



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: Hood River County Public Works	
Contact Person Name: Don Wiley	Title: County Engineer
Street Address: 918 18th Street	Phone: 541-386-2616
City, State Zip: Hood River, OR 97031	
E-mail: don.wiley@co.hood-river.or.us	

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Transportation Project Information

3. Project Name–REQUIRED

Project Name:

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$3,550,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$3,550,000	100%
Matching Funds	\$365,000	10.28%
Requested Funds	\$3,185,000	89.72%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Truck access to commercial, industrial, and agricultural lands south of Hood River is limited by the highway geometry at three intersections. Truck length restrictions at the intersections of Country Club Rd/Barrett Dr, OR281/Orchard Rd, and OR281/Guignard Dr have inhibited freight movement and limited the use and development of these lands.

The proposed project includes the design and construction of road improvements at each intersection. The improvements are anticipated to include road widening at all three intersections and road grade changes at the OR281/Orchard Rd intersection. Drainage improvements and incidental work such as signing and striping will be included as identified in the design. Right-of-way acquisition will also be required at all three intersections.

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

A pavement preservation project on OR281 from OR282 to US30 has been identified as a potential project for the 2016-2018 STIP

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

There is currently no permitted route for trucks over 60' long to reach the south part of the City of Hood River (the "Heights") and the lands between the City and the Hood River to the south. The most viable route to this area from I-84 follows Cascade St to Country Club Rd to Barrett Dr to OR281. (Country Club Rd and Barrett Dr are county roads maintained by Hood River County. Cascade St and OR281 are State Highways.) Three intersections and two corners must be improved for this route to be opened to long (WB-67) trucks. This project proposes improvements to the three intersections; the two corners would be improved as a future project.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

9. Transportation Project Location–REQUIRED

City: <input type="text"/>	County: <input type="text" value="Hood River"/>
MPO: <input type="text"/>	Special District: <input type="text"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

Country Club Road at Barrett Drive (MP 3.0), OR281 at Guignard Dr (MP 2.13), and OR281 at Orchard Rd (MP2.40).

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

The work to be funded would include preliminary engineering, right-of-way purchase, construction engineering, and construction at each of the three intersections as needed to accommodate long (WB-67) trucks.

Country Club Rd/Barrett Dr

Widen the northbound and southbound lanes of Country Club Rd from 11' to 15' plus 4' to 6' wide paved shoulders within 150' of intersection. Widen the eastbound and westbound lanes of Barrett Drive from 11' to 15' plus 4' to 6' wide paved shoulders for 150' east of the intersection. Add additional radius to the northeast (inside) corner of the intersection. Widths are approximate and



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

will be the minimum determined during design to allow long (WB-67) trucks to negotiate the corner without tracking into the oncoming lane. Two right-of-way purchases of approximately 1000 square feet each are anticipated inside the northeast and northwest corners of the intersection.

OR281/Orchard Rd

Widen both lanes of OR281 from 14' to 21' plus 6' wide paved shoulders through the corner. Lengthen centerline radius through the corner. Widening would be predominantly towards the inside of the corner (northwest) where the existing right-of-way extends as much as 80 feet beyond the edge of the existing pavement. Widths are approximate and will be the minimum determined during design to allow long (WB-67) trucks to negotiate the corner without tracking into the oncoming lane.

Address southbound left turn sight distance deficiencies and the "hump" at the Orchard Rd approach by raising the grade of Orchard Rd and flattening the superelevation of OR281 through the corner. The amount of grade change on Orchard Rd is limited by topographic constraints and the proximity of Cedar Creek. Flattening the superelevation of Hwy 281 is limited by driver expectations and the design speed of OR281. This is an opportunity to apply Practical Design with the goal of improving safety and mobility while minimizing environmental impact.

The proposed lane widening will add approximately 3000 square feet of impervious surface so the design would include a stormwater management plan. Stormwater treatment facilities would be included in the project.

Depending on the final design, right-of-way may need to be purchased for the grade change on Orchard Road. Right-of-way may also need to be purchased for a stormwater treatment area if it cannot be accommodated in the existing right-of-way northwest of the corner on Hwy 282.

OR281/Guignard Dr

Widen the eastbound and west bound lanes of Guignard Dr from 11' to 16' plus 3' wide paved shoulders within 150' of intersection. Widen the southbound lane of Hwy 281 from 12' to 16' plus 4' to 6' wide pave shoulders for 150' south of the intersection. Add additional radius to the southwest (inside) corner of the intersection. Widths are approximate and will be the minimum determined during design to allow long (WB-67) trucks to negotiate the corner without tracking into the oncoming lane. Two right-of-way purchases of approximately 1500 square feet each are anticipated inside the northwest and southwest corners of the intersection.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Bike	<input checked="" type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
	Bid Let Date
	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
2018	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

The project is consistent with the Hood River County TSP adopted in 2003 and amended in 2009.

SECTION 2.4.1 GOAL A: TRANSPORTATION BALANCE

A5. Truck Freight

Policy - Ensure accommodation of truck freight to serve the farming and forestry sectors of the county's economy.

