their agency. She also asked for ideas on strategies and actions, including policy issues, around transportation. From this gathered information, MCEDD will apply prioritization criteria for project lists. Jessica also requested funding information to determine where there are still needs to be addressed, advocacy that MCEDD can assist with coordinating.

2022 CEDS Development: Review Draft Transportation Strategies

The Transportation Action Plan was put up on screen for the group. The goal was read aloud. One change noted from the previous CEDS goal statement was the themes of equitable outcomes and resilience that are now woven into the draft statement. The Assets and Challenges section of the Plan were put onscreen with the strikethroughs and adds to show the changes in the document from the last meeting. Jessica requested feedback from the group on the challenges, assets or goal statement that have been presented so far.

Kevin Greenwood noted that bridges are listed as an asset, asked that the bi-state bridges should be added in the assets specifically.

Patty Fink stated that one of the challenges for our rural region is that we are adjacent to a metro area, which means that in the summer there are metro levels of traffic. She suggested that highlighting the

urban/rural overlap is important, and that there is a need to plan for increased traffic and overflow parking in our towns and recreational areas.

Dale Robins requested to change trailheads to recreational sites, as this will broaden the scope of need.

Jessica then put the strategies table up on screen for the group to review. She noted that the challenges that have been discussed are reflected in the strategies. She requested feedback, also inviting feedback by email at any time.

Dale Robbins asked if a strategy specific towards the bi-state bridges is needed. Jessica pointed out that this is addressed in the document.

Kevin Greenwood added a request that our regional and local government agencies advocate for the federal transportation funds that come to the state. He pointed out that ARPA funds are going to the state, and he felt it was incumbent on local governments to advocate to get a portion of those funds. He noted that there aren't going to be many new programs coming from the Feds for local governments.

Dale Robbins responded to Kevin's comment by explaining that both Oregon and Washington have a process in place to disseminate funds to local governments. In Washington, one third of federal dollars goes to cities and counties. Oregon has a similar structure in place. Dale added that Departments of Transportation work with local governments to bring state funding to local projects.

Kathy Fitzpatrick added that both the Lower John Day ACT and the Region 1 ACT influence how ODOT divides up funds every STIP cycle. Many of the funds go to local projects in different areas of MCEDD's region.

Patty Fink asked if emergency preparedness is addressed. Jessica replied that this is on the list, with pieces from the last meeting underlined. Patty emphasized that the bridges are vitally important to emergency preparedness, so the prioritization should take this into account.

2022 CEDS Development: Project List Prioritization

Jessica then moved on to the Projects and Prioritization section of the document. She explained that this list onscreen was based on the annual CEDS update format, with the additions of equitable outcomes, increasing resiliency and future-thinking from the last meeting.

Jessica thanked Kate for her work on compiling the chart. The chart includes a comprehensive list of projects that agencies have submitted. Also included are the Region 4 STIP list and the Region 1 list for Hood River County. Jessica also noted Cascade Locks and Stevenson have a number of projects that appear on the CEDS list from March with Klickitat and Skamania County plans has also been included.

Jessica then directed the discussion towards priorities of the various agencies that were present. Jessica welcomed input on any of the projects that have already been mentioned, and also noted that folks were welcome to submit projects if they were not on list. The list compiled at today's meeting will be filtered through prioritization criteria to suggest a draft ranking. The next meeting will review the final result as a group. Jessica reminded the group that this list will ultimately be an appendix to the CEDS, and that the projects listed should be focused for completion within the next five-year period.

Dale Robbins noted that projects on the RTC regional transportation plans list past #4 are slated beyond 5 years. Items 1-4 should be kept on this list.

Dale then gave overview of the Klickitat and Skamania County projects that will be included. #1 Hood River Toll Bridge Replacement. #2 Reconstruction of existing arterials in both counties. This includes major roads in Klickitat which all need maintenance, and some need upgrading. #3. Downtown Oak and Maple improvements. Left turns are difficult and the intersection needs to be redone. #4 Downtown Bingen needs radar speed signs.

In Skamania County major projects that need work in the next five-year period include the Cape Horn curves; the Bridge of the Gods – intersection with SR14 needs to be enhanced; SR14 Hot Springs Way (the entrance into Cascades Business Park). Rockfall is major issue in Skamania along Hwy 14 and requires ongoing maintenance and repair work.

