



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Transportation Project Sponsors

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

Organization Name: Port of Hood River	
Contact Person Name: Michael McElwee	Title: Executive Director
Street Address: 1000 E. Port Marina Drive	Phone: (541) 386-1138
City, State Zip: Hood River, Ore. 97031	
E-mail: mmcelwee@portofhoodriver.com	

2. Co-Sponsor(s)

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

City of Hood River

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Anchor Way/Lot #1 Intersection Upgrade

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

	Project Funds	% of Project Costs
Total Costs	\$750,000	100%
Non-Eligible Costs		0%
Total Transportation Project Cost	\$750,000	100%
Matching Funds	\$200,000	26.67%
Requested Funds	\$550,000	73.33%

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

Upgrade a key intersection that provides primary access to the largest industrial property in Hood River to accelerate development and job creation. Project is identified in the 2010 Exit #63/#64 Interchange Access Management Plan and will help solve serious long-term access challenges at the Exit #62 interchange.

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.

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.

8. Project Problem Statement–REQUIRED

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

Appropriate development of the Hood River Waterfront is a key objective of the City of Hood River. Lot #1 (6.5 acres) represents the largest industrial site in the city. Through the recent IAMP, ODOT has identified transportation upgrades that will need to be addressed as development of Lot #1 occurs in the future. A new, signalized intersection at Anchor Way is one significant transportation improvement that will protect the Exit #62 interchange and facilitate development of Lot #1 to meet local economic development objectives. The project includes new turn lanes and signalization.

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"/>	Special District: <input style="width: 90%;" type="text" value="Port"/>

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)

1/8 mile north of Interstate 84 @ Exit #63 on 2nd Street

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)



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<input type="radio"/> Attached/Upload <input checked="" 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 project is straightforward. Widen an existing intersection, provide, full signalization and construct appropriate pedestrian curb cuts and apron for new access road into large industrial parcel. Project funds will be used for project engineering, permits, bid period services and construction period services including inspection.

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:		

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
2017	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
January 15, 2017	Bid Let Date
May 1, 2017	Construction Contract Award
November 10, 2017	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
December 15, 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.

The project is listed in the City of Hood River TSP, the 2010 IAMP and the Ports Waterfront Development Strategy.

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.

The proposed project increases the utilization of the existing transportation system in the most cost effective manner. Upgrading the existing 1/2 intersection to a full, signalized intersection places future demands at the most appropriate location given the existing street layout and future development opportunities on Lot #1. The project is a relatively minor addition to the existing road but will significantly increase efficient traffic movement.

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 Anchor Way/Lot #1 Project is one of the most significant solutions identified in the recent Exit #62 IAMP that addresses ingress/egress for a large portion of the Hood River Waterfront. It thereby protects the operations at the Exit #62 interchange.

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 is primarily directed at improving access/egress for cars, trucks. TO a lesser extent it will benefit some degree of pedestrian and bicycle access.

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 will greatly enhance access to Lot #1, the most significant area for future job creation in the City of Hood River.

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?

Lot #1 has the potential to generate over \$50 million of private investment and over 250 jobs. The Project is the key first step in providing the transportation foundation for this key economic development in Hood River.

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 will primarily support automobile and truck access. However, future development on Lot #1 will be within easy walking distance of many residents of Hood River.

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?

Development Lot #1 represents the most efficient use of the remaining light industrial property in Hood River. It lies in close proximity to the existing downtown core and is designated in the comprehensive plan as a primary generator of future jobs.

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?

This is a straightforward intersection upgrade project. The upgrade will be designed to merge with existing improvements on 2nd Street which include significant street tree planting and the Pedestrian Access Way (PAW) the primary route for bike/ped access through the Waterfront.

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 represents the primary access to a large undeveloped section of the Waterfront. IT will be designed in a way that acknowledges auto, truck and pedestrian safety as it is expected to be the primary access to lot #1.

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 primary outcome is economic development. This expected to benefit a large part of the population through direct jobs and new, indirect economic impacts.

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 Project will encompass both an existing city street and property owned by the Port of Hood River. Both entities have funding for ongoing operations and maintenance.