Strategies -Improve truck access to industrial sites, including turn and acceleration/deceleration lanes where appropriate.

SECTION 2.4.2 GOAL B. CONNECTIVITY

Provide a transportation system with connectivity among modes within and between the County's urban areas and rural service centers, with ease of transfer among modes and between local and state transportation systems.

Policies - In lieu of major capacity expansions, strive to maintain existing travel times for both autos and freight through high levels of facility management (acceleration/deceleration lanes, turn refuges, coordinated signals, and access management).

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?-REQUIRED

- Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

OTP Strategy: The project improves the efficiency and operational capacity of the existing transportation infrastructure and facilities by making minor improvements to the existing system. Also adds capacity to the existing transportation system.

OHP Action: The project preserves the functionality of the existing highway system by means of improved traffic operations. Project improve efficiency and capacity of existing highway facilities by widening highway shoulders, providing better access for alternative modes (bike lanes), providing better connection to local streets, and making off-system drainage improvements. Project adds capacity to the existing system with major roadway improvements to existing highway facilities by making alignment corrections to accommodate legal size vehicles.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

The project preserves public investment by maintaining efficient operation of state-owned OR281 and County Country Club, Barrett, Orchard and Guignard Roads through operational improvements, local connectivity and congestion reduction. An alternative truck route is provided to travel on the north part of OR 281. The project helps extends a critical system link by creating a permitted route for large trucks to reach the south part of Hood River and the lands to the south.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

The project improves freight connection and provides a critical link the transportation system by creating a permitted route for trucks over 60' long to reach the south part of the City of Hood River (the "Heights") and the lands between the City and the Hood River to the south.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

The project improves and expands access to employers, businesses, labor sources, goods and service due to creating a permitted route for trucks over 60' long to reach the south part of the City of Hood River (the "Heights") and the lands between the City and the Hood River to the south.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

The project improves efficient transportation of goods and services due to the creation of a permitted route for long trucks to reach the south part of the City of Hood River (the "Heights") and the lands to the south. This in turn supports, preserves, and potentially creates long-term jobs and capital improvement in the area.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The project design will use materials and techniques that will meet or exceed environmental requirements. The proposed improvements will allow the use of larger, more fuel efficient trucks which will reduce greenhouse gas emissions.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

The project is consistent with the Hood River County TSP adopted in 2003 and amended in 2009 in that it ensures accommodation of truck freight to serve the farming and forestry sectors of the county's economy; improves truck access to industrial sites, including widened turn lanes where appropriate; provide a transportation system with connectivity among modes within and between the County's urban areas and rural service centers, with ease of transfer among modes and between local and state transportation systems; and in lieu of major capacity expansions, strives to maintain existing travel times for both autos and freight through high levels of facility management.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

The proposed project includes the design and construction of road improvements at each intersection to enhance and serve the unique characteristics of the commercial, industrial, farm and residential zoned lands located in the south part of the City of Hood River (the "Heights") and the lands to the south. Project intersection improvement elements will make the road use more enjoyable and comfortable (no or fewer longer trucks leaving their travel lane). Trucks will have a good alternative to using streets through downtown Hood River and the "Heights" to access lands to the south.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

The project will reduce the likelihood of accidents (vehicle, bike, and pedestrian) due to lane and shoulder widening, re-grading, and curve radius increases. The proposed improvements will reduce truck traffic through downtown Hood River and the Heights which will reduce the likelihood of conflicts with on-street parking and crosswalks. As a good alternative route for trucks and emergency vehicles security will be increased during emergency events such as ice storms which can make the north end of OR281 impassable.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

Project will benefit a large segment of the City of Hood River and the Hood River valley by improving and expanding access to employers, businesses, labor sources, goods and service to the south part of the City of Hood River (the "Heights") and the lands between the City and the Hood River to the south.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

Project is on OR281 which is a State Highway plus Country Club Rd and Barrett Dr which are county roads maintained by Hood River County. Ongoing funding is available for all county road operation and maintenance needs via state motor vehicle receipts and federal highway funds. Once the improvements are in place, Hood River County Public Works will be fair and fiscally responsible in the operation and maintenance of Country Club Rd, Barrett Dr and all other County roads.

Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration		
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$300,000	
Environmental Work	\$100,000	
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way	\$600,000	
Capital Equipment		
Non-Construction Project Costs Total		\$1,000,000
Utility Relocation	\$50,000	
Construction	\$2,500,000	
Construction Project Costs Total		\$2,550,000
Total Eligible Project Cost		\$3,550,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Hood River County Public Works	\$365,000	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$365,000	10%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.