Leana Kinley added that Skamania's main priority is Columbia Avenue realignment. Stevenson started a feasibility study with a DOE integrated planning grant to determine costs for the upgrade.

Mark Johnson spoke for the Port of Cascade Locks, noting that the Bridge of the Gods is the Port's #1 priority. He suggested to broaden the description of the project to add a focus on recreation safety, including pedestrian and bike safety crossings. He also reported that the growing business park has traffic impact right there at the bridge as well and would like to see improvement planning include separating business traffic from recreation traffic. He pointed out that this is an ongoing need with the Port of Cascade Locks recreational trail coming out right there at the bridge and the business park. Mark explained that the Port is currently working with the Forest Service for funds to build the trail out. He noted that this is a priority project.

Terra Lingley reported for ODOT Region 1. She noted that ODOT has a plan for Cascade Ave in Cascade Locks. She added a project for a street plan in the City of Cascade Locks that will have separated bike lanes with adequate sidewalks. This is not on STIP list and needs to be added. She also mentioned that this is the one remaining section of the state trail that has not been included in STIP. All of the other segments of the state trail are in Hood River County-Mitchell Point, Viento. And MP62.

Brad DeHart reported for ODOT on Region 4 STIP, noting that improvements to US97 and US26 are already in process. The project on US97 is not identified for funding in the current STIP. ODOT plans to put the other projects that are listed in future STIP. Brad stated that advocacy for these projects that are being scoped now will elevate their priority when their turn comes up.

Jessica asked Brad for clarification: was he requesting to advocate for these projects in the ACT? Brad replied yes, this is the best way to get these projects onto priority for funding.

Kevin reported for the Port of Hood River that the Interstate replacement bridge was a huge focus. He also explained that in addition to funding the replacement project, that major funding is also required for the ongoing repairs and improvements needed to maintain the safety of the current bridge until it is replaced. Kevin stated that it is important to make projects available for funding as funding becomes available. He added the Port would rather be putting money into a new bridge and not the old bridge. Advocating for replacement will save on major costs for maintenance and repairs. He added that the Anchor Way and North 1st Street Development are projects that need funding now, with the project's

scope including an identified transit hub on Anchor Way, and the supporting utilities on those streets are developed. He also noted that the airfield is generating interest with its opportunities for funding improvements. He added that Federal funding of airport projects are generally 90% grants. All of these projects should be included in the CEDS.

Jessica Olson from the Gorge Commission spoke about the need for better supports for transit at recreation spots. She reported that the Commission is in the middle of developing its climate change action plan. The action plan has a transportation component, with connection to communities listed as a basic need.

Terra Lingley added that ODOT has many projects on I84: culvert replacements, paving, intersection in Hood River. These are in ODOT's 21-24 STIP. She explained that there are not many projects in the 24-27 STIP yet. She will send the list to Jessica.

Patty Fink from CAT reported that the Hood River County transit master plan update is currently underway. She mentioned the Port Transit Hub project as a priority, and that there have been some 5339 funds put out for capital improvements for transit and transit related facilities. Patty suggested to incorporate transit planning into projected affordable housing projects.

Jessica Olson suggested emissions reduction as a strategy to support goals that can get funding.

Kathy Fitzpatrick noted that emissions reduction is top priority for both WSDOT and ODOT.

Dale Robins asked for clarification if Jessica is asking for a list of WSDOT projects for next four years, or only projects that need funding. Jessica replied looking for funding and thanked Dale for the clarification.

Kate Drennan expressed concern about how long and detailed the list is. She suggested that perhaps narrowing the list will give more focus to the important things.

Jessica replied that MCEDD is looking for lists of projects that need funding to implement in the next five years. She explained that having the projects on the CEDS list is helpful for grant applications.

Kathy Fitzpatrick emphasized adding safe routes to school to the list.

Dale Robins would like to add an active transportation bike improvement- to enhance the current Klickitat trail. Dale reported that WSDOT has not yet funded the completion of this project. Kathy agreed that this project should be added to the list.

Jessica explained to the group that she will send out the strategies again after the meeting. She also explained that the projects list will remain open for additions. MCEDD staff will complete a draft prioritization that will be reviewed and adjusted at the next meeting.

