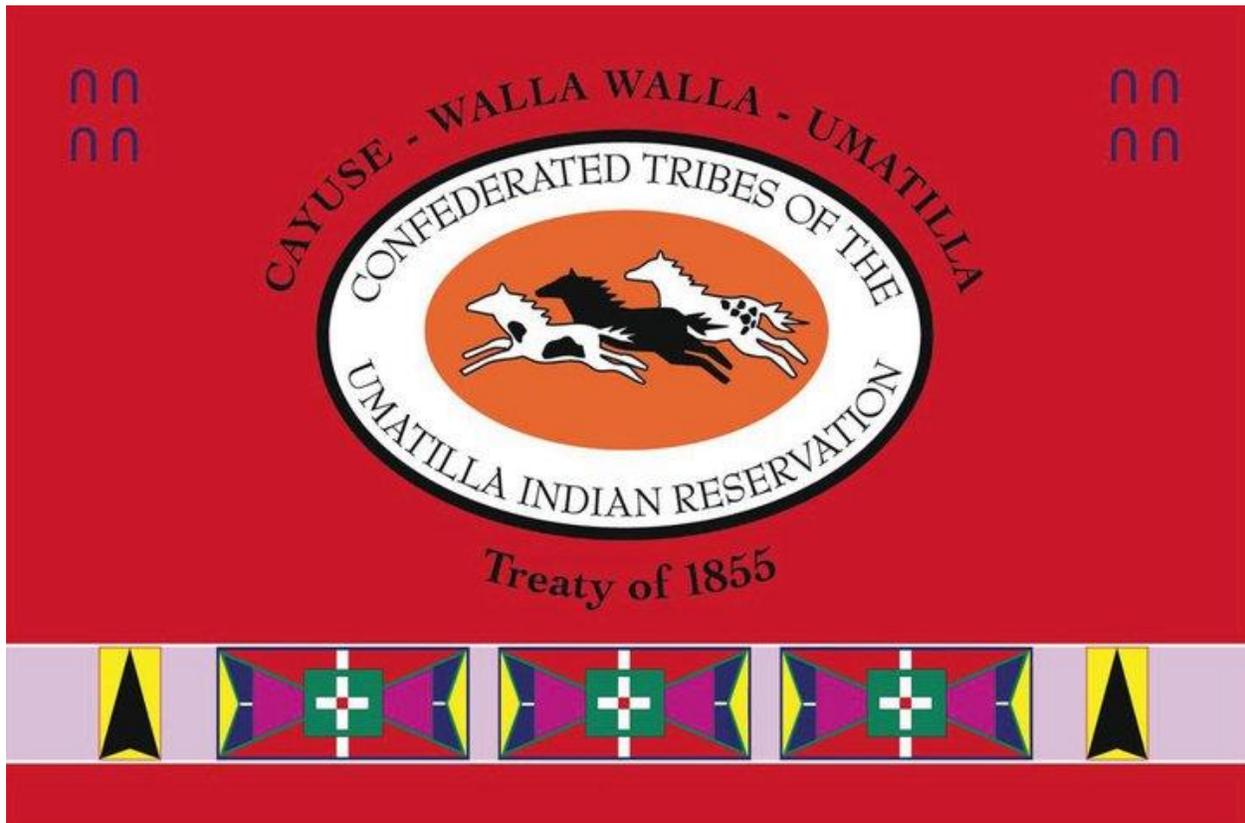


**Confederated Tribes of the Umatilla Indian Reservation
COORDINATED PLAN
ímatallam Tímani Tičám - Pawiyalaxsimit Tímaš
(Coordinated Human Services – Public Transportation Plan)**

**3 Year Review – 5 Year Plan
[month] 2026**



**Prepared by:
CTUIR Planning Department – Kayak Public Transit Staff**

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Umatilla Language inserts: Fred Hill, Umatilla Master Speaker

Umatilla Indian Language and Meaning

Confederated Tribes of the Umatilla Indian Reservation

ímatallam Tímani Tičám –

(basically, stating marked land of the Umatilla Indian Tribes)

Pawiyalaxsímit Tímaš - Coordinated Plan(on paper)

Táwyanayktpamá, -

Umatilla way of indicating village/community..

Tímani Wáwinataš .. Written as How Things Are to go forward

i.e. **Mission**

Qqanáawiyi .. Involved..

Ttáawaxtma .. Family

I. INTRODUCTION

The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Planning Department – Kayak Public Transit (KPT) updated their Coordinated Human Services Public Transportation Plan (the Coordinated Plan) to address a combination of regulatory and community goals. The CTUIR is geographically located in northeastern Oregon, specifically within Umatilla County.

The Federal Transit Administration (FTA) and the Oregon Department of Transportation-Rail & Public Transit Division (ODOT-RPTD) require recipients of FTA Section 5310 program funds and the state’s Statewide Transportation Improvement Fund (STIF) to engage in a coordinated planning process. The goal is to broaden the dialogue and support the coordination between public transportation and human services transportation supporting key target populations: older adults, persons with disabilities, students, and people with low-income. Projects must be reviewed every three years and updated every five years. *The previous Plan was updated in 2020. This 2025 Plan is an updated Plan.*

The Coordinated Plan is intended to focus regional resources on strategies with the greatest benefit to the target populations and the transportation service providers. Identifying critical needs, available resources, and strategies, are all steps intended to create efficiencies, reduce redundancy, and enable high-quality public transportation services. Funds are relatively limited for public transportation in general, therefore it is always important for public transit providers and their partners to make strategic, targeted investments that address critical needs.

The intent of the Coordinated Plan is to be a living document identifying needs and investment priorities. Kayak Public Transit will use the plan to allocate funding and will use the plan to develop and enhance transit services throughout our regional service area, and any new additional services created by need and funding availability.

II. CORONAVIRUS WORLD-WIDE PANDEMIC

The first known case of Coronavirus was reported in December of 2019 and by January 2020 had spread worldwide, resulting in the COVID-19 pandemic. Between January 2020 and November 2022, there were around 96.8 million confirmed cases with over one million deaths in the United States as reported by the World Health Organization. During this time in

the year 2020, the U.S. Census Bureau was scheduled for a complete census update throughout the United States and all United States Territories. Due to the pandemic, the 2020 U.S. Census data was designed as an online request with agents going only to homes that did not respond to the online request or were homes without access to online requests. During this time not all homes were visited because of the wide-spread existence of the virus in many areas. After the census data was gathered with online numbers, the U.S. Census Bureau created algorithms to determine a best estimate for the 2020 census data that includes both a physical count and estimates through algorithmic processes. Although the data represented in this plan is based primarily upon the U.S. Census Bureau and their American Community Survey, the data is not completely accurate but is the best information we have for this plan update. We are, however, grateful for the 2020 census data and look forward to 2030 for more accurate population numbers and community profiles.

As a result of the pandemic, the CTUIR/Kayak Public Transit ridership data shows a significant drop-in service in 2020 and 2021 during the pandemic, as all public transportation ceased for a period of time by federal and state mandate. This mandate began in March 2020 and continued into 2021 when limited transit services were allowed to start again.

In preparation to begin transit service during the pandemic, great efforts were engaged in keeping our buses clean and sanitized. These efforts are ongoing to ensure our employees and patrons are served to the very best standards the CTUIR/Kayak Public Transit can provide.

COMMUNITY CONTEXT AND DEMOGRAPHICS Táwyanayktpamá



Photo by Major Lee Moorhouse (1850-1926), Umatilla Reservation, July 4, 1903

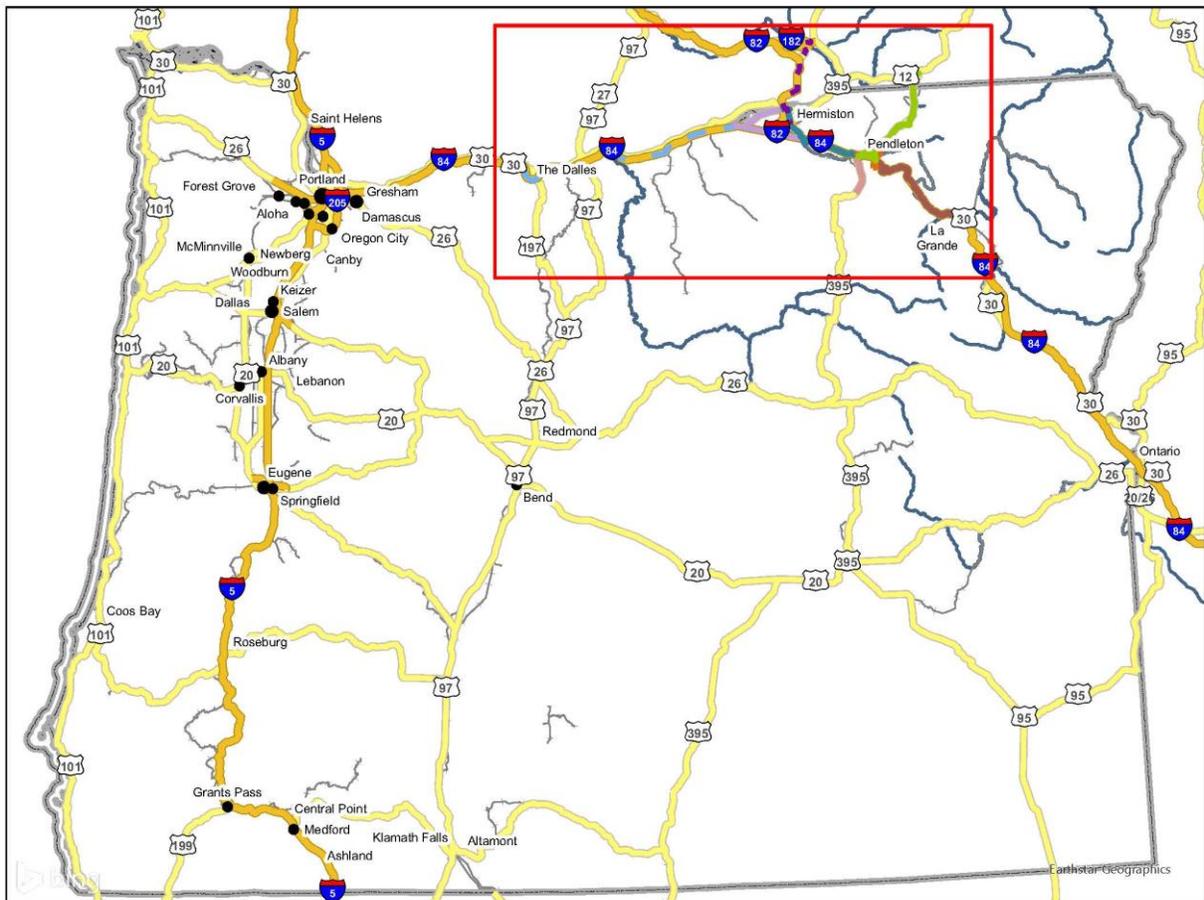
III. COMMUNITY CONTEXT

Kayak Public Transit (KPT) serves Umatilla County, makes connections in Morrow and Union Counties in Oregon, and the cities of Walla Walla and College Place in Washington. It has been proposed to extend this service to Pasco and Kennewick, Washington going north.

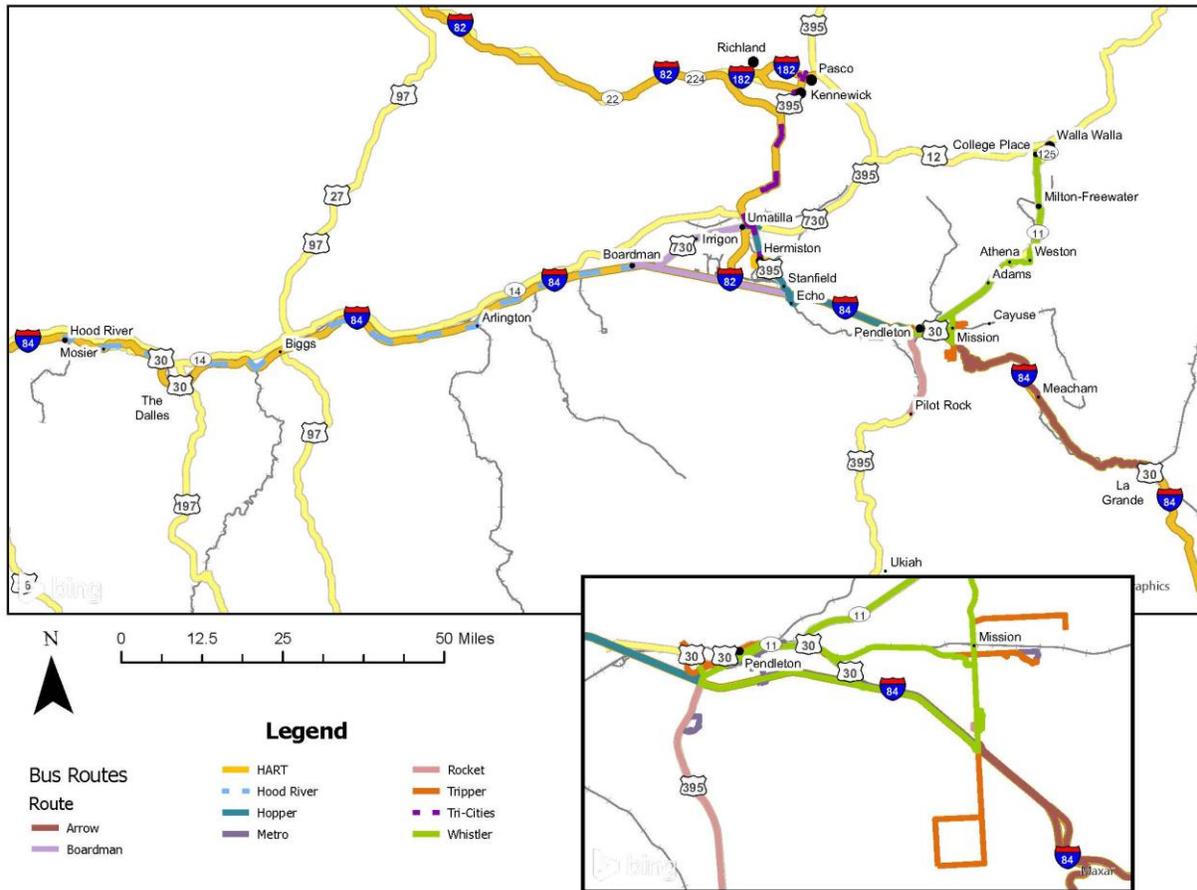
An analysis of KPT’s counties served demographics and socioeconomic conditions highlights the transportation needs of community members throughout the counties served. This includes an in-depth analysis of the needs for older adults, people with disabilities, students, and individuals with low income.