NA



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

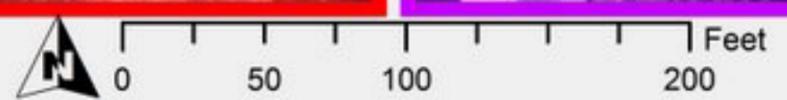
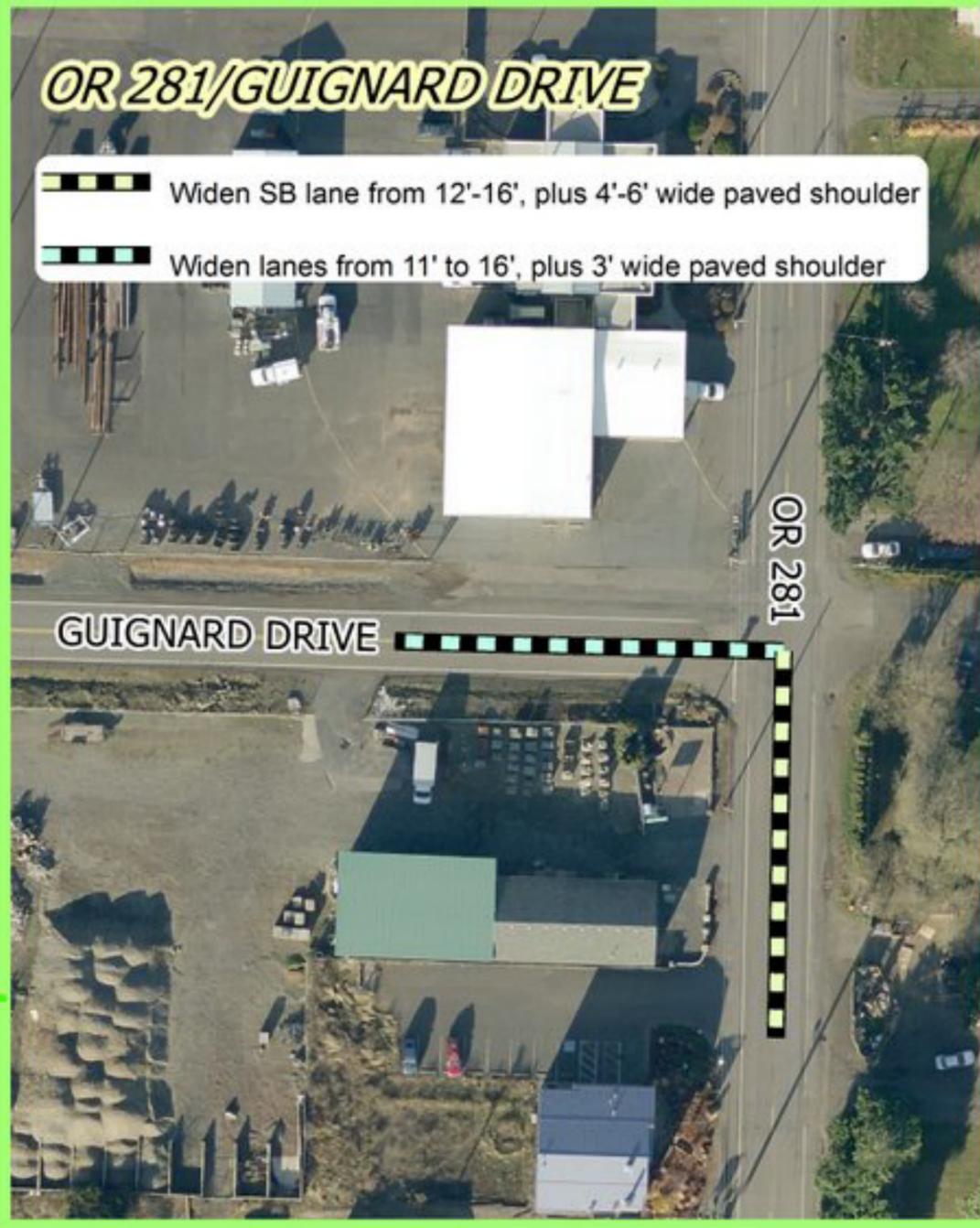
Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.





Jeff Flowers
Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

RE: Letter of Support Region 1 2015-2018 STIP Enhance Applications

Dear Jeff;

On behalf of the Hood River County Economic Development Working Group (EDWOG), I am submitting this letter in support of all projects submitted by the City of Cascade Locks, Port of Cascade Locks, City of Hood River, Port of Hood River and Hood River County for ODOT Region 1 2015-2018 STIP Enhance Applications.

EDWOG is a membership organization comprised of the City of Cascade Locks, Port of Cascade Locks, City of Hood River, Port of Hood River, Hood River County, Columbia Gorge Community College, Mid Columbia Economic Development District and Hood River Chamber of Commerce. Our mission is to facilitate business growth and job creation in Hood River County. The vision of EDWOG for Hood River County is a multifaceted economic development strategy that provides a strong quality of life to ensure the constant creation of new jobs and thriving businesses, strong local government and community coordination and provision of quality public services.

We have met several times to collaborate on transportation infrastructure needs in the county. As a representative of the local public entities, EDWOG cooperatively supports the projects submitted by the City of Cascade Locks, Port of Cascade Locks, City of Hood River, Port of Hood River, Hood River County Transportation District and Hood River County and appreciates the opportunity to support the vital transportation projects in our region. Each of the enhancement projects submitted through the STIP Enhance process are important to economic development in Hood River County.

All the best,



Anna Tompkins
Hood River County EDWOG Staff