Update on Active Funding and Policy Proposals

Jessica then requested the group to identify any projects that have current active funding that MCEDD can support.

Connect Oregon deadline coming up. Any projects that could use this?

Terra requested a placeholder for the EDA and Forest Service, explaining that ODOT still needs to nail down the ask. NEPA needs to be done.

Kevin added that there is interest from the Port to pursue EDA funds for the Anchor Way project in the next month or so. Is Port working on Connect OR \$ for the airport? Kevin: we are planning around airport. Anchor Way project already has some ARPA funds, and the Port wants to leverage those funds with an EDA grant.

Patty Fink reported that CAT is applying for a FLAP grant for the Hood River to Mt Hood Meadows services during the winter, with plans to expand to year-round service between Hood River and Government Camp. This project is related to economic development associated with the tourism and recreation on the south side of Mt Hood.

Terra Lingley added that ODOT is applying for FLAP funds for waterfront and recreation development.

Kathy Fitzgerald addressed Kevin's concern about federal funding coming through the state that will be earmarked for transportation. She explained that there is a plan that shows how Oregon will be dividing funding between priority sections and how that will come down to projects in local communities.

Plan Highlight: Columbia River Gorge Commission Climate Change Action Plan

Jessica Olson from the Gorge Commission spoke about her agency's climate change action plan. The presentation is relevant to today's topic of bigger planning and has many connections with transportation elements. Jessica Olson then put up the presentation on screen, showing a map of the whole Scenic Area (six counties). This includes four of the MCEDD region counties plus further west into Portland/Vancouver. The presentation sets out the vision for the Scenic Area and includes planning for climate resilience. The Commission is committed to leading and working to create positive strategies to deal with climate change responsibly and effectively. Jessica Olson added that the Gorge Commission staff are planners, and the opportunity to connect here with the support and expertise of the various transportation agencies is much appreciated.

The Gorge Climate change action plan calls for Reducing climate emissions and adapting to impacts that are already seen. The plan includes managing resources and building resilience throughout the Scenic Area. Natural resources, cultural resources, scenic resources, human wellbeing, and recreation are all vulnerable to and affected by climate change. Jessica Olson cited visible signs of natural resources that are affected by climate change: rising temps. extreme weather, increased fire, increased drought, changes to water flow and quality, cold water refuge stream for salmon and fish. This plan offers a big picture of the risks and hazards relating to infrastructure and ecological systems to create a plan that will get ahead of and adapt to the changes. Cultural resources affected are impacts to tribes and tribal sovereignty, loss of native habitat. Transportation intersects with the plan in various ways: dealing with landslides, road repairs. Transportation also figures large as a way to the mitigate further impact because it creates significant greenhouse gas emissions. Action items of the plan are all focused on how to reduce these emissions and include the integration and support of electric vehicles, bike and pedestrian planning coordinated around recreation. Reducing commute times is noted, as well as better integration with cities. The Commission plans to learn more from DOTs on how to alleviate congestion while keeping our forests intact. Jessica Olson outlined pieces of the plan, noting that it is still in the

refining strategies and actions and adjusting prioritization phase. Jessica Olson offered the Commission's website as a resource to find more information. She suggested that one avenue that the Commission may be able to improve coordination with transportation agencies is to make it easier for permit applications to do repair work and issue longer-term permits. She also stated that the Commission is looking to better understand more about commute patterns as well as how to responsibly allow recreations sites to be updated. Recreation intensity classes set limits for parking, size of developments have to support climate goals.

Jessica Olson addressed partnerships with cities and counties to collaborate on planning where vehicle charging stations should go in the Scenic Area. She stated that it is the Commission's goal to support regional conversations around equity and supporting our treaty tribes as priorities. Jessica Olson invited feedback from the group.

Tammy Kaufman noted that the expertise of the group today can help guide with actions in response to climate change and also for economic development. Recreation intensity classes, the different areas and parking situations in the Scenic Area are important in both areas.

Donna Mickley agreed that moving forward together will strengthen the effectiveness of each agency's plans.

Dale Robbins said that future planning for auto makers is to go to manufacturing all electric vehicles by 2025-2027. He suggested that the CEDS incorporate the fact that vehicle fleets are turning over to electric into its future assumptions.