As shown in Figure 1 (red box), Kayak Public Transit serves 6% of the state of Oregon with regional transportation services.

Figure 1 – Kayak Service Area in Oregon and Washington



Kayak Public Transit Routes with Projected Expansions



Maps by Dani Schulte, Planning Department Senior Planner

The map above shows specifically Kayak Public Transit routes and possible expansions.

Area Profile

Umatilla County is located in northeastern Oregon, measures 3,231 square miles, and has a population of approximately 81,030 residents as of Portland State University’s certified population estimates of July 1, 2024 (80,053-2020 American Community Survey). The county is bordered by the Columbia River and Washington state to the north, Morrow County to the west, and Union County to the south. CTUIR-Kayak Public Transit also serves two communities in Walla Walla County in Washington state, which is to the east. Interstate 84 provides the main east-west transportation artery for the county, while Interstate 82 and Oregon State Highway 11

provide connections to points north and U.S. Highway 395 provides connections to points south.

Umatilla County’s land area along with the CTUIR, contains a significant portion of U.S. State Forest land and the county is generally rural in nature. The county has pockets of small cities and towns, resulting in a population density overall of 24.8 people per square mile, which is considerably higher than neighboring Oregon counties. The City of Pendleton is the County seat and ranks as the second largest population center in the county, with Hermiston being the number one largest population center.

Figure 2 (3 images) shows population density per square mile of each community served. It is here that we normally show growth from one census year to the next; however, 2010 U.S. Census records were considered accurate, but the 2020 U.S. Census records are not accurate due to the extenuating circumstances with the Covid Pandemic. The July 1st 2024 population figures used below are from Portland State University’s Population Research Center, which population estimates are used annually by state, counties and incorporated cities throughout Oregon state. During the 2020 U.S. Census, it was decided not to show updated census populations for communities with less than 5,000 citizens. The community of Mission information was provided with a map through CTUIR ‘s Office of GIS and American Community Survey as of 2020.

Figure 3 depicts a map with unincorporated communities that are population centers within the Reservation boundaries.

Figure 4 indicates demographics for Reservation population centers and Figure 5 indicates demographics for populations centers within KPT’s regional service area.

Figure 2 – Cities Served and Population Density & Increase/Decline 2010-2020

Cities Served	Miles ²	Population	Pop/Mile ²
ADAMS	0.36	410	1138.9
ATHENA	0.57	1226	2150.9
ECHO	0.58	628	1082.8
IRRIGON	1.3	2045	1573.1
HELIX	0.13	194	1492.3
HERMISTON	7.81	20177	2583.5
MILTON-FREEWATER	2.03	7289	3590.6

*MISSION	9.8	960	98.0
PENDLETON	11.44	16996	1485.7
PILOT ROCK	1.47	1343	913.6
STANFIELD	1.53	2295	1500.0
UKIAH	0.24	277	1154.2
UMATILLA	4.91	8256	1681.5
WESTON	0.68	706	1038.2
BOARDMAN	4.17	4725	1133.1
HEPPNER	1.24	1199	966.9
La GRANDE	4.58	12818	2798.7

CITY	2010	2020
Adams	375	410
Athena	1170	1226
Echo	710	628
Irrigon	1826	2045
Helix	195	194
Hermiston	18415	20177
Milton-Freewater	7145	7289
Mission	3027	960
Pendleton	17020	16996
Pilot Rock	1505	1343
Stanfield	2245	2295
Ukiah	235	277
Umatilla	7470	8256
Weston	690	706
Boardman	4505	4725
Heppner	1295	1199
La Grande	13290	12818

Population Increase/Decline 2010 - 2020

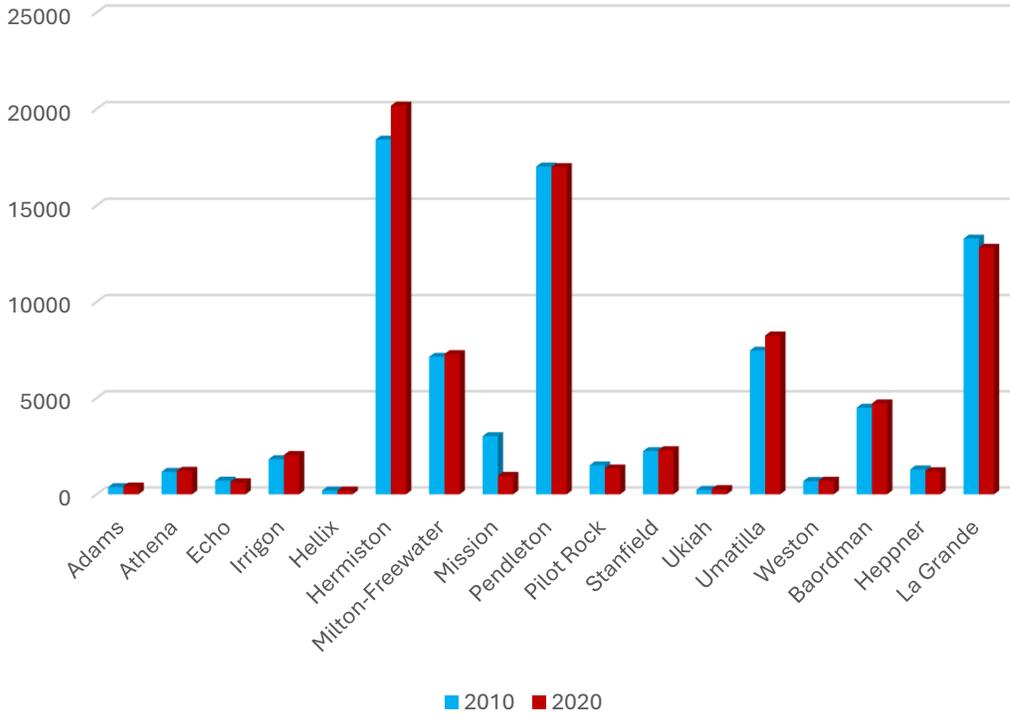
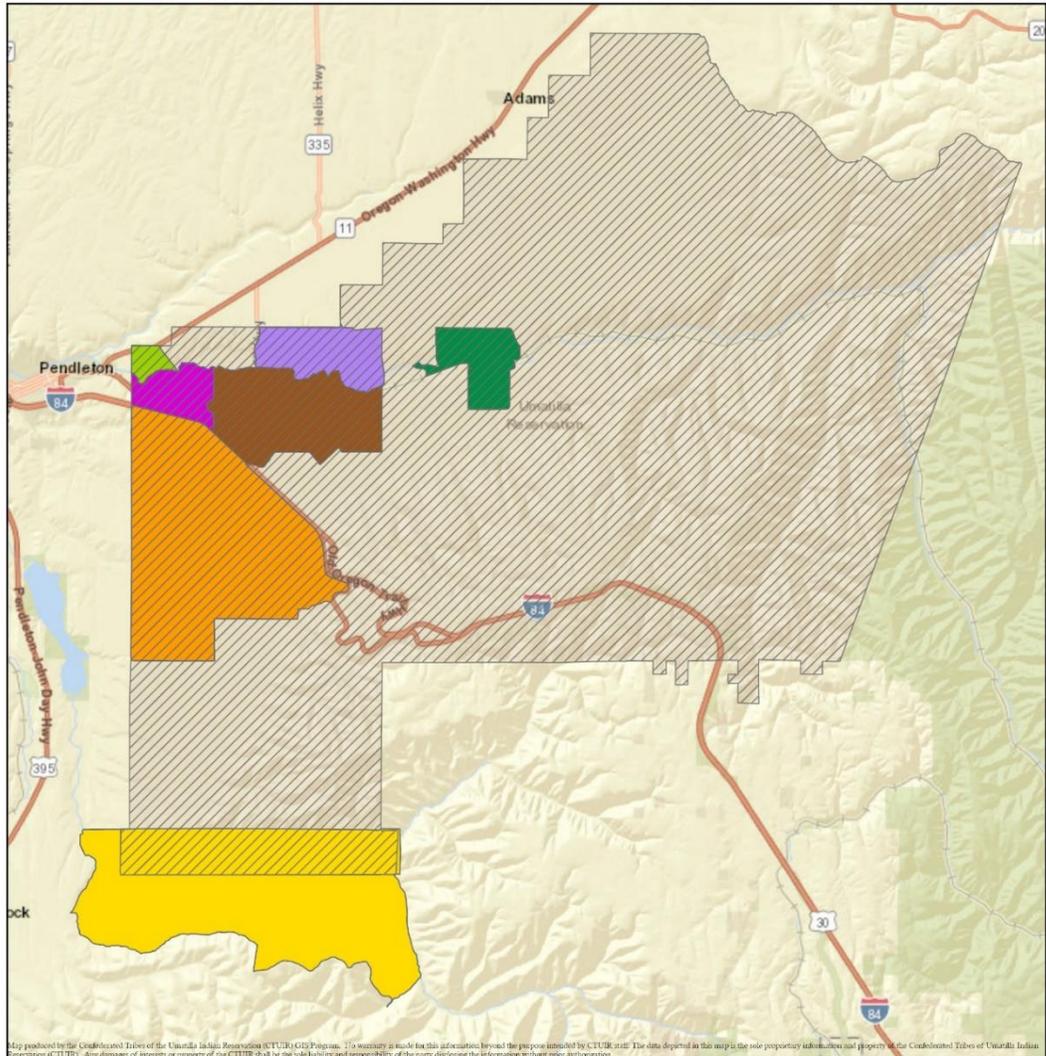


Figure 3 – Map and Population of Mission, Oregon and other Tribal Communities+



2020 Total Population of Indians and non-Indians

-  Umatilla Indian Reservation (Census Tract 9400): 2861
-  Mission: 960
-  Tutuilla: 448
-  Gopher Flats: 329
-  Riverside: 213
-  Kirkpatrick: 160
-  McKay: 95
-  Cayuse: 66



Esri. (n.d.). U.S. Census Blocks (2020 Decennial Census). ArcGIS Online. Retrieved 4/18/2025, from <https://www.arcgis.com/home/item.html?id=d795eaa6ee7a40bdb2efeb2d001bf823>

Map by Bethy Rogers-Pachico, CTUIR Planning/GIS

Figure 4 – Population Demographics & Percent of Seniors for Total Reservation

Population Demographics	
20	85+
20	80-84
84	75-79
130	70-74
190	65-69
195	60-64
259	55-59
149	50-54
144	45-49
118	40-44
91	35-39
173	30-34
220	25-29
336	20-24
239	15-19
161	10-14
147	5-9
185	<5
2861	TOTAL

Source: 2023 American Community Survey 5-Year Estimates

Seniors – 31%	Workforce – 43%	School Age – 19%	Pre-school Age – 7%
Age 65 – 85+ 444	Age 20 – 64 1,675	Age 5 – 19 547	<5 185

Source: 2023 American Community Survey 5-Year Estimates

Figure 5 – Population Demographics for Regional Area Served by KPT

DETAIL	Umatilla	%	Morrow	%	Union	%	Walla²	%
Population Total	80,053		12,249		26,192		62,102	
<5	4,457	5.6	867	7.1	1,287	4.9	3,084	5.0
5-9	5,154	6.4	979	8.0	1,695	6.5	3,437	5.5
10-14	6,156	7.7	931	7.63	1,636	6.2	3,911	6.3
15-19	6,573	8.2	967	7.9	1,898	7.2	5,352	8.6
20-24	2,961	3.7	884	7.2	2,115	8.1	5,318	8.6
25-34	13,037	16.3	1,297	10.6	3,021	11.5	7,449	12.0
35-44	10,581	13.2	1,699	13.9	3,237	12.4	7,464	12.0
45-54	8,815	11	1,155	9.4	2,592	9.9	6,645	10.7
55-59	3,625	4.5	591	4.8	1,365	5.2	3,481	5.6
60-64	5,010	6.3	891	7.3	1,846	7.0	3,888	6.3
65-74	7,832	9.8	1,283	10.5	3,241	12.4	6,837	11.0
75-84	4,275	5.3	542	4.4	1,609	6.1	3,302	5.3
85+	1,577	2	163	1.3	650	2.5	1,934	3.1
Percent Seniors 55+	27.9		28.3		33.2		31.3	

Source: 2023 American Community Survey 5-Year Estimates

The Umatilla County population increased by 4.7% (2,798 residents) between 2019 and 2024 from 80,053 (2020 census) to 81,030 (2024 Portland State University). The 2020, American Survey Data shows the population residing in unincorporated areas of Umatilla County, specifically a decrease from the 2010 census of 3,027 to the 2020 census of 2,861—a decrease of 5.5%, or 166 persons. Growth in Umatilla County is occurring in population centers, primarily in Hermiston and the City of Umatilla.

Opportunity Zones

Opportunity Zones are a place-based economic development program that was first conceptualized by the Economic Innovation Group (EIG) in 2015. Opportunity Zones are located in urban, suburban, and rural areas. They are in every major city in the United States. They are in every state and overseas territory, and also in our nation’s capital. Chances are you live in or not far from an Opportunity Zone.

