



Transportation Project Sponsors

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

Organization Name: Hood River County Transportation District	
Contact Person Name: Dan Schwanz	Title: Executive Director
Street Address: PO Box 1147	Phone: 541-386-4202
City, State Zip: Hood River, OR 97031	
E-mail: cat1@gorge.net	

2. Co-Sponsor(s)

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

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Hood River City Park and Ride

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

	Project Funds	% of Project Costs
Total Costs	\$245,890	
Non-Eligible Costs		
Total Transportation Project Cost	\$245,890	100%
Matching Funds	\$26,000	10.57%
Requested Funds	\$219,890	89.43%

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

The requested funds would fund phase two of a Park and Ride project in the City of Hood River. The District is in the process of building a Park and Ride lot next to our Transit Facility. The District had an opportunity to purchase additional land next to the current project, so the District is now able to expand the size of the Park and Ride facility.

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

- Yes No



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

The District is currently undergoing the environmental review process with the Federal Transit Administration (FTA) in Seattle. We anticipate having a documented categorical exclusion to be approved by the FTA in the near future. Once that approval is granted, the District is ready to go out to bid for a design and engineering team to design the entire Park and Ride facility including both lots and work with the District and City of Hood River to permit the project. Once that is completed, the District will go out to bid for construction. The District has already purchased the property for both phases.

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.

The proposed expansion of the Park and Ride project will complement our existing transit facility by providing more parking for people who wish to use our public transit services. The project will enhance the first phase of the Park and Ride project the District has underway. It will increase the parking availability from approximately 16 parking spaces to more than 30 parking spaces.

8. Project Problem Statement–REQUIRED

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

Currently there are no formal Park and Ride facilities in Hood River County. The creation of a formal facility would encourage the use of our transit services, encourage the use of car and van pooling, raise the awareness of the public about alternative forms of transportation, reduce emissions and reduce the use of fossil fuels.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Hood River"/>	County: <input style="width: 90%;" type="text" value="Hood River"/>
MPO: <input style="width: 90%;" type="text" value="n/a"/>	Special District: <input style="width: 90%;" type="text" value="Hood River County Transportation Dist"/>

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)

East of Wasco Court and south of Interstate 84, Hood River County Tax lot 3501

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



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<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 requested funding will pay for the construction of an addition to the District's Park and Ride that is currently under development. The CURRENT project scope includes design and engineering of the complete project, permitting of the existing project (which we hope will be of some value to phase two), environmental approval by the FTA, and construction of phase one. The new project would include permitting (we are assuming the phase one permits will have expired) and construction of the remainder of the plan. The District will need to update the Documented Categorical Exclusion as well. The District has not applied Practical Design considerations at this time to the project, however, the District will discuss this with the design team for the project, when that team is hired. This is a two phase project and this portion would be the final phase of the project.

12. Primary Project Mode(s)

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

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
8/2016	Bid Let Date
9/2016	Construction Contract Award
6/2017	Construction Complete
	Capital Equipment Purchase
6/2017	Operations/Service Begin
	Other Major Milestone:
6/2017	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.

This project is listed in the City of Hood River's transportation system plan and considered to be an important part of the overall transportation plan in City and County of Hood River.

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.

This project adds a new facility to the existing system that will reduce the demand on the existing transportation system. People using the Park and Ride facility will either be car pooling, van pooling or riding the bus and reducing the number of single occupancy vehicles using the transportation system thereby reducing congestion, wear and tear on the system and the use of fossil fuels.

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?

Our proposed project will contribute to the use of our inter-city transit system by providing a place for users to park. The project will reduce congestion by encouraging operators of single occupancy vehicles (SOV) to park them and ride share through car pools, van pools and transit. The completion of Phase 2 further leverages funds from the ARRA, Flexible and Readiness funding that supported the construction of Phase 1.

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?

This project enhances mobility by linking up users of SOV's to car pools, van pools, and transit. The lot will be located close to transit (next door) and close to a freeway interchange making it attractive for those who will be car pooling and van pooling.

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?

Our proposed location for the Park and Ride is located next door to our Transit Center in Hood River. Once we have the Park and Ride in place, we will use it as a stop for inter city service between Hood River and The Dalles. It already serves as a stop for our intercity service between The Dalles, Hood River and the Portland Metropolitan area.

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?

Mt. Hood Meadows already uses parking at our current facility for it's workers on weekends who ride a bus to work on the mountain. This helps support one of Hood River's bigger winter time employer's. We anticipate that the Park and Ride will receive even more use for Mt. Hood Meadow's employees and also people who will choose to car-pool to go skiing at the ski resort. The Park and Ride will help other employees to reduce their commute expenses and still be part of the regional workforce. Some of our transit buses have bike racks and we would expect some tourist use of the Park and Ride and our bus system to be transported to some of the more scenic bike rides in the county.

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 helps support protecting the environment by encouraging people to car pool, van pool and public transit. The Park and Ride will make it easier for people to group trips and reduce emissions by reducing the number of single occupancy vehicles on the road.