Kate Drennan explained that MCEDD has Marla Harvey doing work around vehicle integration. MCEDD is supporting a study on electric vehicle adoption, addressing issues such as whether our grid is ready for the demand for large scale EV adoption. For the transit side, do we have the infrastructure to support changing over to electric fleets?

Theresa Conley from ODOT pointed out that work around tribal treaty rights should be distinct from broader equity work.

Jessica Metta added MCEDD has commuting patterns data, and that the Gorge Commission should consult for information.

Patty Fink pointed out that single occupancy vehicles, electric or not, figures large in the issue of limited access. She explained that the Gorge's geography does not allow for roads to be expanded. Electric vehicles for transit as well as individual passenger vehicles electric is critical to both ensure economic development to maintain the beauty of the Gorge in future.

Dale Robbins added that the Census Bureau collects info on commutes between counties. Census data shows clearly that for Skamania County, the vast majority of workers commute out of the county for work. Info is also available on the percentage of the workforce commuting out of county. Patty Fink agreed that the best website is On The Map.

Jessica Olson asked if the Scenic Area has been integrated into this website. Dale clarified that commuters by county is what works on this site. He also noted that the Census data becomes increasingly unreliable the smaller the group.

Kathy Fitzgerald added that there is a public workshop coming up. Jessica Olson confirmed that the workshop date and time as Wednesday the 29th from 6-8pm. The workshop's topic is on forests in the Gorge: forest ecologies, fire regimes, fire histories, a picture of drought impacts will all be addressed. The workshop will also offer perspectives on what resilience looks like, as well as exploring what the tribes are doing on ecological resilience, as well as communities in the Gorge, with some discussion on strategies. She put the link in the chat, noting that participants need to register.

Next Meeting, Next Steps

Jessica Metta announced that the next meeting is planned for October 20th at 8:30am, to discuss the draft prioritization. She invited the group to email more ideas for strategies.

The meeting was adjourned at 9:52am.

Respectfully submitted by Jill Brandt, Administrative Assistant

DRAFT Transportation Infrastructure Project Lists

This DRAFT project prioritization assesses nominated projects against the prioritization criteria used in the CEDS process and agreed to in earlier Connect Mid-Columbia meetings. The assessment uses a high-medium-low assessment of how the project aligns to each criteria.

XXX Strongest alignment to criteria

XX Performs well to criteria

X Moderately aligned to criteria

Table 1. Top 12 Regional Transportation Infrastructure Project Priorities from Connect Mid-Columbia Process

Project Name	CEDS Connection	Community Ranking	Economic Impact	Regional Significance	Geographic Disbursement	Avail. Of Funding Source	Readiness to Proceed
Hood River- White Salmon Interstate Bridge Replacement	XXX	Top Choice for Hood River County, Klickitat	XXX	XXX	Hood River, Klickitat		
Bridge of the Gods Rehabilitation	XXX	Top for Port of Cascade Locks, Hood River County	XXX	XXX	Hood River, Skamania		
Columbia Avenue Realignment in Stevenson	XXX	Top for Skamania	XX	XX	Skamania		
Fuel Farm Upgrades at Columbia Gorge Regional Airport	XXX	Top for Wasco	XX	XXX	Wasco		
Wasco Road Resurfacing Project	XXX	Top for Sherman	XX	X	Sherman		
E. Anchor Way and North First Street Development	XX	High for Port of Hood River	XXX	X	Hood River		

Historic Highway State Trail Completion	XX	ODOT R 1	XX	XX	Hood River		
US 97 Moro-Grass Valley pavement preservation and passing lanes	X	ODOT Region 4	XX	XX	Sherman		
SR 14 Realign Curves near Cape Horn	X	Skamania RTP	XX	XX	Skamania		
Mosier Streetscape (US 30)	X	ODOT Region 4	X	X	Wasco		
Alternative Fuels or electrification of bus fleets + supportive infrastructure	X	Klickitat Valley Health; ODOT Tech Assessments?	X	X	Klickitat; Region		

Table 2. Additional High Priority Transportation Project for Mid-Columbia Region*