When studying the recovery following the Great Recession of 2007-2009, it was noticed that wealthy communities recovered very quickly, but low-income communities got left behind. Thus, the Investing Opportunity Act of 2017. Since enacting the Investing Opportunity Act, Opportunity Zones have shattered the expectations of even the most optimistic supporters. The estimated investments have likely exceeded \$100 billion. Below, Figure 5 shows the three (3) Opportunity Zones in Umatilla County. Census Tract #4105994000 Tutuilla, #41059950200 Milton-Freewater, and #41059951000 Hermiston. Figure 6 shows Opportunity Zones in Union, Benton, Franklin and Walla Walla counties. This information is required on current grant applications.

Figure 6 – Opportunity Zones in Umatilla County

Name/Tract #	County	Community	Median Household Income	Below Poverty Line	Median Home Value	Edu High School	Median Age
Oregon	n/a	n/a	\$67K	11%	\$355K	91%	40
OR OZ Average	n/a	n/a	\$51K	23%	\$177K	82%	38
41059940000	Umatilla	Tutuilla	\$57K	17%	\$237K	90%	45
41059950200	Umatilla	Milton-Freewater	\$47K	22%	\$130K	80%	34
41059951000	Umatilla	Hermiston	\$49K	31%	\$164K	75%	35

Figure 7 - Opportunity Zones outside Umatilla County, but in service area

Name/Tract#	County	Community	Median Household Income	Below Poverty Line	Median Home Value	Edu High School	Median Age
41061970800	Union	La Grande	\$44K	14%	\$173K	92%	40
53005010901	Benton	Kennewick	\$48K	17%	\$194K	878%	30
53005011300	Benton	Kennewick	\$48K	15%	\$131K	77%	38
53021020100	Franklin	Pasco	\$51K	17%	\$138K	42%	23
53071920300	Walla Walla	College Place	\$48K	16%	\$198K	88%	36
53071920500	Walla Walla	Walla Walla	\$43K	29%	\$120K	73%	27

Source: <https://opportunityzones.com>

STIF Agencies

Statewide Transportation Improvement Fund (STIF) Agencies

Oregon State HB2017 Transportation Funding Package established a new funding source for improving or expanding public transportation service in Oregon beginning in July 2019. Oregon’s Rail and Public Transit Division (RPTD) developed programs and policies to implement STIF programs. This funding source is through a new payroll tax of one-tenth of one percent. The funding will be distributed to qualified entities (counties and federally recognized Indian tribes) based upon taxes paid within their geographic area, with a minimum of \$100,000 per year to each qualified entity. HB2017 allocates the new revenue across four programs. Formula program at 90%, Discretionary program at 5%, Intercommunity at 4%, and ODOT-RPTD will use 1% to create a statewide resource and also fund ODOT administration of STIF. The CTUIR Tribal Planning Department may also apply for additional funds through Umatilla County for their regional transportation services. STIF Formula funds include Special Transportation Funds (STF) for seniors and disabled persons. This fund is represented by “population” for allocation purposes. STIF formula is represented by “payroll” for allocation purposes. The STF program was consolidated with STIF in 2022 and no longer exists as a stand-alone funding source.

Coordinated Planning Requirement

On July 6, 2012, President Barack Obama signed MAP-21, Moving Ahead for Progress in the 21st Century, which legislation became effective October

2012, replacing the SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005. Map-21 affirmed Federal Transit Administration requirements to use locally developed coordinated human service and transportation planning to target rural funding and respond to the needs of seniors and individuals with disabilities.

On December 4, 2015, President Barack Obama signed into law the FAST Act, Fixing America’s Surface Transportation Act, replacing MAP-21.

Because of the requirements under MAP-21 and FAST Act are similar, ODOT, through a policy decision, has designated that the two planning requirements will be jointly managed so only one plan is required, and is called the “Coordinated Plan”. The STIF Agency, which includes the CTUIR, is responsible for ensuring that the plan, originally completed in 2007, is periodically updated. The Plan is to address a period of five years with triennial reviews. *All projects funded with state and federal funds must be included in the Coordinated Plan.* This Coordinated Plan was last reviewed and updated in 2020. The CTUIR Public Transit Program, branded as Kayak Public Transit since 2014, coordinates with neighboring entities and said entities coordinated human service transportation plans, including the Metropolitan Planning Organization (MPO) and Sub-Regional Transportation Planning Organization. The CTUIR Senior Planner-Planning Program Manager currently serves on the Walla Walla Valley Metropolitan Planning Organization (WWVMPO) Technical Advisory Committee.

The WWVMPO is a bi-state Metropolitan Planning Organization in the Walla Walla Valley area located in southeast Washington and northeast Oregon (east Umatilla County). The WWVMPO began with the City of Milton-Freewater included, but in 2023, the City of Milton-Freewater’s City Council voted to be excluded from the WWVMPO.

The MPO was formally designated on March 27, 2013, by the Governor of Washington, and on April 4, 2013, by the Governor of Oregon. A year earlier the U.S. Census Bureau published the official population numbers for each of the country’s urbanized areas (UZAs) and urban clusters. Based upon existing federal law, urbanized areas with populations greater than 50,000 must either be designated as a new MPO or be incorporated into an existing MPO within one year. The population of the Walla Walla, WA-OR UZA was 55,805 based upon the 2010 Census, which includes the cities of Walla Walla and College Place, Washington and Milton-Freewater, Oregon.

The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Land Protection Planning Commission (LPPC) serves as the CTUIR STIF Committee and provides the direction and oversight of STIF funding allocations, including accountability, reporting, budgeting decisions and general oversight of the program since 2019. To develop the Coordinated Plan, input was solicited from neighboring service providers, stakeholders and the general public. For triennial updates, input was solicited from neighboring transit related entities, service providers, stakeholders, and the general public. A public meeting was held on January 18, 2007, for development of the original Coordinated Plan, on March 18, 2009, for the 2009 update, on May 14 & 15, 2014 for the 2014 update, and November 9 & 12, 2020 for the 2020 update. Public meetings were advertised and scheduled to be held on [DATES NEEDED] to receive public comments on the 2025 updated plan.

Legal Authority

In 2005, federally recognized Indian tribes in Oregon became eligible to apply for and receive Special Transportation Funds (STF), which currently said funds have been consolidated with Statewide Transportation Improvement Funds (STIF)—to provide transportation services. In 2018, federally recognized Indian tribes in Oregon were designated as a qualified entity, and as such is eligible to apply for and receive STIF funds. Tribal governments are responsible for allocating funds and administering the programs. Along with the CTUIR STIF Committee, the oversight is provided by Kayak Public Transit within the Tribal Planning Department. The system not only provides transportation for seniors, persons with disabilities, students and low-income, but also to the general public.

Umatilla County STF & STIF Fund History

In addition to the CTUIR-Kayak Public Transit Program, Umatilla County is also a recipient of ODOT STIF funds. The Umatilla County STIF Committee oversees the distribution of STIF funds to eligible STIF recipients such as incorporated cities and non-government service providers. The population of Umatilla County was estimated at 81,030 on July 1, 2024, by Portland State University. The county seat is in the City of Pendleton located adjacent to and west of the Umatilla Indian Reservation.

There are twelve incorporated cities in Umatilla County that range in population from 194 to 20,177: Adams, Athena, Echo, Helix, Hermiston, Milton-Freewater, Pendleton, Pilot Rock, Stanfield, Ukiah, Umatilla and Weston; and three unincorporated, rural communities—Reith, Meacham and Umapine. The Umatilla County Coordinated Plan was adopted in 2007 as a plan separate from the CTUIR Plan and will soon be updated within the next biennium. With Umatilla County and the City of Pendleton adjacent to the Reservation, there is an overlap of some data, as well as coordinated stakeholder meetings. The CTUIR and Umatilla County have separate STIF committees and fund their programs separately; as a result, there are separate Coordinated Public Transportation Plans for Umatilla County and the CTUIR/Kayak Public Transit.

CTUIR HISTORY, MISSION & GOALS

Tímani Wáwinataš

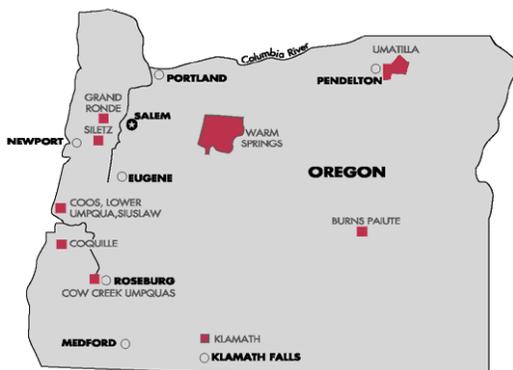


Photo by Major Lee Moorehouse (1850-1926), Scene on the Umatilla Reservation

IV. THE CONFEDERATE TRIBES OF THE UMATILLA INDIAN RESERVATION

Tribal History

The Confederated Tribes of the Umatilla Indian Reservation is one of nine federally recognized Indian tribes in Oregon. The other tribes in Oregon are Burns Paiute Tribe, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz Indians, Confederated Tribes of Warm



Springs, Cow Creek Band of Umpqua Tribe of Indians, Coquille Indian Tribe, and Klamath Tribes. The Ft. McDermitt Paiute is a federally recognized Tribe in Nevada, but crosses Oregon with 19,000 acres in Malheur County, Oregon. Some Oregon maps show these tribal lands due to the cross-over, but the Tribe is not recognized in Oregon.

The Umatilla Indian Reservation has a land area of about 273 square miles and a current Indian and non-Indian population of approximately 960. There are seven (7) unincorporated, rural communities within the diminished CTUIR boundary land base with the community Mission having the highest population of 960. The CTUIR unincorporated, rural communities are: Cayuse, Gopher Flats, Kirkpatrick, McKay, Mission, Riverside and Tutuilla.

Located near the City of Pendleton on the north side of the Blue Mountains, the Umatilla Indian Reservation was established for three Sahaptin-speaking Native American tribes who traditionally inhabited the Columbia Plateau region: the Cayuse, Umatilla, and Walla Walla. The tribes share land and governmental structure as part of their confederation. The CTUIR

was established by a Treaty with the U.S. Government in 1855. CTUIR was united as a single Tribal government in 1949 with the adoption of its Constitution and By-Laws.

At the time of this plan update, there are 3,200 CTUIR-enrolled Tribal members and approximately 1,600 CTUIR Government and Tribal enterprise employes, making CTUIR the largest employer in Umatilla County. CTUIR has grown tremendously over the years and continues to grow and manage a wide variety of complex programs, such as resource management (cultural and environmental), industrial growth, recreation and tourism activities, while providing needed services including housing, medical, employment opportunities, social programs, cultural experiences and schooling for the enrichment of their members and community at large.

The CTUIR owns and operates a 497-acre Industrial Park and Resort facility near I-84, which includes three (3) commercial business parks, Coyote East, Coyote West, the Wildhorse Resort & Casino, a 10-story hotel with 302 rooms, five-screen Cineplex, 24-lane bowling alley and food court, an RV Park, an 18-hole golf course, Arrowhead Travel Plaza, and Mission Market. The Hotel is under construction to expand their capacity to 302 rooms with a convention center that will host an estimated 5,000 theater seats and nearly 1,800 banquet seats.

Tamástlikt Cultural Institute, located near the Resort, provides a historical exhibit about the Reservation and the three tribes, exhibits of Native American art and traditional craftwork.

There are eight (8) private businesses located on the Reservation: McDonald's, Subway, Ruby's Indian Crafts, Kenworth, DaVita Kidney Center, Desire for Healing, and American Rock Products. In addition, there is the CTUIR Transfer Station (public transit), Cayuse Technologies, and Nixyaawii Community Financial Services (NCFS) on Reservation lands. There is also an U.S. government agency located on the Reservation, being the U.S. Forestry Service.

The Tribe's governmental voting electorate is called the General Council which consists of all enrolled Tribal members age 18 years and older. At the time of this update, there are 2,515 voting General Council members. A nine-member Board of Trustees is elected by the General Council. The Board of Trustees has full responsibility to direct the day-to-day operations of the Tribal government.

One Millionth Rider

KAYAK Public Transit celebrated its millionth rider, a number unsurpassed by other public transportation services within eastern Oregon counties. The ride was designated to a passenger in October of 2018. CTUIR believes in giving back to our community to offer this free service to the public.

CTUIR/Kayak Public Transit Mission Statement

“The Tribes of the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) have traveled the paths and roadways that crisscross our region since time immemorial. Kayak Public Transit is an extension of our history and culture as a people who traded and traveled far and near. CTUIR believes in contributing to and partnering with communities in the region to offer free public transit services to all. This service connects people to family, friends, healthcare, education, entertainment, employment, shopping and other venues and transit services that can take you anywhere in the world.”



“Indians on dress parade, The Round-Up” Pendleton, Oregon 1911 – Resides with the Library of Congress



A portion of “Indians on dress parade, The Round-Up”, Pendleton, Oregon 1911

CTUIR Goals and Planning Process

The transportation planning process to update the Coordinated Plan is the CTUIR's effort to seek and document public/user and transportation-provider input. It is anticipated this process will eventually lead to more efficient and affordable coordinated public and private transportation services to address the transportation needs of CTUIR residents, Umatilla County and surrounding communities.

Currently there are at least five (5) requests for our Oregon partners.