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 availability of formal Park and Rides in a community sends a positive message about the community and it's concern for minimizing some of the negative consequences of growth. The Park and Ride is a tool that can help reduce congestion and reduce the need to build more roads.

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?

Our Park and Ride facility will make using our Transit Center facility more convenient to use for persons who wish to use our intercity services between Hood River and The Dalles and our service to Portland. In addition, by being an "official" Park and Ride facility, there will be less of a concern about current users who use store parking lots and on street parking in various parts of town being discouraged from using those locations by the store owners, landlords and/or the city. Our facility will have good lighting, further improving the safety of the location for users. Marketing of the Park and Ride could also help increase ridership of our transit system once people see the benefit of using our services in conjunction with the use of the Park and Ride.

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?

Our Park and Ride will be designed and built to enhance the user's safety. It will be monitored and well lit and plowed when it snows.

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?

The Park and Ride facility has the potential to benefit lower income members of the community by providing car pooling, van pooling and transit options that are affordable in comparison to driving a SOV to and from work.

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?

The District is committed to maintaining the capital improvements that it is or has built in the community. The District has a tax base which it can use to ensure that the Park and Ride will remain functional in the future. In addition, the District actively seeks and receives grants to support our operations, including maintaining our facilities. This request will allow the District to complete a project that was previously funded.

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	\$50,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE		
Environmental Work	\$20,000	
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$70,000
Utility Relocation		
Construction	\$175,890	
Construction Project Costs Total		\$175,890
Total Eligible Project Cost		\$245,890
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.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Hood River County Transportation Dist	\$26,000	11%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$26,000	11%

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.



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:

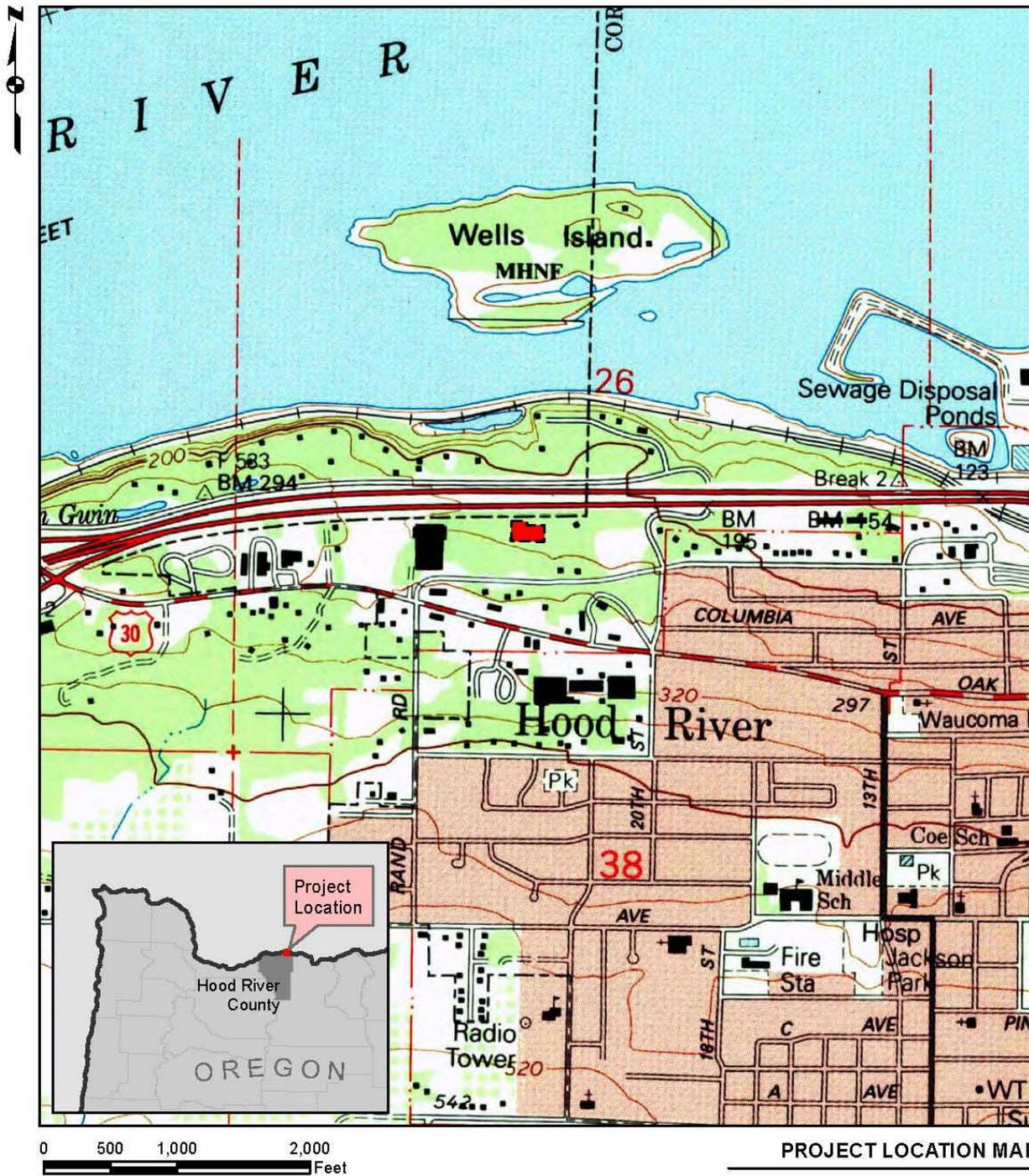
Authorizing Authority Name:

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.