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	\$20,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$125,000	
Environmental Work	\$10,000	
Coordination and Outreach	\$5,000	
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$160,000
Utility Relocation	\$50,000	
Construction	\$540,000	
Construction Project Costs Total		\$590,000
Total Eligible Project Cost		\$750,000
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.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Port of Hood River	\$200,000	27%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$200,000	27%

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:

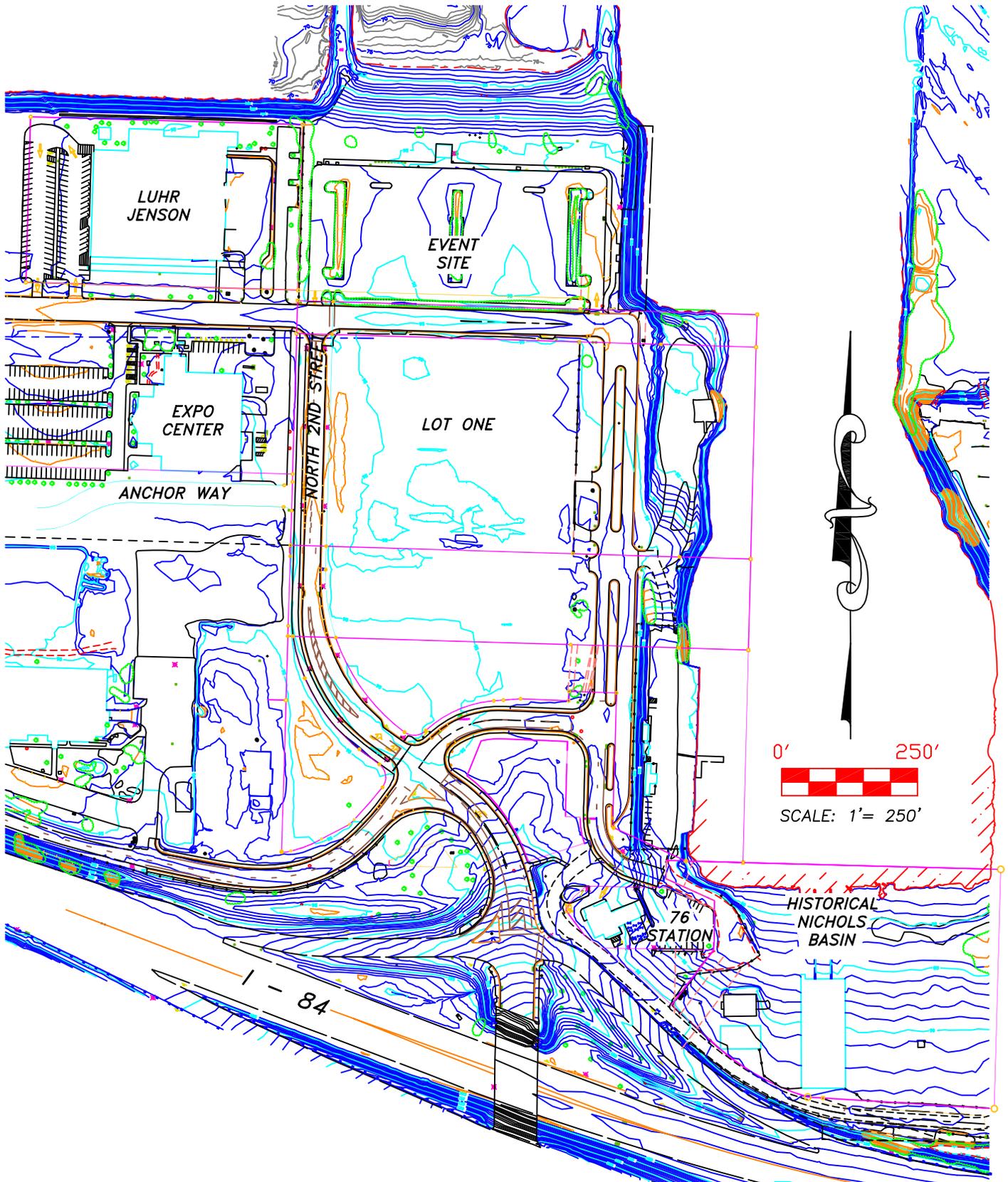
Authorizing Authority Name:

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.