- 1. Streamlined Transit Administration: Kayak appears on three (3) different STIF plans and does reporting on three (3) different schedules and formats. Kayak has a different match rate for each transit route we operate. The Transit reporting software is archaic and overly complex. We request streamlining of the administrative processes, which are burdensome to small rural operators with limited administrative staff.**
- 2. Increased Funding Emphasis on Rural Transit: We hope to see increased investment in rural transit across the state, as this service is critical to meet the needs of low-income, disabled, young, and elderly rural residents with few transportation options. We are regularly asked to serve rural communities that are outside our capacity.**
- 3. Safety Improvements on Deadman's Pass: The Umatilla Indian Reservation is crossed by an especially deadly segment of Interstate-84 named "Deadman's Pass". Deadly crashes on this pass cause frequent closures of our La Grande route, leaving passengers (and sometimes even drivers) stranded on the wrong side of the Blue Mountain, especially in the winter.**
- 4. Focus on Vulnerable Road Users: Our 20-year Transportation Plan for the Umatilla Indian Reservation does not have a single new lane-mile of road for vehicles. Instead, it focuses on improving road safety, and expanding access to safe walking, bicycling, transit, and horse-riding routes. We would like to see Oregon focus on investments in the safety of vulnerable rural road users.**
- 5. Maintenance First: We would like to see Oregon maintain what it has, rather than tearing up the land with new and expanded roads. Old Oregon State Highway 30, where it traverses the Umatilla Indian Reservation, is in a terrible state of disrepair, and many rural roads that provide agriculture access on the Reservation are gravel, have low**

visibility when crops have grown high, and have uncontrolled intersections that have resulted in traffic deaths and serious injuries.



Family - Ttáawaxtma

Figure 8 - CTUIR Comprehensive Planning Model



Project Goals for Kayak Public Transit

Identify present and future transportation needs of residents, employees and visitors to the reservation and surrounding communities in the region to help enhance their quality of life through more economical means of transportation, access to nearby communities, jobs, services, and increased opportunity to connect with their families living in various locations within our service area.

Identify steps to coordinate existing transportation services and expand services to achieve the shared vision.

Maximize the use of public transportation funds to leverage state, federal and private investments in public transit services.

Specific goals: RE-ENTER FROM PUBLIC MEETINGS

- 1. Enhanced Service: additional schedule runs on major routes, bus stops, shelters, upgraded technology, decreased wait times.**
- 2. Safety**
- 3. Increased job access for commuters in TriCities**
- 4. Create jobs**
- 5. Close rural, regional gaps by connecting transit services in Eastern Oregon and Southeastern Washington**
- 6. Re-establish pre-existing service that was reduced due to decreased funding**
- 7. Expand public transit services east and west**

CTUIR Demographic Information

The Confederated Tribes of the Umatilla Indian Reservation are one of nine federally recognized Indian tribes in Oregon with a 2025 Enrollment of 3,200 Tribal members. This includes enrolled members living both on and off the Reservation. Unless otherwise noted, the statistical information in this Plan comes from the U.S. Census Bureau, Census 2020 with updates to Umatilla County and cities within Umatilla County with populations of more than 5,000. Most of these demographic characteristics are based on the Geographic Area “Umatilla Reservation, OR”.

Reservation Population

According to the 2020 U.S. Census, the total number of people (Indians and non-Indians) living on the Reservation is 2,271. Table 1 shows the breakdown of this population by age group and by both the number of individuals and the percentage of the total.

Table 1 - Population Demographics

20	85+
20	80-84
84	75-79
130	70-74
190	65-69
195	60-64
259	55-59
149	50-54
144	45-49
118	40-44
91	35-39
173	30-34
220	25-29
336	20-24
239	15-19
161	10-14
147	5-9
185	<5
2861	TOTAL

Source: American Community Survey 5-Year Estimates

Seniors - 31%	Workforce - 43%	School Age - 19%	Pre-school Age - 7%
Age 55 - 85+ 898	Age 20 - 54 1,231	Age 5 - 19 547	<5 185

Source: American Community Survey 5-Year Estimates

Of the 930 housing units on the Reservation, there were 819 occupied households according to the 2020 Census. Of this total, 286 homes consisted of at least two related people living together, 45 homes of male only and 66 homes of female only. In the past, American Community Survey has listed the number of homes occupied by 65+ years.

Elder Population

A significant age group addressed by the Statewide Transportation Improvement Fund (STIF) program is senior citizens, in this case, those 65 years of age and older. Figure 6 shows the age distribution of the Reservation population compared with that of Umatilla County and the State of Oregon. The percentage of individuals 65 and over is slightly lower

on the Umatilla Reservation as compared to the county and slightly higher than compared to the state.

Figure 9 - Population % of Seniors

	TOTAL Population	0-19	% of Total	20-64	% of Total	65+	% of Total
Oregon	3,978,413	957,418	24.07%	2,491,686	62.63%	529,109	13.30%
Umatilla County	80,053	22,340	27.91%	44,029	55.00%	13,684	17.09%
*Umatilla Reservation	2,861	732	25.59%	1,685	58.90%	424	14.82%

Source: U.S. Census 2020

Source: *U.S. Census 2023, American Community Survey (U.S. Census 2020 did not record data for communities under 5,000)

Figure 10 - Families/Individuals Below Poverty Level

Area	Number of <u>Families</u> Below Poverty Level	Percent	Number of <u>Individuals</u> Below Poverty Level	Percent
USA	41,431,160	12.50%	36,790,870	11.10%
Oregon	516,945	12.20%	516,945	12.20%
Umatilla County	15,130	18.90%	13,212	16.50%
Umatilla Reservation	278	9.70%	495	17.30%

Source: U.S. Census 2020

Source: *U.S. Census 2023, American Community Survey (U.S. Census 2020 did not record data for communities under 5,000)

Figure 11 - Disability Numbers/Percents

Area	Population 5-Yrs & Older	Number with Disability Status	Percent
USA	331,449,281	30,161,885	9.10%
Oregon	4,237,256	457,624	10.80%
Umatilla County	80,075	10,730	13.40%
Umatilla Reservation	2,861	553	19.30%

Source: U.S. Census 2020

Source: *U.S. Census 2023, American Community Survey (U.S. Census 2020 did not record data for communities under 5,000)

People with Disabilities

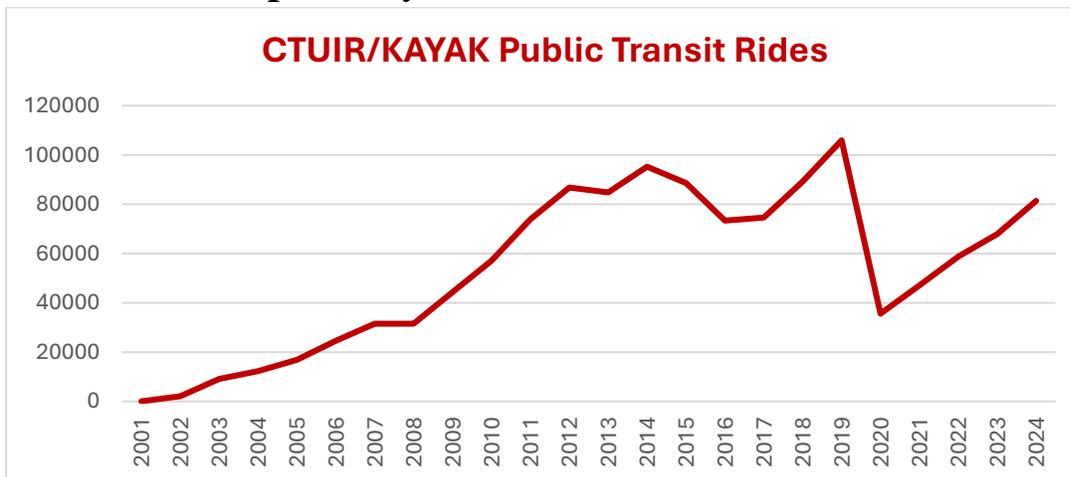
The Federal Transportation Administration defines “disability” as a physical or mental impairment that substantially limits one or more major life activities, a record of such an impairment, or being regarded as having such an impairment.

Figure 12 - CTUIR/Kayak Public Transit Rides

YEAR	RIDES	YEAR	RIDES
2001	46	2013	84815
2002	2133	2014	95246
2003	9171	2015	88625
2004	12287	2016	73372
2005	16889	2017	74580
2006	24622	2018	89280
2007	31574	2019	105961
2008	31520	2020	35587
2009	44362	2021	47096
2010	57137	2022	58762
2011	73915	2023	67856
2012	86771	2024	81358

Source: Kayak Public Transit Annual Records

Bold is prior to the Pandemic, where all public transit services came to an abrupt halt by federal and state mandates.



Source: Kayak Public Transit Annual Records

The drop in ridership happened in the year the pandemic began, 2020, where all routes were cancelled due to federal and state mandates. As can be seen in Figure #6, ridership has not regained its prior pandemic

numbers, but they are rapidly increasing. From 2023 to 2024, there was a 20% increase in ridership. The difference between 2020 and 2024 is 129% increase.

CTUIR PUBLIC TRANSPORTATION Qqanáawiyi

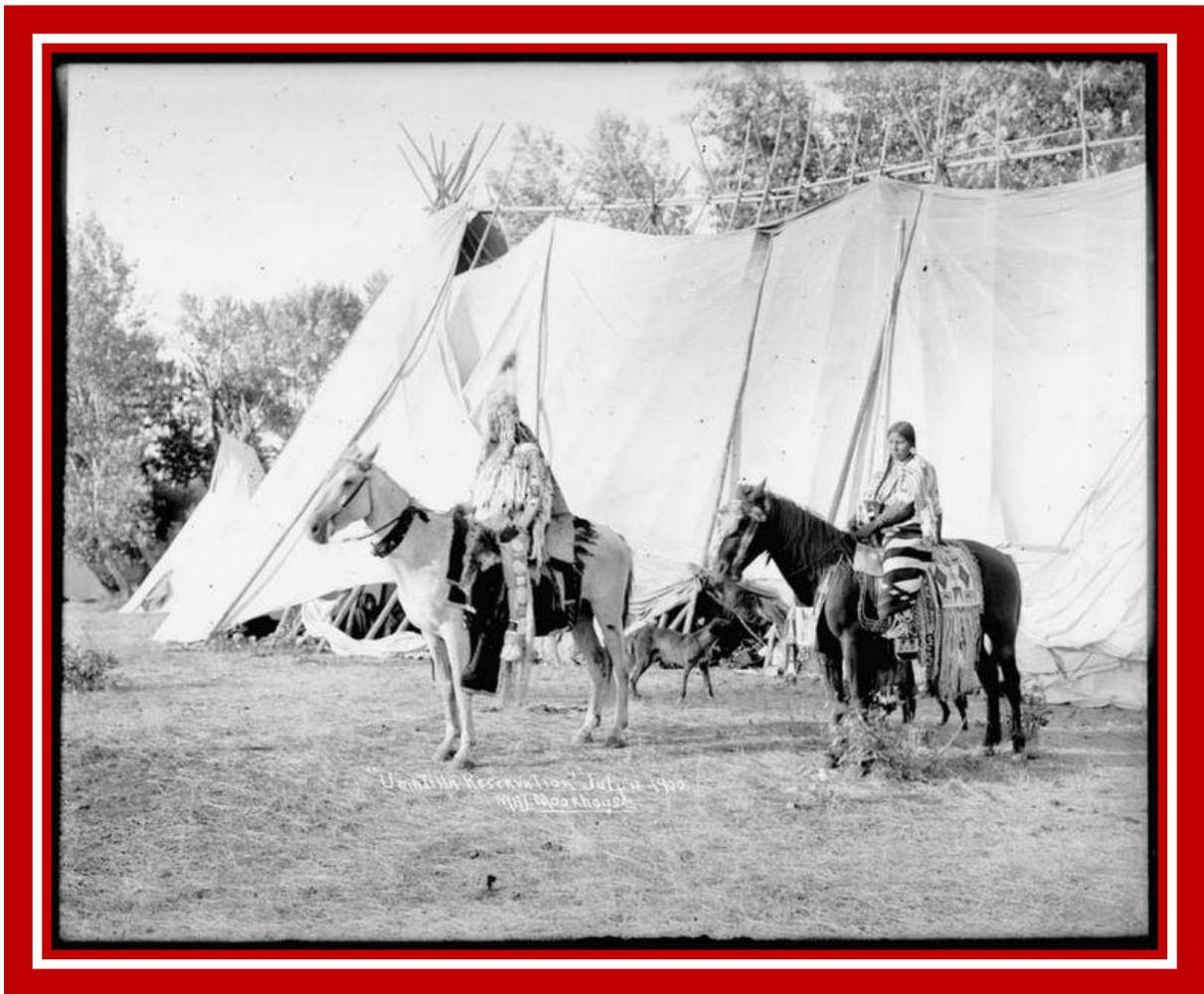


Photo by Major Lee Moorehouse (1850-1926), Umatilla Reservation July 4, 1900

V. CTUIR PUBLIC TRANSIT

The CTUIR public transit system is operated and managed by Kayak Public Transit out of the Transit Center located at 46322 Timíne Way. The transit program is funded through a combination of federal/state grants and CTUIR general funds which are administered by the Tribal Planning Department. The fixed-route bus services are free to the general public.

Service Area

The Umatilla Reservation totals 172,882 acres and is located adjacent to the eastern city limits of Pendleton in Umatilla County. Of that total acreage, 90,315 are trust acres (52%), held in trust by the Bureau of Indian Affairs for individual Indian owners or CTUIR ownership, and 82,567 acres are owned in fee (48%) by Indian and non-Indians. As mentioned in the Tribal History section of this plan, there is a total population of 2,861 (2020 Census) on Reservation lands, including Indians and non-Indians. There are [NUMBER] enrolled Tribal members who generally reside on the Umatilla Indian Reservation and within the Ceded lands. The CTUIR public transit program provides services throughout the CTUIR Ceded Lands as identified in the Treaty of 1855 through its regional, multimodal transit system (see map next page).

Aboriginal Title Lands

Aboriginal Title Lands include the following counties throughout three (3) states: In Oregon, most of northern Grant County, Baker County, Union County, Umatilla County, northern Malheur County and an eastern strip of Wheeler County. In Washington, Walla Walla County, most of Columbia County, very southern tip of Garfield County, southern Franklin County and eastern Benton County and a southwest tip of Asotin County. In Idaho, the Aboriginal Tile Lands enter Payette County. See Figure 13 for the map of Aboriginal Title Lands.