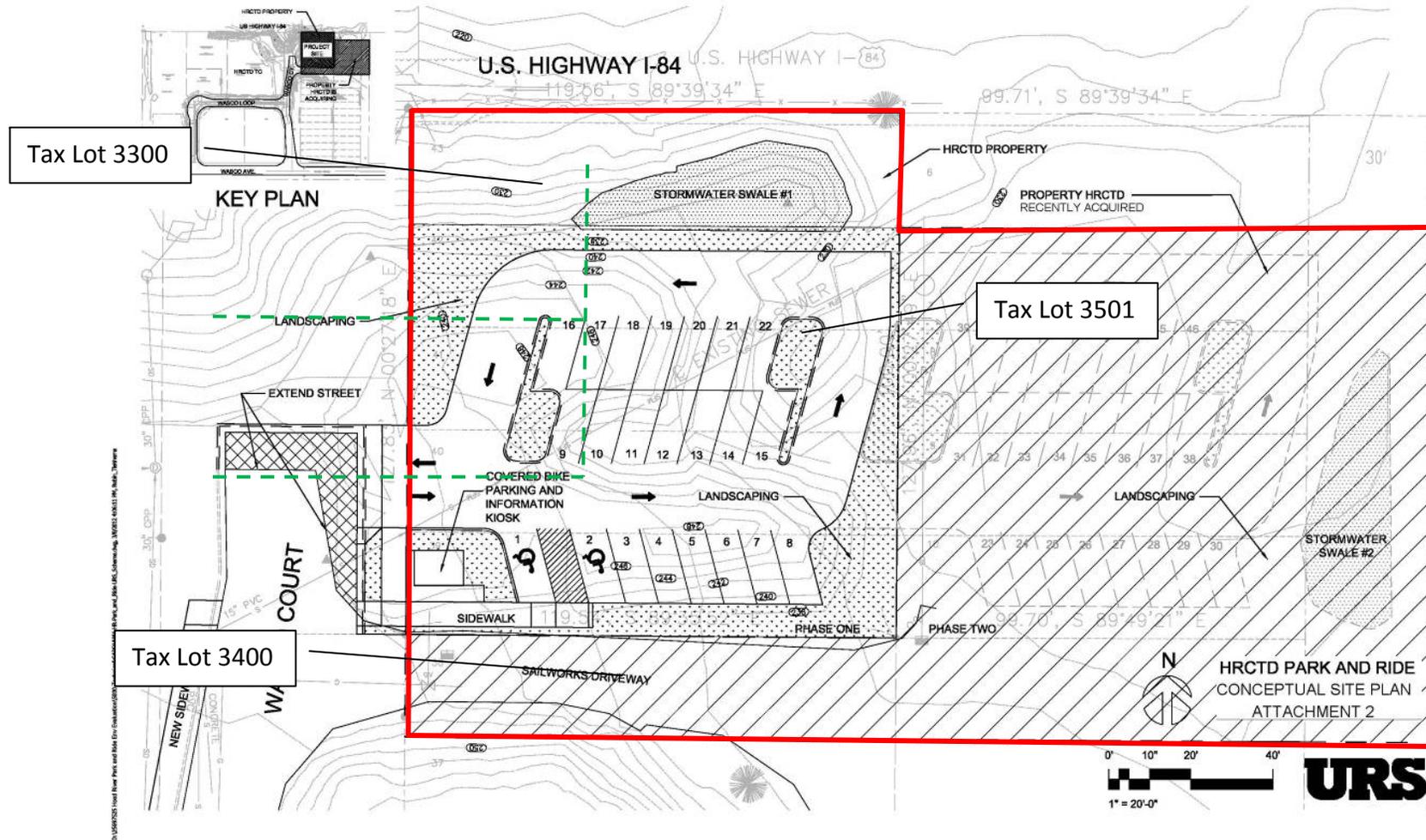
Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.



PROJECT LOCATION MAP

ODOT/HOOD RIVER COUNTY
 TRANSPORTATION DISTRICT
 PARK AND RIDE PROJECT
 HOOD RIVER, OREGON

 Area of Potential Effects



- APE
- - - Tax lot boundary

Figure 1. Project Details Map



Figure 2. Aerial photograph from 2003 depicting the location of the former residence at Tax Lot #3501, with the APE shown as a red border.

RESULTS



Figure 3. Cultural Resources Survey Area and Shovel Probe Locations (cf. Shovel Probe locations and location of former residence shown in Figure 3)