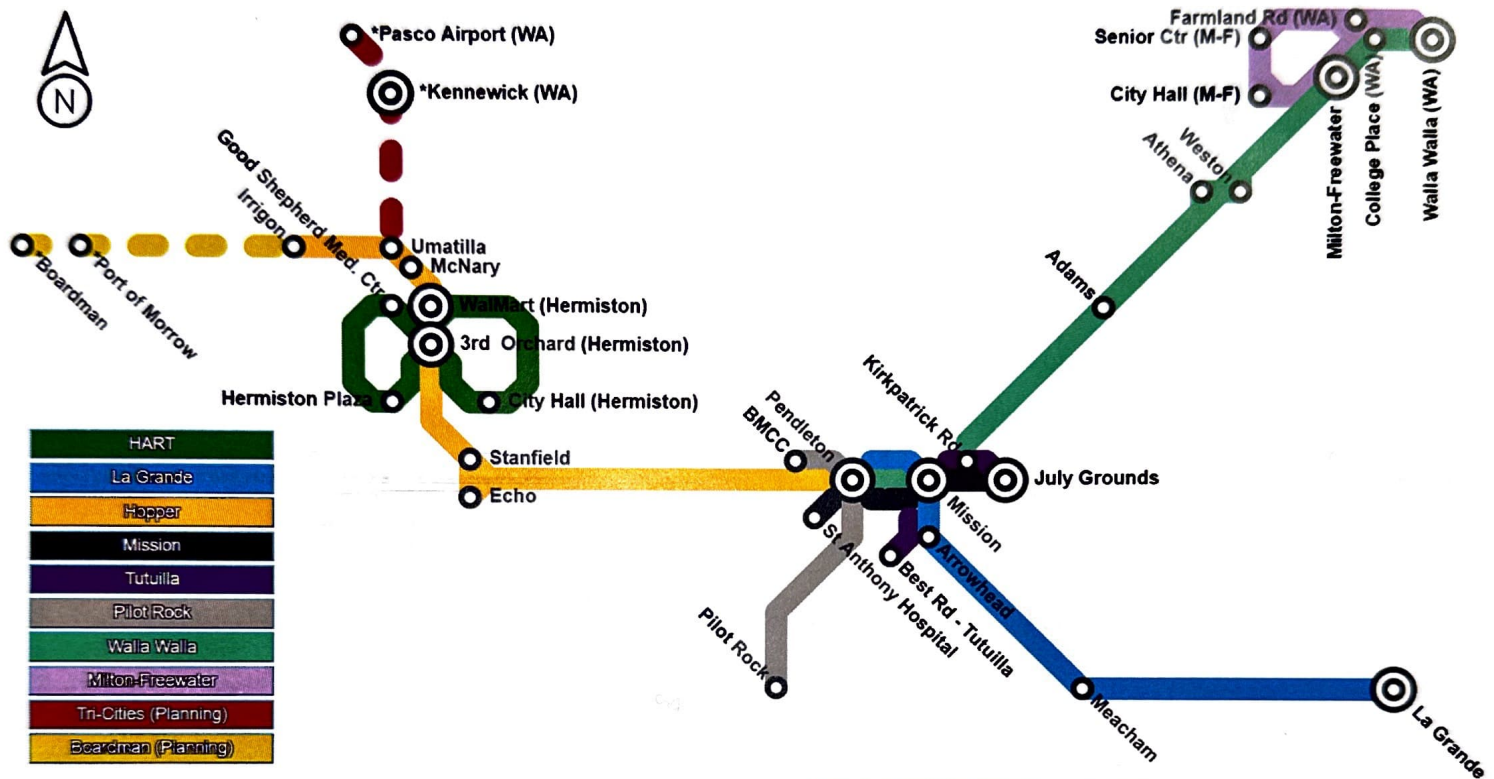
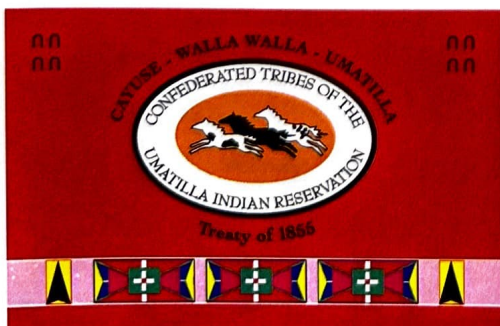


KAYAK PUBLIC TRANSIT

Serving the public fare-free across CTUIR's ancestral territory since 2001.



Kayak operates in **18 Communities** and **4 counties** across Northeast Oregon and South-west Washington. CTUIR coordinates closely with ODOT, Umatilla County, Morrow County, the City of Hermiston, the City of Pendleton, and the City of Milton-Freewater to ensure our services are reaching the greatest need. CTUIR



sees a mutually beneficial relationship in providing this service to everyone. CTUIR tribal members gain a greater access to locations to exercise their treaty rights thanks to passenger counts that include the broader public.



Our Requests for our Oregon Partners

Streamlined Transit Administration : Kayak appears on 3 different STIF plans and does reporting in 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.

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.

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 Mountains in the winter.

Focus on Vulnerable Road Users : Our 20-year Transportation Plan for the UIR 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 these vulnerable rural road users.



Maintenance First : We would like to see Oregon maintain what it has, rather than tearing up the land with new and expanded roads. Old Highway 30 where it traverses the UIR is in a terrible state of repair, and many rural roads that provide agriculture access on the Reservation are gravel, have low visibility when crops are high, and have uncontrolled intersections that have resulted in traffic deaths and serious injuries.