Figure 14 - Mileage & Drive Time Fixed-Route Destinations

From CTUIR (Mission) to:	Mileage One-way - miles	2020 Population	Drive-Time One-way minutes
Pendleton	9.7	17,066	15
Athena	15.9	1,209	20
Milton-Freewater	27.8	7,151	36
Adams	10.6	393	16
Weston	18.7	716	26
Pilot Rock	22.1	1,303	27
Stanfield	30.3	2,153	31
Echo	31.5	632	44
Umatilla	48.8	7,384	49
Hermiston	36	19,430	39
Irrigon (Morrow County)	53.5	2,010	55
Boardman (Morrow County)	54	3,828	48
La Grande (Union)	46.6	13,024	51
College Place	33	9,942	39
Walla Walla	36.6	34,275	44

Figure 15 - Mileage, Drive-Time for Future Endeavors

From CTUIR (Mission) to:	Mileage One-way - miles	2020 Population	Drive-Time One-way minutes
Pasco (Franklin County)	76	77,345	74

CTUIR-Kayak Public Transit Timeline

2001 Prior to 2001, CTUIR provided transportation in Mission as the Cayuse Connector. Begin public transit program, Mission-Pendleton in October 2001.

2002 At the start of the CTUIR Public Transit Program, Special Transportation Funds (STF) through Oregon State, were used to provide transportation services that solely benefited seniors and people with disabilities; however, the program has continued to grow. Through planning efforts and program evaluation that includes public and stakeholder involvement, additional transportation service needs became known. The program now provides needed transportation services for CTUIR Tribal members living on

and off the Reservation as well as transportation for the general public; particularly workers employed at CTUIR worksites. This helps to reduce fuel consumption and provides an affordable alternative to private vehicle usage.

2008 The CTUIR Transit Program provided a fixed-route commuter bus service, with designated stops, for the general public between the Reservation and the cities of Pendleton, Weston, Athena, Adams, Pilot Rock, unincorporated communities and businesses on the Reservation, as well as the City of La Grande in Union County to the East.

2009 The CTUIR Public Transit Program expanded its fixed-route commuter bus service in July of 2009, with designated stops for the general public between the Reservation and the cities of Hermiston, Pilot Rock, Milton-Freewater and Walla Walla Washington. The expansion to Hermiston created an additional link to what has become a regional transit system with connection in Hermiston to the Tri-City Trolley. The Tri-Cities area includes the cities of Pasco, Kennewick and Richland in Washington, has numerous educational and medical facilities, a regional airport, shopping areas and an existing transit network within Tri-Cities. The expansion to Milton-Freewater and Walla Walla Washington also connects the CTUIR Public Transit system to other transit networks and provides eastern Oregon citizens with access to the Jonathan M. Wainwright Memorial Veterans Medical Center and other medical facilities, academic institutions, a municipal airport and shopping opportunities. The routes established in 2009 run 3-times daily, Monday through Friday, with some routes on Saturday. A map showing destinations within our regional service area is located on page [page #]. The total population of cities served by the CTUIR-Kayak Public Transit Program within the regional service area has a total population of 120,516. With an expansion to Tri-Cities, populations served would become 206,239, and with an expansion to Hood River, Oregon, populations served would become 231,028.

In 2009 the CTUIR Planning Department developed and adopted a Paratransit Policy to integrate people of all abilities into public transit. To satisfy the requirements of the Americans with Disabilities Act, paratransit is strictly limited to those individuals who are unable to use the CTUIR-Kayak Public Transit fixed-route due to a disabling

condition and is only available by application. Paratransit will provide curb to bus stop services to disabled individuals within a ¾ mile of a bus stop and are able to board and disembark from a bus. Paratransit will also provide curb-to-curb service to disabled individuals unable to board and disembark from a bus; however, paratransit must be within ¾ mile of any CTUIR-Kayak bus stop and may require a reservation through a voucher-based taxi program throughout the CTUIR-Kayak Bus system if one is available. When calling the CTUIR-Kayak Bus dispatch at 541-429-7519, individual information will be provided.

2013-2014 The CTUIR developed a Public Transit Program within the Planning Department and hired a Public Transit Program Manager, a Fleet and Safety Manager, and a Transit Clerk. The Public Transit Program completed building a new Transit Center, including a bus barn and a maintenance shop, which began operations January 1, 2014.

2014 The CTUIR Public Transit Program was rebranded to KAYAK Public Transit.

2015-2017 Kayak Public Transit ended contracted services for all bus routes and began full operations in-house November 2015. The CTUIR taxi ticket service ended in 2015. The CTUIR-Kayak Public Transit entered into an agreement to operate a local, fixed-route within the City of Hermiston beginning January 1, 2017. This service is labeled the HART.

2018-2019 The Oregon Department of Transportation-Rail & Public Transit Division (ODOT-RPTD) developed a new funding source for public transportation providers in Oregon State. This funding source, Statewide Transportation Improvement Fund (STIF), is sourced through 0.01% of all payroll taxes generated. A full 90% of this fund is a formula fund, 5% is discretionary, 4% is Intercommunity and 1% provides ODOT staff support.

2019-2020 Kayak Public Transit was authorized to add two additional full-time staff positions: an Operations Supervisor and a Mechanic.

2022 On January 1, 2022, ODOT-RPTD consolidated both the STF and STIF funding sources. For grant purposes, allocations from these funding sources are still separated, but only one application is required. This is due to State requirements with each funding source. STF for seniors and disabled,

and STIF for general ridership. STF is shown as STIF population and STIF is shown as STIF payroll. STIF population allocations are determined to be 100%. STIF payroll allocations may be calculated at 120% due to the economic estimates for payroll taxes. This may change at any time through ODOT-RPTD.

2024 Kayak Public Transit entered into an agreement to provide intracommunity services within the city of Milton-Freewater on January 1, 2024.

2025 Kayak Public Transit expanded fixed-route services from Hermiston to Boardman, Oregon on January 21, 2025. This route includes the cities of Hermiston, McNary, Umatilla, Irrigon and Boardman. This service is labeled the Hermiston-Boardman Connector.

Trip Data

In 2024, Kayak Public Transit provided 79,864 one-way passenger trips. The Kayak Public Transit system provides a significant cost savings to its users and the natural environment by reducing fuel consumption. The following, Figure 13, shows an estimated annual fuel cost savings the Kayak Public Transit bus service provided in 2024 and demonstrates how much one person could save on a monthly and yearly basis by using our public transit services five-days per week, Monday through Friday.

Figure 16 - Estimated 2024 Cost Savings

City's Served	Total Reported	Monthly Miles	Annual Miles	Gallons Saved	Monthly Savings	Annual Savings
Adams	Fixed-Route Commuter	27,413	328,960	12183.7	\$ 3,503	\$ 42,034
Athena	Fixed-Route Mode	13,044	156,531	5797.4	\$ 1,667	\$ 20,001
Boardman	TOTAL	40,457	485,491	17,981	\$ 5,170	\$ 62,035
Hermiston	<i>\$3.45 AVG Cost/Gallon 2024 Pendleton, Oregon</i>					
Irrigon	27 AVG Miles Per Gallon, MPG					
La Grande	TOTAL 2024 Passenger - 79,864					
McNary	TOTAL 2024 Senior/Disabled Passenger - 21,669				27.1%	
Meacham	TOTAL 2024 Student Passenger - 3,885				4.9%	
Milton-Freewater						
Pendleton						
Stanfield						
Pilot Rock						
Tutuilla						
Umatilla						
Walla Walla						
Weston						

Transit Asset Management

Transit assets are defined as tangible items with a purchase price of \$5,000 or more and a useful life of at least one year such as:

- **Rolling stock (vehicles), maintenance and staff vehicles**
- **Maintenance shop equipment, office equipment, communications equipment and security/surveillance equipment**
- **Passenger shelter, signs and buildings**

Kayak Fleet Inventory:

Unit #	ODOT ID #	Year	Make	Model	VIN	Capacity	ADA	Class
EV1		2023	GEM	E6	7SXG6AEA1P5508783	5	NO	
EV2		2023	GEM	E6	7SXG6AEA1P5508787	5	NO	
KT1	V000847	2009	Dodge	Caravan	1D8HN44E09B520686	6	1	E
KT10	V000853	2015	Freightliner	M2 106	1FVACWDU5FHGJ6354	28	2	C
KT13	V001776	2017	Ford	Transit 3500HD	1FBVU4XM5HKA03152	13	1	D
KT15	V001911	2017	Ford	E-Series	1FDFE4FS1HDC76036	24	2	C
KT16	V002355	2019	Ford	E-Series	1FDFE4FS2KDC19013	18	2	C
KT17	V002354	2019	Freightliner	S2 Chassis	4UZADRFD5KCLM1428	28	2	C
KT18	V002353	2019	Freightliner	S2 Chassis	4UZADRFD5KCLM1429	28	2	C
KT19	V003161	2021	Ford	E-Series	1FDFE4FN8MDC20731	12	2	D
KT20	V003052	2021	Ford	E-Series	1FDFE4FNXMDC20651	16	2	C
KT21	V003073	2020	International	TC	5WEEZC8P9MH124092	30	2	B
KT22	V003409	2022	Ford	F-550 Super Duty	1FDUF5GN6NDA26435	19	2	C
KT23		2022	Ford	F-550 Super Duty	1FDUF5GN3NDA26439	23	2	C
KT24	V003451	2016	Ford	E-Series	1FDFE4FS4GDC50433	12	2	D
KT25	V000913	2008	Ford	E-Series	1FD4E45SX8DA70349	12	2	D
KT26	V003600	2024	International	TC	5WEEZC8P0RS192680	29	2	B
KT27	V003654	2024	International	TC	5WEEZC8P2RS192681	29	2	B
KT28	V003655	2024	International	TC	5WEEZC8P4RS192682	29	2	B
KT29	V003656	2024	Ford	E-Series	1FDFE4FN2RDD34599	28	2	C
KT8	V002351	2001	Chance	AH28	1C9S2HFS21W535219	21	1	B

The above chart includes 2 Electric Vehicles, 9 Vans and 10 Buses used to provide service for nine (9) fixed-routes. The two EVs both operate a few hours each day and are only used for the Nixyáawii Governance campus shuttle.

Kayak Public Transit follows Oregon Department of Transportation (ODOT) recommended Vehicle Useful Life Standards as applicable to the Kayak Public Transit Program fleet (see chart below).

Vehicle Descriptions and Useful Life Standards



Vehicle Descriptions and Useful Life Standards

ODOT Rail and Public Transit Division Category	Approximate GWR in Pounds	Approximate No. Seats	Approximate Length*	Useful Life Minimum**	Base Price Range	Expected Delivery Time
A: Large, Heavy-Duty Transit Bus 	33,001 and greater	35-40+	35 - 40 feet	12 years or 500,000 miles	\$480,000 - \$1,000,000	24+ months
B: Medium-Size, Heavy-Duty Transit Bus 	26,001-33,000	25-35	≥ 30 feet	10 years or 350,000 miles	\$190,000 - \$410,000	12-24 months
C: Medium-Size, Medium-Duty Transit Bus & Truck Chassis Cutaway 	17,000-26,000	16-30	> 25 feet	7 years or 200,000 miles	\$140,000 - \$235,000	6-18 months
D: Medium-Size, Light-Duty Bus & Van Chassis Cutaway Bus 	11,000-16,000	12-16	≥ 22 feet	5 years or 150,000 miles	\$80,000 - \$170,000	6-9 months
E 1: Small, Light-Duty Bus E 2: Modified Van E 3: Modified Minivan	8,000-11,000 8,000-11,000 6,000-8,000	10 5	E 1: 20-22 feet E 2/E 3: < 20 feet	4 years or 100,000 miles	\$60,000-\$135,000	3-6 months
Small standard vehicle purchases are not allowed using FTA funds and are not included on the ODOT Rail and Public Transit Division Price Agreement contracts. When not using FTA funds, this vehicle type may be found on the Department of Administrative Services statewide contracts. Refer to Oregon Buys online at: https://oregonbuys.gov/bso/						
E 4: Van						
E 5: Minivan						
E 6: Station Wagon	6,000-14,000	3-14	<20 ft.	4 years or 100,000 miles	\$20,000 - \$60,000	1-3 months
E 7: Sedan						

*Vehicles 22 feet or longer require at least two ADA stations; vehicles less than 22 feet require at least one ADA station.

**Useful life standards listed are minimums; the actual useful life of your vehicle may be different. Contact your regional transit coordinator to verify actual useful life.

Note: Photos are from ODOT files and are provided as examples only.

Age or Mileage – Useful Life

Due to the regional rural nature of the service area, vehicles tend to accumulate miles faster but with less wear and tear than with the start/stop pattern of urban environments. Therefore, the above recommended standards are modified to allow for higher mileage accumulation before replacement.

VI. EVALUATION OF EXISTING REGIONAL TRANSPORTATION SERVICES AND RESOURCES

Kayak Public Transit Services

The Umatilla Indian Reservation covers approximately 271 square miles with a resident population of over 2,871, including Native population and Non-Native population. The Kayak Public Transit Program is operated and managed by the Public Transit Program Manager within the Tribal Planning Office. This program provides fare-free, public transportation for the local community and seniors and persons with disabilities and also extends public transportation services to and from outlying cities including La Grande, Milton-Freewater, Hermiston, Irrigon, Umatilla, Boardman, Echo and Pilot Rock in Oregon, and College Place and Walla Walla cities in Washington.