Project Name	Identified Plan/ Community Priority	Geographic Impact
Forest Lane/WaNaPa Roundabout	Hood River County CEDS List	City of Cascade Locks
Port of Cascade Locks Recreational Infrastructure	Hood River County CEDS List	City of Cascade Locks
City of Hood River Intersection Improvements – Rand/ Cascade, Oak/2nd	Hood River County CEDS List	City of Hood River
Reconstruction of Barker Road (Hood River County)	Hood River County CEDS List	Hood River County
Historic Columbia River Highway Urban Connection	Hood River County CEDS List	Hood River County
Maple Street Improvements at Bingen Point Industrial Park	Klickitat County CEDS List	City of Bingen
Goldendale Municipal Airport Improvements	Klickitat County CEDS List	City of Goldendale
SR -14 Oaks to Maple Roundabout or Signal (Bingen)	Klickitat RTP	City of Bingen
SR -14 Downtown Bingen Improvements (Radar Speed, Ped Crossing, Sidewalks)	Klickitat RTP	City of Bingen
Reconstruct Existing Rural Arterials to All-Weather Roads in Klickitat County	Klickitat RTP	Klickitat County
Cascade Ave Streetscape Plan	ODOT Region 1 STIP	City of Hood River
US26- Wapinitia Junction – Warm Springs River: Pavement Preservation	ODOT Region 4 STIP	Wasco County

Celilo Frontage Rd Rail Crossing Improvements	ODOT Region 4 STIP	Wasco County
North Central Culvert Corridor Project	ODOT Region 4 STIP	Wasco, Sherman Counties
Ken Jernstedt Airfield	Port of Hood River	Hood River County
Dallesport Industrial Park: Develop Second Barge Dock, Improve Rail Spur	Port of Klickitat	Dallesport
Paving: Dock Road to Barge Dock, Parallel Avenue from Dow Rd to 151 C in Dallesport	Port of Klickitat	Dallesport
First Street Traffic Calming & Sidewalk Pedestrian Path Connection in Stevenson	Skamania County CEDS List	City of Stevenson
Upper Russell Avenue Upgrades in Stevenson	Skamania County CEDS List	City of Stevenson
SR – 14 Bridge of the Gods Intersection Improvement	Skamania County RTP	Skamania County
SR – 14 Hot Spring Way / Dam (Cascades Business Park Access)	Skamania County RTP	Skamania County
SR – 14 Rockfall Protection	Skamania County RTP	Skamania County
Maupin Donkey Trail	Wasco County CEDS List	City of Maupin
Mill Creek Greenway in The Dalles	Wasco County CEDS List	City of The Dalles

**projects that have been funded in current Oregon STIP are not listed*

Transportation Action Plan

Goal: Provide a safe, efficient, equitable and accessible regional transportation system to enhance the livability, resilience and economic vitality of the Mid-Columbia region.

STRATEGIES

	Collaborators	Timeline
4.1 Coordinate transportation priorities and investments and align planning efforts among regional partners to support the Mid-Columbia's economies and communities.		
4.2 Advocate for federal, state and private investments into transportation priorities.		
4.2.1 Identify opportunities to advance regional transportation priorities in a potential Washington Transportation Package.	Local govts- counties, cities, ports, transportation providers	Current session
4.2.2 Pursue Federal Lands Access Program funding options.	TransLink and providers, Hist Hwy, DOTs	Next round
4.2.3 Increase local distribution of federal transportation funds, working with the ACTs and RTC to promote local projects.		
4.2.4 Identify and pursue opportunities through federal infrastructure and transportation programs	Local govts, Hist Hwy, Ports, DOTs	Current session
4.3 Maintain, preserve and enhance existing infrastructure, while investing in modernization to improve the transport of goods and movement of people.		
4.3.1 Improve connections between rail, air, highway, and river systems.	Regional airport, port, DOTs, FHWA	Long term