LOT ONE DEVELOPMENT — READY SITE
HOOD RIVER, OREGON
TOPOGRAPHY
PORT OF HOOD RIVER
PREPARED BY TERRA SURVEYING (3-9-2012)



Port of Hood River

Date of Photography: February 1, 2011



Port of Hood River Waterfront Business Park

A demonstration of public/private partnerships creating jobs

The Port of Hood River was incorporated in 1933 to facilitate jobs and economic development in Hood River County. The Port owns and manages the Hood River Interstate Bridge, Ken Jernstedt Airfield, numerous recreation sites, and significant industrial properties. Since 2007 the Port has taken major

steps to reboot a business park on the Hood River Waterfront. With a focus on local businesses, attracting private investment and collaboration with public and private partners, the Waterfront is witnessing a significant transformation in spite of the lingering recession. Key milestones in this transformation are:

PUBLIC ACTIONS:

- 2007 Waterfront Development Strategy, to promote new business investment and preserve compatibility with active recreation areas to the north.
- 2008 Design Guidelines for sites and buildings to promote compatibility with recreation uses, and a community vision for quality, sustainable development.
- 2009, Waterfront Marketing Plan focused on three compatible industry clusters: technology, food processing, and outdoor recreation. A top priority of the plan was to preserve and support local businesses.
- 2009 State and Federal grants (ODOT IOF, \$250,000 & EDA, \$500,000) to provide infrastructure for industrial development.
- 2008 Waterfront Urban Renewal District to carry out key capital improvement projects including Wastewater Treatment Plant upgrade, construction of Anchor Way, and improvements to Portway Avenue.
- 2010 construction of the Halyard Building complete — a LEED Silver development and the first new building on the waterfront in 25 years.

PRIVATE INVESTMENT:

- New 30,000 s.f. plant for *Hood River Juice Co.* on 6.5 acres of land. (Complete early 2011).
- Renovated 35,000 s.f. production building for *Hood Technology* seeking LEED Gold certification on Lot 8. (Complete mid-2011).
- New 33,000 s.f. corporate offices and food processing plant for *Turtle Island Foods* seeking LEED Platinum certification on Lot 7. (Under Construction.)
- New 40,000 s.f. corporate offices for *Hood Technology* seeking LEED Gold certification on Lot 2. (Under Construction.)
- New 20,000 s.f. offices for *Interfluve, Inc.* with retail on Lot 3. (In Design.)
- Tenant Improvements in the Port-owned Jensen Building, fully occupied by four local companies (*RBS Batten Systems, Northwave Sails, Turtle Island Foods, and ServPro*).

To date, all projects involve growing local companies, and are consistent with the Port's goal of supporting community values that embrace recreation, transportation, industry and job growth.





Hood River Waterfront Development Summary

COMPLETED PROJECTS	DATE	SIZE	INVESTMENT	JOBS	TENANTS
1 – Anchor Way/Portway Avenue	2009		\$750,000		
2 – Halyard Building	2010	20,000 sf	\$2,650,000	10	Real Carbon
3 – UTS Building	2011	35,000 sf	\$2,040,000	30	Hood Technology
4 – Treatment Plant Upgrade	2011		\$591,245		
5 – Jensen Building	2010	55,000 sf	\$2,870,000	40	Turtle Island Foods, RBS Batten Systems, Servpro, Northwave
6 – Hood River Juice Company	2011	30,000 sf	\$2,000,000	108	Hood River Juice Co.
Riverside Drive Improvement	2011		\$134,000		
TOTAL DEVELOPMENT:		142,050 sf			
TOTAL INVESTMENT:			\$11,035,245		
TOTAL JOBS:				188	
UNDER DEVELOPMENT	DATE	SIZE	INVESTMENT	JOBS	TENANTS
7 – Hood Technology	2011	40,000 sf	\$4,410,000	20	Hood Technology
8 – Turtle Island Foods	2011	33,000 sf	\$10,000,000	30	Turtle Island Foods
TOTAL DEVELOPMENT:		73,000 sf			
TOTAL INVESTMENT:			\$14,410,000		
TOTAL JOBS:				50	
POTENTIAL DEVELOPMENT	DATE	SIZE	INVESTMENT	JOBS	TENANTS
9 – Commercial Building	2011	20,000 sf	\$2,000,000	20	Under Negotiation
10 – DaKine Hawaii	2011	27,000 sf	\$4,000,000	75	DaKine Hawaii
11 – Warehouse	2011	15,000 sf	\$1,500,000	5	Under Negotiation
12 – Hood River Distillers Expansion	2012	10,000 sf	\$5,500,000	7	Hood River Distillers
TOTAL DEVELOPMENT:		63,400 sf			
TOTAL INVESTMENT:			\$13,000,000		
TOTAL JOBS:				107	

TOTAL DEVELOPMENT: 284,000 sf
TOTAL INVESTMENT: \$38,445,245
TOTAL JOBS: 345