Figure 17 - Kayak Public Transit Service Data

2024	TOTAL KAYAK PUBLIC TRANSIT SERVICE DATA												TOTAL
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Revenue Service Miles	37,783	38,655	41,740	42,645	42,969	37,678	42,173	42,982	39,432	43,031	35,844	40,559	485,491
Revenue Service Hours	1,438	1,450	1,532	1,570	1,582	1,386	1,555	1,605	1,454	1,602	1,329	1,526	18,029
Regular Passengers	3,977	4,503	4,396	5,387	4,652	4,218	5,180	4,931	4,380	4,773	3,768	4,145	54,310
Senior & Disabled	1,729	1,875	2,131	2,025	1,916	1,402	1,471	1,640	1,817	2,216	2,047	1,689	21,669
Students	229	235	263	331	369	278	349	352	286	461	406	326	3,885
TOTAL 1-Way Trips	5,935	6,613	6,790	7,743	6,937	5,898	7,000	6,923	6,483	7,450	5,932	6,160	79,864

According to the 2020 U.S. Census, 13.3% of Umatilla Indian Reservation residents and 17.09% of Umatilla County residents in this service area are

seniors aged 65 and older. Although the U.S. Census Bureau does not have updated data for communities less than 5,000 population, U.S. Census data shows an increase in Umatilla County at 2.1%. It would not be wrong to assume there is an increase in senior population within the Umatilla Reservation. It is also estimated that 19.3% of Umatilla Indian Reservation residents are persons with disabilities and 13.4% of Umatilla County residents are persons with disabilities according to the 2020 U.S. Census Bureau data.



Kayak Public Transit provides general public fixed-route, commuter and paratransit services (where applicable) to over 300,000 people in Morrow, Umatilla and Union Counties in Oregon, and Walla Walla County in Washington. The current fleet consists of 22 vehicles; 10 buses, 9 vans, 1 trolley and 2 small Electric Vehicles (EV). Additional vehicles will need to be added to the fleet to address the continuing increase in ridership and service area and to meet Fleet Operations and Maintenance Plan requirements ensuring Kayak Public Transit system quality and safety.

The fixed-route bus services run in Hermiston, Mission, Pendleton and Milton-Freewater, Oregon with commuter routes serving areas that include Adams, Athena, Weston, Milton-Freewater, College Place, Walla Walla (Washington), Pilot Rock, Echo, Stanfield, Hermiston, Irrigon, Umatilla, Boardman and La Grande. The service between Mission and Pendleton operates six times daily, Monday through Friday. The service between Mission and other cities operates four times daily, Monday through Friday, and two times daily on Saturdays with the Hopper and Whistler routes.

Paratransit service is available for fixed-routes and during the same operating hours of fixed-routes.

The routes are identified as follows: Rocket-Tripper, Metro, Whistler, Hart, Hopper, Hermiston-Boardman Connector, Arrow and Milton-Freewater. Current bus schedules for these routes are posted on the CTUIR website at <https://ctuir.org/departments/tribal:planning-office/Kayak-public-transit/>

CTUIR Resort

We’ve got you covered. Wildhorse Resort & Casino shuttle service is currently running 7 days a week, 24 hours a day. We also run to Mission at the top of every odd hour. We’re happy to provide rides to a property location like Arrowhead Travel Plaza, Wildhorse golf course or Tamástslíkt museum. This service is available to all our guests. Staying at the RV park? We’ll pick you up!

CTUIR Resort Shuttle Schedule

WILDHORSE RESORT AND CASINO SHUTTLE STOPS							
AIRPORT	MISSION STOPS - 7 DAYS/WEEK, 24 HRS DAY						
Pendleton Airport Limited Availability	Senior Ctr	7:00am	9:00am	11:00am	1:00pm	3:00pm	5:00pm
		7:00pm	9:00pm	11:00pm	1:00am	3:00am	5:00am
Call 541.966.1930 with at least 2 days notice, if possible	Whirlwind Drive	7:02am	9:02am	11:02am	1:02pm	3:02pm	5:02pm
		7:02pm	9:02pm	11:02pm	1:02am	3:02am	5:02am
	Aspen Way	7:05am	9:05am	11:05am	1:05pm	3:05pm	5:05pm
		7:05pm	9:05pm	11:05pm	1:05am	3:05am	5:05am
	Cedar ST	7:07am	7:07am	11:07am	1:07pm	3:07pm	5:07pm
		7:07pm	7:07pm	11:07pm	1:07am	3:07am	5:07am
	Easy ST	7:09am	7:09am	11:09am	1:09pm	3:09pm	5:09pm
		7:09pm	7:09pm	11:09pm	1:09am	3:09am	5:09am
	Mission Market	7:11am	7:11am	11:11am	1:11pm	3:11pm	5:11pm
		7:11pm	7:11pm	11:11pm	1:11am	3:11am	5:11am
All off property shuttle stops are set times and destinations and run every 2 hours. Other Mission-area stops are available through Kayak.							

**CASINO*HOTEL*GOLF*CINEPLEX*FUNPLEX*RV*MUSEUM*DINING*TRAVEL PLAZA
800.654.9453 * Pendleton, OR * I-84, Exit 216, wildhorseresort.com**

Yellowhawk Public Transportation

In addition to public transportation services provided for seniors through Kayak Public Transit, transportation is also available through programs overseen by the Yellowhawk Tribal Health Center and the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Department of Children and Family Services (DCFS).

The Senior Program, located on the Umatilla Indian Reservation, is overseen by the Yellowhawk Tribal Health Center, which manages the Senior Center Program, Title VI Home Delivery Program, and the congregate meal site. This program provides transportation services for senior and disabled Tribal members. It operates a 5-passenger 2020 Jeep Cherokee for home-delivered meals (“meals-on-wheels”), a 1994 9-passenger van with handicap accessibility, and a 2019 Chevrolet Express 11-passenger van. These vehicles are used to provide transportation for shopping and home visits on Tuesdays and Thursdays, as well as transportation to and from the Senior Center for meals.

The Elders Advisory Committee, which is overseen by the CTUIR DCFS, also supports senior transportation needs. The committee operates two 12-passenger vans and one 14-passenger bus, primarily used to transport seniors for cultural trips and events.

Other Public Transportation Available within the Service Area

The following are brief summaries of general transportation services provided off-Reservation in the Kayak Public Transit service area. This list was obtained through coordination efforts with area providers and includes services provided by the Kayak Public Transit Program.

Municipalities within Service Area

Adams: Kayak Public Transit provides public transportation to residents with the Whistler bus running four times daily, Monday through Friday, and two-times daily on Saturday. Other transportation provided by private services.

Athena: Kayak Public Transit provides public transportation to residents with the Whistler bus running four times daily, Monday through Friday, and two-times daily on Saturday, to both the Athena-Weston area. Other transportation provided by private services.

Boardman: Kayak Public Transit provides public transportation to residents with the Hermiston-Boardman Connector running six-times daily, Monday through Friday, and serves Hermiston, McNary, Umatilla, Irrigon and Boardman.

Echo: Kayak Public Transit provides public transportation to residents with the Hopper running two-times daily, Monday through Saturday. Other transportation provided by private services. The Good Shepherd Healthcare System provides needed medical transport to their facilities and its affiliated doctors and services for the City of Echo residents on an as-needed/call-in basis.

Helix: Transportation provided by private services only.

Hermiston: The City of Hermiston participates in the Umatilla County Statewide Transportation Improvement Fund (STIF) programs as well as 5310 grants for seniors and persons with disabilities. The City of Hermiston utilizes a private vendor to provide rides for seniors and persons with disabilities within the city limits. This program is operated on a dial-a-ride, demand response basis.

A work program is available in Hermiston, Oregon, Workforce On-demand Ride Cooperative (WORC). This program provides transportation to and from a worker's zip code employment for residents in Stanfield, Hermiston and the City of Umatilla. The program operates 18 hours daily, seven days weekly using a punch card system.

Kayak Public Transit provides public transportation to residents within the city limits via the HART and the Hopper. The HART bus is an intracommunity service and began operations on January 1, 2017 running ten-times daily, Monday through Friday. The Hopper operates four-times daily and two-times daily on Saturday serving the cities of Mission, Pendleton, Echo, Stanfield, Hermiston, McNary, Umatilla and Irrigon.

Kayak Public Transit also provides public transportation as a Park & Ride service during the Umatilla County Fair.

Irrigon: Kayak Public Transit provides public transportation to residents with the Hopper bus running four times daily, Monday through Friday, and two-times daily on Saturday, serving Mission, Pendleton, Echo, Stanfield, Hermiston, Umatilla and Irrigon. Kayak Public Transit also provides public

transportation to Irrigon with the Hermiston-Boardman Connector. This service operates six-times daily, Monday through Friday serving Hermiston, McNary, Umatilla, Irrigon and Boardman. Other transportation provided by private services.

Milton-Freewater: Milton-Freewater participates in the Umatilla County STIF Program providing dial-a-ride, door-to-door, demand response service through a senior and disabled taxi service with a private vendor. This service is provided through a taxi-ticket program where residents within the city limits purchases a 1-way ticket for \$1. Non-residents that live within a five-mile radius of city center may also use this service by purchasing a 1-way ticket for \$2. The disparity with these fees is due to a local option tax that residents vote and pay for in the County's property tax system. The taxi-ticket program began in 1971.

Kayak Public Transit has taken over the city's fixed-route bus service within the City of Milton-Freewater as an intracommunity, fixed-route service, and with the Whistler service that provides fixed-route service four-times daily, Monday through Friday, and two-times daily on Saturday. Since the summer of 2009, the Whistler fixed-route has been serving the communities of Mission, Pendleton, Adams, Athena, Weston, Milton-Freewater, Oregon and College Place and Walla Walla, Washington.

Mission: The Mission Shuttle is a fixed route system stopping at the Mission Transit Hub every hour and making eight loops around the Mission Governance Campus daily, Monday through Friday. This route is operated with two Electric Vehicles (EVs).



City of Pendleton – Transportation Program

For current, up-to-date information go to

www.pendletonor.gov/transit

The City of Pendleton participates in the STIF, 5310, 5311 and Discretionary Fund programs. The City of Pendleton provides transportation to general public, seniors, people with disabilities and low-income individuals. The City of Pendleton runs a demand response dial-a-ride for the general public

which includes all the other categories, and taxi tickets for seniors and people with disabilities. The city operates the taxi ticket program every day except for holidays. The van program operates 7am to 7pm weekdays, Saturdays from 8am to 5pm, and Sundays from 8am to 2pm.

The City of Pendleton transportation programs consist currently of senior/disabled taxi tickets, a daily van service serving the general public, parks and recreation summer, a deviated fixed-route program called Let'er Bus, and an aquatic center summer transport. The services are contracted by Elite Taxi, Inc.

Senior and Disabled Taxi Ticket Voucher Program: The senior and disabled taxi ticket voucher program provides rides to participants who live within the Urban Growth boundary. The taxi service provides rides 7 days/week, except for holidays. The service is provided to citizens 60 years of age or older or disabled individuals of any age. Limited taxi tickets are available dependent upon grant funding and are distributed among all participants on a semi-annual basis. The City distributes more tickets than funds are budgeted knowing that historically, there is a percentage of unused tickets quarterly.

Daily Van Service: This service runs on weekdays between 7am and 7pm. It is similar to a dial-a-ride program where the patron calls the taxi service in the business day before to arrange rides for the following day during the hours of operation. Same day requests will be available on a space available basis only to the general public. This service runs within the City of Pendleton and the Urban Growth Boundary. Call 541.276.6476 between the hours of 9am and 4pm to arrange the next day ride.

Aquatic Center Transportation: This fare-free summer service provides transportation between Pendleton community parks for children to participate in group activities on a prearranged recreation schedule. It also provides rides to the Pendleton Aquatic Center on Tuesdays and Thursdays through the park's programs. This program is primarily geared toward children but is open to the general public.

Parks and Recreation Transportation: This fare-free summer service provides transportation between Pendleton community parks for children to participate in group activities on a prearranged recreation schedule. It also provides rides to the Pendleton Aquatic Center on Tuesdays and

Thursdays through the park's programs. This program is primarily geared toward children but is open to the general public.

Care-Ride: With financial assistance from St. Anthony's Hospital, the City of Pendleton provides free taxi service for any person who needs prompt medical attention but does not require the specialized care and immediate response of an ambulance. The individual may call 541.276.8294 direct to the taxi company for a free ride to the emergency room and back. If a doctor needs to see a patient immediately for a non-routine emergency call, the doctor's office may call 541.276.8294 to schedule a free ride for the patient to the doctor's office and back.

Let'er Bus Transit: Let'er Bus Transit is a deviated fixed-route service that operates for the general public. The routes run two different routes on weekdays, but not on federal holidays. There is a North/East Loop that runs from Walmart to Riverside and back through the North Hill neighborhood. There is a South/West route that runs from Walmart south through McKay, Sherwood and South Hill neighborhood, including many medical facilities.

Kayak Public Transit- METRO: The "METRO" fixed-route bus service provided by Kayak Public Transit, operates six-times daily, Monday through Friday, within the city limits of the City of Pendleton, and provides connections to other cities in the region as well as the Umatilla Indian Reservation.

Pilot Rock: Kayak Public Transit provides transportation to residents on a fixed-route service named the Rocket and runs three times daily, Monday through Friday. On September 1, 2025, the mill, Woodgrain Inc. will be closing and laying off sixty-two employees. This may have an impact on ridership in this area, but the Rocket will continue to run 3x daily at this time.

Stanfield: Transportation within the city limits is done through private vendors. The Good Shepherd Health Care System provides medical transport to their facilities and its affiliated doctors and services for the City of Stanfield residents on an as needed/call-in basis.

Since the summer of 2009, CTUIR Public Transportation, now Kayak Public Transit, provides public transportation to residents on a fixed-route bus service named the Hopper, which runs four-times daily Monday through Friday, and two-times daily on Saturday.

Ukiah: Grant County People Mover, through a STIF Discretionary grant, provides medical-related transport services for the general public. This service has an emphasis for qualified seniors, disabled persons and Veterans.

Umatilla: Transportation in the city of Umatilla is provided by a private vendor within the city limits. The Good Shepherd Health Care System provides needed medical transport to their facilities and its affiliated doctors and services for the City of Stanfield residents on an as needed/call-in basis.

Since the summer of 2009, CTUIR-Kayak Public Transit has provided general public transportation to residents on a fixed-route bus service named the Hopper, which runs four-times daily Monday through Friday, and two-times daily on Saturday.