4.3.2 Commit resources to address facility modernization critical to the overall transportation system.	DOTs, counties, cities, Ports	Mid-long term
4.3.3 Address the needs of the electrical grid to support increased electric vehicle usage.		
4.4 Identify, seek funding and complete priority highway, road and bridge transportation infrastructure projects.		
4.4.1 Participate in the Southwest Washington Regional Transportation Commission (RTC), Region 1 Area Commission on Transportation (ACT) and Lower John Day ACT to identify priority projects. Integrate annually to this strategy with regional project prioritization.	Local govts, ACT, SW WA RTC, TransLink and providers, MCEDD, DOTs	Immediate, ongoing
4.4.2 Focus on key corridors and market roads necessary for the transport of goods. Address bottlenecks on the road system and bi-state connections. Consider regional funding models for local projects that have larger impacts.	Local govts, ACT, SW WA RTC, TransLink and providers, MCEDD, DOTs	
4.4.3 Focus on maintenance and replacement of all Columbia River crossings to address resiliency, safety and business needs, while increasing bike and pedestrian connections.	Local govts, ACT, SW WA RTC, MCEDD, DOTs	
4.5 Support enhancements to regional air, water and rail infrastructure for cargo and passenger transport (locals and visitors).		
4.5.1 Further develop the Columbia Gorge Regional Airport, serving key healthcare and tech businesses.	Col Gorge Regional Airport, Klickitat County, City TD, industry	Mid term
4.5.2 Identify opportunities to further Goldendale airport's potential as a distribution center.	City Goldendale, Klickitat County ec dev	Mid term
4.5.3 Support enhancements to the Hood River Jernstedt airport.	Port of Hood River	
4.5.4 Enhance the Columbia River transportation system with docks for commerce and cruise ships.	Ports, MCEDD	Mid-term

4.5.5 Advocate for facilities at Amtrak passenger rail stops for cargo and passenger rail.	Local governments- WA counties, cities, MCEDD	
4.6 Improve safety for all users of regional and local transportation networks.		
4.6.1 Pursue funding to conduct and implement a Parking Management Plan to address parking in communities and at recreation sites to distribute congestion.	WSDOT, ODOT, USFS, OPRD, WPRD, counties, cities, MCEDD, TransLink and providers	
4.6.2 Address parking issues, especially at recreation access points (e.g. trailheads) that impact safety.	WSDOT, ODOT, USFS, OPRD, WPRD	Mid term
4.6.3 Find funding to provide training for transit operators on anti-bias and responding to violence.	MCEDD, transit providers	
4.7 Increase capacity of regional transportation network with efficient and accessible bi-state transit options.		
4.7.1 Address priorities expressed in transit plans, including Human Services Coordinated Transportation Plans, Wasco County Transit Development Plan, Hood River County Transit Master Plan Transportation Innovations outcomes, Community Health Improvement Plan.	TransLink and providers, RTC	Immediate-long term
4.7.2 Support implementation of Gorge Regional Transit Strategy Phase 2.	TransLink and providers, RTC, DOTs	Ongoing
4.7.3 Support existing and develop new options for fixed route transit.	Local governments, providers	Long term
4.7.4 Further bolster the Gorge TransLink Alliance to support a seamless bi-state transit system.	TransLink Alliance and providers	Immediate-long term
4.7.5 Support transportation options programs through the Get There Oregon platform.	MCEDD	Ongoing

4.7.6 Facilitate employment transportation needs; coordinating vanpools and pursuing transportation options.	MCEDD, Industry	Ongoing
4.7.7 Build awareness of available services.	TransLink, MCEDD , providers	Short term- Ongoing
4.7.8 Increase equitable access to transit options among underserved populations, including to Native American in-lieu sites.	TransLink, MCEDD , providers	
4.7.9 Support opportunities to integrate transit and transportation options into development projects, especially affordable and multi-family housing.		
4.8 Provide safe and complete facilities for bicyclists and pedestrians.		
4.8.1 Support completion of the Historic Columbia River Highway trail.	Hist Hwy	Advocacy: immediate; completion: long term
4.8.2 Further facilitate Gorge Hubs facilities.	Gorge Hubs communities, Hist Hwy, MCEDD, ODOT	Short term
4.8.3 Assess opportunities and develop strategies for all bridges to enable bike/pedestrian access	Ports, DOTs	Long term
4.8.4 Implement Safe Route to Schools projects in The Dalles and Hood River.		
4.9 Invest in resiliency for the region to mitigate, adapt and plan for extreme weather, natural and human-caused disasters.		
4.9.1 Enhance regional airports to support firefighting.		
4.9.2 Develop plans for alternative routes across the Columbia River during emergencies.		

4.9.3 Analyze county natural hazard mitigation plans for cross-community transportation coordination opportunities. Convene partners to develop regional solutions for transportation resiliency.

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