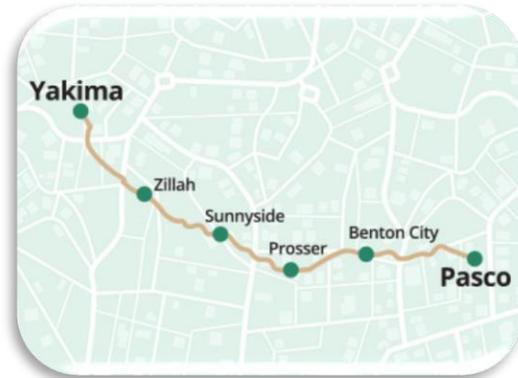
College Place

Walla Walla WA – The Walla Walla and College Place Urban Area is provided with public transportation services by Walla Walla Valley Transit, a Public Transportation benefit Area. Public transportation services include fixed-route, ADA paratransit (dial-a-ride), Flex Routes during evening hours and on Saturday, Vanpool and the operation of a multimodal transfer center for local and intercity transit providers. Valley Transit serves the cities of Walla Walla and College Place and immediate vicinity within the state of Washington. Valley Transit also has a Job Access program that provides work-related trips for people with low incomes. Job Access operates before and after regular daytime services and on days the fixed-route service is closed. During regular daytime service, passengers have access to the regular bus routes.

Walla Walla Valley Transit operates zero-fare transit on multiple mode, paid for by Move Ahead Washington funds. The general public will have zero-fare on Fixed Route, Dial-a-Ride, Deviated Fixed Route, and Connector. Those 19 and older will still have a fare to pay for Job Access and Vanpool/Rideshare services.

For services that maintain a fare structure, Valley Transit can accept monthly passes and pre-purchased digital tickets through the Token Transit app, and pre-purchased gift certificates. All fare types are purchasable at the Administration building at 1401 West Rose Street, Walla Walla, WA 99362.

Grape Line, a WSDOT transportation program, provides a fixed-route service between Walla Walla, College Place and Pasco, Washington (TriCities), Benton City, Prosser, Sunnyside, Zillah and Yakima in Washington state. Grape Line charges a fare. For fares and service, see the website address below:



[Grape Line Shuttle - GrapeLine.us](http://GrapeLine.us)

Kayak Public Transit provides transportation to residents with the Whistler bus service running four times Monday through Friday and two times on Saturday. This route provides connectivity opportunity for ridership to utilize the Walla Walla Valley Transit system and Grape Line services.

Weston: Kayak Public Transit provides transportation to residents with the Whistler bus service running four times, Monday through Friday and two times on Saturday.

Non-Profit Providers, both STIF and non-STIF

Good Shepherd Health Care System: The Good Shepherd CareVan program provides transportation to and from medical appointments for patients of Good Shepherd Health Care medical facilities and its affiliates. Since 2007, Good Shepherd Health Care has received funding from both STF and STIF, but this funding has been significantly reduced as their passengers are not within the FTA/ODOT-RPTD definition of a general rider.

Hermiston Senior Center: The Hermiston Senior Center was, for many years, part of the STF funding source to provide transportation to senior and disabled passengers to attend lunches and activities at the Hermiston Senior Center. This program has ended as originally designed and has now been taken over by Harkenrider Senior Activity Center.

Harkenrider Senior Activity Center: The Harkenrider Senior Activity Center in Hermiston recently began providing round-trip transportation for its lunches on Thursdays. To make arrangements for a ride, call 541.567.3582 before 10:00am.

CAPECO

CAPECO no longer provides transportation services.

Greyhound Bus Lines

On January 16, 2025, the owner of Greyhound Bus Line services, Flix SE, discontinued their service from Portland, Oregon to Boise, Idaho, along the I-84 corridor. Passengers have access to Greyhound Bus services through their station in Pasco, Washington. Greyhound Bus Lines continue to have a nationwide service.

Eastern Oregon Regional Airport – Pendleton, Oregon:

The Pendleton Airport (AKA PDT Airport) is the largest public airport in Northeast Oregon. It is located on a plateau surrounded by wheat fields, one-mile Northwest of downtown Pendleton. The city-owned facility offers three daily round-trip flights between Portland and Pendleton. The airport offers a variety of hangars, storage facilities, and shovel-ready plots of land. Complemented by a business park, the Pendleton Airport has all you need to take flight in Pendleton. Boutique Air operates daily.

Schedule Boutique Air

Pendleton - Departure	6:00am	8:00am	9:30am	2:00pm	3:20pm	5:30pm
Portland - Arrival	6:50am	8:50am	10:20am	2:50pm	4:10pm	6:20pm

Walla Walla Regional Airport:

In 1989 the Port of Walla Walla took ownership and operational responsibility of the airport and changed its title to “Walla Walla Regional Airport.” The airport encompasses 2,400 acres, including a college flight school, Fixed Base Operator (FBO), charter flight business, ag-spray business, and many general aviation and corporate hangars. The Port of Walla Walla recently dedicated a new, ultra-modern passenger facility terminal that has been a source of community pride and the hub of travel activity since it was dedicated in December 2000. All of these changes have contributed to the creation of the region’s most complete industrial park and transportation center. The aviation industry and Walla Walla’s airport has come a long way since the region’s first flight attempt in 1910. Aviation is now an integral and necessary part of transportation and commerce in the Walla Walla Valley.



WALLA WALLA REGIONAL AIRPORT
5/16/2025 - Forseeable Future (+/- 5 minutes)

<u>Time</u>	<u>Departing</u>	<u>Time</u>	<u>Arriving</u>	<u>Frequency</u>
5:10 AM	Walla Walla	6:17 AM	Seattle	Daily
11:59 AM	Seattle	1:09 PM	Walla Walla	Daily
1:49 PM	Walla Walla	2:55 PM	Seattle	Daily
10:56 PM	Seattle	11:59 PM	Walla Walla	Daily

Tri-cities Regional Airport:

Pasco Washington Airport is served by Delta, Alaska Air, United, American Airlines, Allegiant, and Avelo airline companies. These airlines offer nonstop flights to various destinations including Seattle, San Francisco, Burbank, Minneapolis/St. Paul, Denver, Salt Lake City, Los Angeles, Las Vegas, Phoenix-Sky Harbor and Phoenix-Mesa.

Amtrak Passenger Train Service:

The Northern Pacific Railroad came to Pasco in 1886. A railroad employee later named the community for the Cerro de Pasco, a mining center high in the Peruvian Andes. Pasco currently has a station where passengers may come indoors, out of the weather. Constructed in 1998 by the city of Pasco, this intermodal facility serves Amtrak as well as Greyhound and other regional bus systems.



At the time of the completion of this plan, Greyhound did not have a current national map online as all maps showed the discontinued route between Portland, Oregon and Boise, Idaho. This route stopped on January 16, 2025.

STAKEHOLDER INVOLVEMENT Ttáawaxtma



Photo by CTUIR

VII. STAKEHOLDER INVOLVEMENT

In preparation for the 2025 update of this plan, the draft updated plan and a transit needs survey was shared on the CTUIR public website, the Kayak Public Transit Facebook page and was also emailed to contacts from other neighboring agencies and within our service area. The outreach involved organizations and programs that serve seniors, disabled and low-income individuals, as well as veterans. Public Comment cards were placed in the Kayak Public Transit Hub and information was listed online. A total of 72 surveys were returned to Kayak Public Transit, and the results are listed in the appendances of this plan. **The public forum for public participation on [DATES] for this plan update was advertised in the Confederated Umatilla Journal (CUJ). All meetings were available via video or audio and a draft copy of the plan was posted on CTUIR.org (type the stream to get to this plan).**

List of meetings and attendance below

List responses to the website and Facebook.

Identification of Unmet Needs

Unmet transportation needs of the Umatilla Indian Reservation were identified by reviewing demographic data, operational experience and comments received from stakeholders and public meetings involving human service agencies, transportation providers, cities and the general population at large.

VIII. CTUIR TRANSPORTATION NEEDS SURVEY

During summer/fall 2025, public surveys were conducted with passengers on each of Kayak's bus routes. A total of 72 surveys were returned to Kayak Public Transit with the responses in the appendances.

IX. TRANSPORTATION PRIORITIES, STRATEGIES AND PERFORMANCE MEASURES

In September of 2007, the CTUIR STF Committee developed six priorities based on survey summary results, previous transportation meetings and their knowledge of the CTUIR Special Transportation Funding (STF) programs. In May 2014, August 2017 and December 2020, the following strategies were updated and prioritized as follows: 1. Maintain existing transportation programs/levels, 2. Improve outreach, 3. Expand services and service area, 4. Develop a coordination mechanism, 5. Encourage and seek agreements of a single entity within the county to coordinate delivery, marketing and efficiencies of public transportation services, and 6. Promote a general transportation system in Umatilla County and adjacent counties in the region, including CTUIR lands that will serve all community, workforce and health service needs. In 2025, priorities were discussed at each public meeting and the order of the priorities were **changed/not changed or any additions** after public input.

1. Maintain existing transportation programs/levels

Strategy	Responsible Party	Implementation Schedule	Performance Measure
Continue seeking STIF funds and other transportation funds	CTUIR Tribal Planning/Public Transit Program	Ongoing	Existing program level remains intact.
Seek additional funding opportunities	CTUIR Tribal Planning/Public Transit Program	Ongoing	
Provide a quality preventative maintenance program	CTUIR Tribal Planning/Public Transit Program	Established 2014 Ongoing	

2. Improve Outreach

Strategy	Responsible Party	Implementation Schedule	Performance Measure
Incorporate formal complaint procedure and	CTUIR Tribal Planning/Public Transit	Ongoing	Developed a form for comments and concerns.

policies within marketing efforts (i.e. Facebook, website)	Program/CTUIR Communication Department		Developed a filing and tracking system to record responses to comments and concerns. Provide forms to the general public via social media and website.
Continue to improve outreach and seek opportunities to market public transportation services available to users and potential users.	CTUIR Tribal Planning/Public Transit Program/STIF Committee/CTUIR Communication Department	Ongoing	

3. Expand Services and Service Area

Strategy	Responsible Party	Implementation Schedule	Performance Measure
Seek funding and grant opportunities	CTUIR Tribal Planning/Public Transit Program	Ongoing	Transportation a priority with planning staff and continual meeting with other transit providers and funding providers. Actively participated in HB2017 (STIF) and continue active involvement in funding opportunity and process.
Further quantify needs of clients use analysis and develop a plan for expansion	CTUIR Tribal Planning/Public Transit Program	2025 Plan Update	
Collaborate with other transportation providers to better utilize public transportation	CTUIR Tribal Planning/Public Transit Program	Annually	

4. Develop a Coordination Mechanism – A coordination mechanism would allow for better utilization of existing public transportation programs county-wide

Strategy	Responsible Party	Implementation Schedule	Performance Measure
See funding and grant opportunities for a coordination position	CTUIR Tribal Planning/Public Transit Program	Ongoing	Increased funding and collaboration with ODOT and FTA and other transit providers for coordinated public information
List county providers with service areas for area public	CTUIR Tribal Planning/Public Transit	Ongoing	

transportation users and public	Program/STIF Committee		throughout the region.
Continue to collaborate with other transportation providers	CTUIR Tribal Planning/Public Transit Program/STIF Committee	Annually	

5. Encourage and seek agreements of a single entity within the county to coordinate delivery, marketing and efficiencies of public transportation services.

Strategy	Responsible Party	Implementation Schedule	Performance Measure
Research other successful coordinated single-entity providers and funding availability	CTUIR Tribal Planning/Public Transit Program	Ongoing	Collaborate for a unified public transportation information system
Research agreements needed among providers including delivery of coordinated services	CTUIR Tribal Planning/Public Transit Program/STIF Committee	2025 Plan Update Ongoing	
Collaborate with other transportation providers	CTUIR Tribal Planning/Public Transit Program/STIF Committee	Ongoing	

6. Promote a general transportation system in Umatilla County and adjacent counties in the region, including CTUIR lands that will service all community, workforce and health service needs.

Strategy	Responsible Party	Implementation Schedule	Performance Measure
Meet with current providers to discuss opportunities	CTUIR Tribal Planning/Public Transit Program	Ongoing	A general transportation system in Umatilla County linking to

<p>Discuss funding and program opportunities with ODOT and FTA</p>	<p>CTUIR Tribal Planning/Public Transit Program</p>	<p>Ongoing</p>	<p>Union County in Oregon and Benton, Franklin and Walla Walla counties in Washington. Participation in the WWVMPO. Participation in ODOT Region 5 monthly meeting.</p>
<p>Collaborate with other STIF and transportation providers to better utilize public transportation</p>	<p>CTUIR Tribal Planning/Public Transit Program</p>	<p>Ongoing</p>	
<p>Facilitate, complete and maintain a regional transportation system in Umatilla, Morrow and Union counties in Oregon and Benton, Franklin and Walla Walla counties in Washington that will provide access to regionally located airports, hospitals, Amtrak, Greyhound, neighboring public transportation systems, universities, and community colleges as well as specialized medical and personal services.</p>	<p>CTUIR Tribal Planning/Public Transit Program</p>	<p>Ongoing</p>	

X. KAYAK SPECIAL TRANSPORTATION PLAN REVIEW AND ADOPTION

Concerning this Coordinated Plan, Oregon Administrative Rule 732-005-0081(4) states:

Prior to adopting a STF Plan, the STF Agency will consult with the STF Advisory Committee and the public. The purpose of this consultation is to ensure that the Elderly and People with Disabilities, representatives of the Elderly and People with Disabilities, transportation Providers, and other interested parties have the opportunity to review and comment on the proposed plan.

Kayak Public Transit is governed under the Planning Department of the CTUIR. The Land Protection Planning Commission (LPPC) has taken on the added responsibility of serving as our STIF Committee, which replaced the STF Committee in 2018 after the **State of Oregon consolidated the STF and STIF funding source.**

Process of Reviewing and Adopting the Plan

After the STIF Committee and public review, information received was then used to identify and update unmet needs with strategies and priorities developed to best meet transportation-related needs for the Kayak Public Transit program. This information is included in section IX. Transportation Priorities, Strategies and Performance Measures.

The Statewide Transportation Improvement Fund (STIF) Committee reviewed this plan and recommended adoption by the Board of Trustees and also recommends that this plan continues to be reviewed every three (3) years and updated every five (5) years.

Prior to adopting a STIF Plan or Coordinated Human Services Plan, the STIF Agency will consult with the STIF Committee and the public. The purpose of this consultation is to ensure that the Elderly and People with Disabilities, representatives of the Elderly and People with Disabilities, transportation providers, and other interested parties have the opportunity to review and comment on the proposed plan.

After the STIF Committee and public review, information received was then used to identify and update unmet needs with strategies and priorities developed to best meet transportation-related needs for the Kayak Public Transit program. This information is included in section IX. Transportation Priorities, Strategies and Performance Measures.



- **Seven Indians, including Parson Motanic (Eagle feather headdress), another man (horned headdress), three women, a child and a baby, ride in a Hudson Automobile down a street in town. Parson Motanic and the other man wear buckskin shirts and headdresses, one of which is horned. The women wear head scarves.**
- **Joint Project of the University of Oregon Libraries and the Tamástslíkt Cultural Institute of the Confederated Tribes of the Umatilla**
- **Photo by Lee Moorhouse, 1850-1926**

It is thought that this is the first car driven by a member of the Umatilla Indian Tribe.

APPENDICES

2025 Needs Survey with Results

Distribution List - Stakeholders

Public Meeting Outreach advertisement copies & Minutes

Current Fixed-Route schedules

CTUIR-Kayak Public Transit

2025 TRANSIT NEEDS SURVEY – with results

Please answer the following questions and add any other information you would like to share with us. A survey is performed at least once every 5 years.

1. Is there a point where you would like to board one of our buses that is not currently on our system design (route)? 34 YES 38 NO (example: between Pendleton City Hall and Walmart) 47% 53%

2. Is there a point where you would like to exit one of our buses that is not currently on our system design (route)? 38 YES 34 NO (example: between Pendleton City Hall and Walmart) 53% 47%

3. Please list the places you would like to board or exit our buses from question 1 & 2. Please list:

Interpath-Rocket/Tripper	COPES	Skate Park-MF	Portland
Round-Up grounds	Pendleton HS		Safeway?
Sunnyside	Barnes & Nobles		Best Western
Home & Ranch	Clay-In-Motion		Roy Raley Park
Circle K	Bi-Mart-WW		6 th Street-LaGrande
EOU-La Grande	Safeway-La Grande		Mission Mkt
D&B	Walmart?		College Ave & 4 th
MF-Wee-Bit-of-Heather	Super 8 & Holiday Inn		TriCity Mall
Benton County Court	Downtown Kennewick		Uptown Richland
Moose Casino-Pasco	Bus Depot-Pasco		Airport-Pasco
Kadlec Hospital-Richland	Dollar General-Irrigon		Home Depot?
Safeway by Liquor Store?	TriCities (12)		Irrigon
Harvest Foods-WW	Safeway-Pendleton		Later Routes
Main Rd by tracks-Echo	Airport-Pendleton		Pendleton Mkt
North Hill-Pendleton	More connections-Whistler		

4. How many days per week do you use Kayak Public Transit to provide your personal transportation needs? 1x - 5 2x - 6 3x - 16 4x - 11 5x - 18 6x - 11 5 Not Weekly 7% 8% 22% 15% 26% 15% 7%

5. If you use the Kayak Public Transit system currently, how often do you use it? 37 Daily 23 Weekly 11 Monthly 3 Other Please explain: None 50% 31% 15% 4%

6. Do you use our transit system to connect to other local transportation systems? _25_ YES 49_ NO 34% YES & 66% NO Connections on next page

Connect to: Let'R Buck, Hopper, CCNO, WWVT, Pendleton, GrapeLine, TriCities,

7. Which Kayak Public Transit routes do you use (please check all that apply), 8 Arrow, 21 Hart, 23 Hermiston-Boardman Connector, 31 Hopper, 31 Metro-Mission 17 Milton-Freewater, 27 Rocket/Tripper, 28 Whistler, 14 Community Shuttle
Arrow = 4%, Hart = 10%, Hermiston-Boardman-Connector = 11%, Hopper = 16%, Metro-Mission = 16%, Milton-Freewater = 9%, Rocket/Tripper = 13%, Whistler = 14%, Community Shuttle = 7%
8. Do you know where to find ALL the transportation services available to you?
62 YES 12 NO
84% 16%
9. Are you a Veteran? 10 YES 64 No
14% 86%
10. Do you need transportation to a VA medical facility? 3 YES 63 NO
5% 95%
11. Are you aware that Kayak Public Transit schedules and other information are available on the Confederated Tribes of the Umatilla Indian Reservation website, Facebook and *iTransit* app? 46 YES 18 NO
72% 28%
12. What is the primary reason you used Kayak Public Transit today?
26 Convenience, 22 Save money, 13 Environmental benefits, 31 Unable to drive, 31 No personal vehicle available for this trip, 7 Other, Please explain:
Renew License, Keep Job, Groceries, Doctor
Convenience = 20%, Save money = 17%, Environmental benefits = 10%, Unable to drive = 24%, No personal vehicle available for this trip = 24%, Other = 5%
Explanation: Groceries, doctor, Renew driver license, Work commute (keep job)
13. If this bus service were not available, how would you have made the trip today?
3 Carpool, 32 Ask for a ride, 12 Bike, 22 Walk or personal mobility device, 13 Taxi (Uber), 24 Would not have been able to make the trip, 7 Other, Please explain:
Carpool = 3%, Ask for a ride = 28%, Bike = 11%, Walk or personal mobility device = 19%, Taxi (Uber) = 12%, Would not have been able to make the trip = 21%, Other = 6%, Explanations: Hitchhike

14. Are you trying to get to other areas not within our system design, and if so, where?

Home Depot	Train	Greyhound	Irrigon
TriCities	Portland	WW University	More in La Grande
WW University-CP	Riverwalk, Hermiston		Stepping Stone ?
Doctor ?	Senior Benefits ?	DNB	Ranch & Home
Little Caesars ?	Dollar General ?	Bakery near Barnes & Nobles	
Church/Sunday	South Hill	South Gate-Rocket/Tripper	
COPEs	La Grande ?	Pendleton ?	Hermiston ?

15. Are you in need of our wheelchair lifts? 2_YES 66_NO
 3% 97%

16. Do you need any other aid to get on/off our busses? 4_YES 64_NO Please explain: No explanations 6% 94%

17. Are you a student? 4_YES 63_NO YES= 6% NO= 94%, If yes, do you use Kayak Public Transit for your transportation needs? 2_YES ___NO 2 of the 4 students that completed this question, or 50%, uses Kayak Public Transit for their transportation needs.

18. As a student, do you use Kayak Public Transit to connect to other transportation providers? 3_YES 1_NO, If so, please indicate what provider you connect to.
 75% 25%
 No providers were included in their surveys

THANK YOU FOR PARTICIPATING IN OUR SURVEY!!!

2025 Needs Survey Comments:

- I would like to have Rocket/Tripper operate on Saturdays.
- I would like all the drivers to receive something/anything (pen) to thank them for making sure all of us are safe, and get us from point A to point B.
- I would like to say “Thank You” for Kayak, and for my bus driver on the Whistler and Arrow, because I trust their driving mor than anything to make sure that I get to my destinations safe because being a driver makes so many lives they have to make sure all are safe, so I can’t thank them enough.
- I want to commend the drivers—they are top notch.
- I’d like to be able to recycle cans sometimes.
- Love the trusty Kayak to get us there and back!

- Kayak rules!
- Can we please allow recycling cans someday?
- Could the Rocket/Tripper have a PM stop closer to Main Steet-Credit Union?
- I absolutely appreciate this service! All the drivers are very friendly and helpful. The busses are always clean. I always recommend this service to my friends and customers. Thank you so much!
- I would like to comment on the excellent service Kayak provides. You do more than social media advertising. Communities should be aware! I will spread the word too! Thank you!
- Thank you to great bus drivers!
- Thank you! Our bus driver is a good driver.
- The bus is very important to me so I can see my kids.
- I would like a larger bus.
- I use the bus mainly for work purposes.
- I am satisfied with the service provided. I like to use the bus for work purposes when needed.
- I would like to see the Metro operate on Saturdays.
- I would maybe try to have a bus be able to catch the Whistler so I don't have to wait all day for the bus to go back to Walla Walla after my visit is done.
- Need Uber drivers and taxies. The Sinclair stop on the MF highway is stupid and dangerous. Need to have more bags and stuff (groceries, cans). Hopper needs a new bike rack. Rocket/Tripper need three bike racks.
- I use the MF route as more of a connector on the highway. Need stops at the Computer Store, Ranch and Home Farm Supply and Clay-In-Motion (pottery shop).

Distribution List - Stakeholders

2025 CTUIR Coordinated Human Services Transportation Plan Update

In addition to emailing the draft updated plan and the survey, the draft updated plan and survey were shared with the public via the CTUIR website, The CTUIR Confederated Umatilla Journal (CUJ) and the CTUIR Facebook.

Email distribution:

Name (last name first)	Organization & email, phone or both
Jones, Angie	ODOT RTC angie.jones@odot.oregon.gov
Penninger, Teresa	ODOT Region 5 teresa.penninger@odot.oregon.gov Region 5 Planner 541.963.1344
Kerr, Jane	ODOT Region 5 Jane.E.Kerr@odot.oregon.gov

STIP & Enhance Coordinator 541.963.1325

Patterson, Ken	ODOT Region 5	<u>kenneth.e.patterson@odot.oregon.gov</u>
	Area Manager 541.963.1365	
Palmquist, Aaron	City of Irrigon	<u>manager@ci.irrigon.or.us</u>
Lamborn, Angela	Harney County	<u>angela.hamborn@co.harney.or.us</u>
Lorinda DuBois	Malheur County	<u>Lorinda.DuBois@malheurco.org</u>
Alesa Molyneux	People Mover (Grant County)	<u>peoplemover@outlook.com</u>
Davis, Steven	Morrow County	<u>sdavis@morrowcountyor.gov</u>
Mackenzie, April	MCOACS	<u>April.mackenzie@mcoacs.org</u>
Umbarger, Darrin	Clearview Mediation	<u>clearviewmdrc@gmail.com</u>
Ruiz, Kassidy	City of MF	<u>Kassidy.ruiz@milton-freewater-or.gov</u>
Dick, Kenton	Burns-Paiute	<u>Kenton.dick@burnspaiute-nsn.gov</u>
Earnst, Josh	City of Pendleton	<u>joshernst@ci.pendleton.or.us</u>
Johnston, Lorinda?	Union County	
Connie Guentert, Exec Dir	Community Connections	<u>connie@ccno.org</u>
Kane Lester, Tr Progm Mgr	Community Connections	<u>Kane@ccno.org</u>
Bishop, Tara	CAPECO	<u>tbishop@capeco-works.org</u>
Morgan, Mark	City of Hermiston	<u>Mmorgan@hermiston.gov</u>
Pahl, Robert	Umatilla County	<u>Robert.pahl@umatillacounty.gov</u>
Wahlder, Robert	Umatilla County	<u>Robert.wahlder@umatillacounty.gov</u>
Davchevski, Megan	Umatilla County	<u>megan.davchevski@umatillacounty.gov</u>
Hotchkiss, Charlet	Umatilla County	<u>charlot.hotchkiss@umatillacounty.gov</u>
Peters, Angie	Walla Walla Valley Transit	<u>Angie@valleytransit.com</u>
Park, Jim	Cayuse Technologies	<u>jimpark@cayuse.com</u>
JD Tovey	CTUIR Executive Director	<u>JDTovey@ctuir.org</u>
Patty Perry	CTUIR Planning Director	<u>PattyPerry@ctuir.org</u>
Rogers-Pachico, Bethy	CTUIR – GIS/Planning	<u>BethyRogers-Pachico@ctuir.org</u>
Smith, Eric	Kayak Public Transit	<u>EricSmith@ctuir.org</u>
Buschke, Marci	Kayak Public Transit	<u>MarciBuschke@ctuir.org</u>
Hines, Aaron	Yellowhawk	<u>aaronhines@yellowhawk.org</u>
Stacona, Eugena EdD	Yellowhawk Health Ctr	<u>EugenaStacona@yellowhawk.org</u>
Gomez, Andy	Walla Walla Valley MPO	<u>andy@wwvmpo.org</u>
Chauhan, Mansee	Walla Walla Valley MPO	<u>manseec@wwvmpo.org</u>
Sliger, Kevin	Ben Franklin Transit (BFT)	<u>Ksliger@bft.org</u>
G Martin	Ben Franklin Transit (BFT)	<u>Gmartin@bft.org</u>
Krista Purser	Kittelson	<u>Kpurser@kittelson.com</u>
Debbie	Boardman Foods	<u>debbie@boardmanfoods.com</u>
J Stewart	Columbia River Processing	<u>jstewart@tillamook.com</u>
A Morter	Blue Mtn CC	<u>amorter@bluecc.org</u>

ALL Members of the CTUIR Land Protection Planning Commission (LPPC)

Raymond Huesties, Chair	<u>RaymondHuesties@ctuir.org</u>
Travis Olsen, Vice Chair	<u>TravisOlsen@ctuir.org</u>
Lindsey X. Watchman, Secretary	<u>LXW15@yahoo.com</u>
Sam Spino, Member	<u>SamSpino@ctuir.org</u>
Kathleen Elliott, Member	<u>KathleenElliott@ctuir.org</u>

Public Meeting Outreach Advertisement Copies & Minutes:

Fixed-Route Bus Schedules:

Board of Trustees (BOT) Resolution