



Transportation Project Sponsors

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

Organization Name:	City of Sandy		
Contact Person Name:	Julie Stephens	Title:	Transit Manager
Street Address:	16610 Champion Way	Phone:	503 489 0925
City, State Zip:	Sandy, OR 97055		
E-mail:	jstephens@cityofsandy.com		

2. Co-Sponsor(s)

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

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Sandy Transit Operations Center Phase II Bus Barns (City of Sandy)

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

	Project Funds	% of Project Costs
Total Costs	\$570,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$570,000	100%
Matching Funds	\$60,000	10.53%
Requested Funds	\$510,000	89.47%

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

The Sandy Transit system, operated by the City of Sandy since 2000, is the critical eastern component of the regional transit system, connecting the rural communities of Sandy to Eagle Creek, Estacada and Oregon City to the south; Gresham and Portland to the west. Clackamas County operates the Mountain Express route to the Villages of Mt. Hood to the east from this facility in coordination with Sandy Transit routes.

In 2007, the City of Sandy began construction of a Transit Operation Center facility. Because available funding for the construction was limited, the project was phased. The first phase (the administrative facility and the largest of three bus barns) was completed in 2008. This application requests funding to complete the construction of the two final bus barns.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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.

STIP # 14633 Sandy Transit Operations Facility Phase I completed in 2008.

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 project completes the transit operations facility and supports the Sandy Transit system which has had many STIP projects.

8. Project Problem Statement–REQUIRED

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

While not a "glamorous project", the final phase of the Sandy Transit Operation Center Bus Barns will provide bus storage space to protect and maintain its existing fleet of 11 vehicles along with two Clackamas Co. Mountain Express vehicles, which are housed at the Sandy facility. Clackamas Co. has proposed to expand public transit to the Mt. Hood recreational area and the community of Government Camp. The additional vehicles will bring the total vehicle fleet to 16; currently there is covered parking for six, this project will increase the storage capacity to 18 vehicles. Capital expenditures of this size are extremely difficult for small rural agencies to fund locally. The federal program (5339) is under-funded for this size of capital outlay.

9. Transportation Project Location–REQUIRED

City: <input type="text" value="Sandy"/>	County: <input type="text" value="Clackamas"/>
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)

16610 Champion Way, Sandy, OR 97055

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)

In 2007, the City of Sandy began construction of a Public Works/Transit Operation Center facility. Because of available funding, the construction of the project was phased. The first phase (the administrative facility and the largest of three bus barns) was completed in 2008. This application requests funding to complete the construction of the two final bus barns.

Though this project was conceived and implemented prior to the "Practical Design" program, it was developed with similar principles. Several plans, studies and projects, including the TMP, the Sandy Main Street Project, and the downtown urban renewal district - have indicated the importance of transit for long-term livability, mobility and regional access in the City of Sandy. The final phase of the Sandy Transit Operation Center Bus Barns will provide the City with the necessary space to adequately maintain its existing fleet of 11 transit vehicles as well as two Clackamas County Mountain Express vehicles, which are housed and maintained at the Sandy facility.

The master plan and environmental work for the facility were completed in 2007. The project will include a minimal amount to refresh the scope of work and develop the RFB, then for construction of the bus barns, which will complete the facility.

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 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
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
2016	Bid Let Date
2016	Construction Contract Award
2017	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
June 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 Sandy Transit Master Plan (component of Sandy TSP Update) adopted September 9, 2009 (pg 5-1) and the Tri-County Coordinated Human Transportation Plan Updated 2012 (pg 2-7) both identify the general public transit service as an essential connection in the eastern portion of the regional transit network.

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.

Transit is one of the least-cost modes of adding capacity to existing infrastructure because it consolidates trips into one higher occupant vehicle (HOV). The completion of this transit facility will improve the operational capacity of the existing transportation infrastructure by providing secure, covered parking that will maintain the buses in the best condition.

The City of Sandy coordinates closely with Clackamas County, providing the operational base for adjacent transit service routes operated by the County. The shared use of the facility makes it an essential component of the regional multimodal transportation system.

The facility supports an annual ridership of over 275,000, with ridership growing at 5-6% annually, the completion of this facility will accommodate the identified need for another 15-20 years.

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?

This project will provide the necessary system support for the public transit option in the eastern portion of the tri-county region. This facility includes a park & ride making it an intermodal part of the regional multimodal transportation system.

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 transit system is a critical link in the regional transit system, connecting the rural communities of Sandy, Eagle Creek, Estacada and Oregon City to the south; the Mt. Hood Villages to the east; Gresham and Portland to the west. The Sandy Transit system and Clackamas County transit services continue to provide safe, efficient and effective low-cost travel options improving mobility between rural communities and connecting them to the greater Portland metropolitan region.

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 facility will provide needed support for the transit network that provides direct access to work, educational opportunities, services, recreational opportunities and activities within the Portland metropolitan region and beyond. All services are ADA accessible and are equipped with bike racks, providing travel options for all Oregonians.

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 transit system supports economic viability by transporting people to jobs, school, services, and activities. It provides 23 direct transit jobs and many indirect jobs in support services. Over 60% of the Sandy Transit and Mountain Express passengers are dependent on transit for their transportation and more than 50% are accessing work or school. Sandy is the "Gateway to Mt. Hood" and is developing a bicycling tourism to match its skiing and river recreational activities.

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?

Sandy's transit system contributes to resource conservation by significantly reducing the use of single occupant vehicles. The system saves approximately 2.5 million vehicle miles annually and over 93 thousand gallons of fuel. Newer vehicle technology improves mileage and burns fuel more completely, thereby reducing GHG emissions. Moving to cleaner fuel as it becomes economically feasible in rural environments is an identified goal of Sandy Transit.

The facility was designed and constructed with sound environmental practices including passive solar, storm water catchment areas, bus washing station using recycled water, and pervious pavement surfaces for vehicles and pedestrians.

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?

This facility is located in a light industrial area as recommended in the Comprehensive Plan. A park & ride is co-located at the facility for multimodal opportunities and passenger convenience.

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 transit system has significantly improved the livability of Sandy as evidenced by the incredible growth of the city since its inception in 2000 when the population was 5385 to over 9600 currently. Following the City's withdrawal from TriMet in 2000, ridership ballooned with the improved transit service from 12,000 trips per year to an average of over 250,000 annual rides after the first eight years. Per capita ridership rivals that of urban systems because the improved multimodal opportunities are convenient and appealing. The service is a critical link for pedestrians and bicyclists.

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?

One of the transit system's strongest assets is safety. During thirteen years of service, having provided 175,000 hours of service and nearly 2.5 million trips, we have never had a disabling accident. Operating safe, well-maintained vehicles by competent, well-trained professional staff is crucial to the delivery of safe transportation. The completion of this facility will offer greater security and protection for the transit resources needed to provide services to the region.

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 transit system is available to the public at-large, serving discretionary riders as well as many disadvantaged populations including low-income, elderly, minority, and individuals with disabilities. Several delivery modes exist to make transit available equally to all. As stated previously, transit makes transportation available to over 60% of riders who have no other option.

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?

Sandy Transit has healthy fiscal practices with sound operating and maintenance budgets. As stated previously, well-maintained equipment and facilities are a high priority. Financing to complete this facility will maximize prior investments and reduce the need for future expense by protecting transit vehicles.



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	\$10,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$10,000	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$20,000
Utility Relocation		
Construction	\$550,000	
Construction Project Costs Total		\$550,000
Total Eligible Project Cost		\$570,000
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	City of Sandy	\$60,000	11%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$60,000	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:

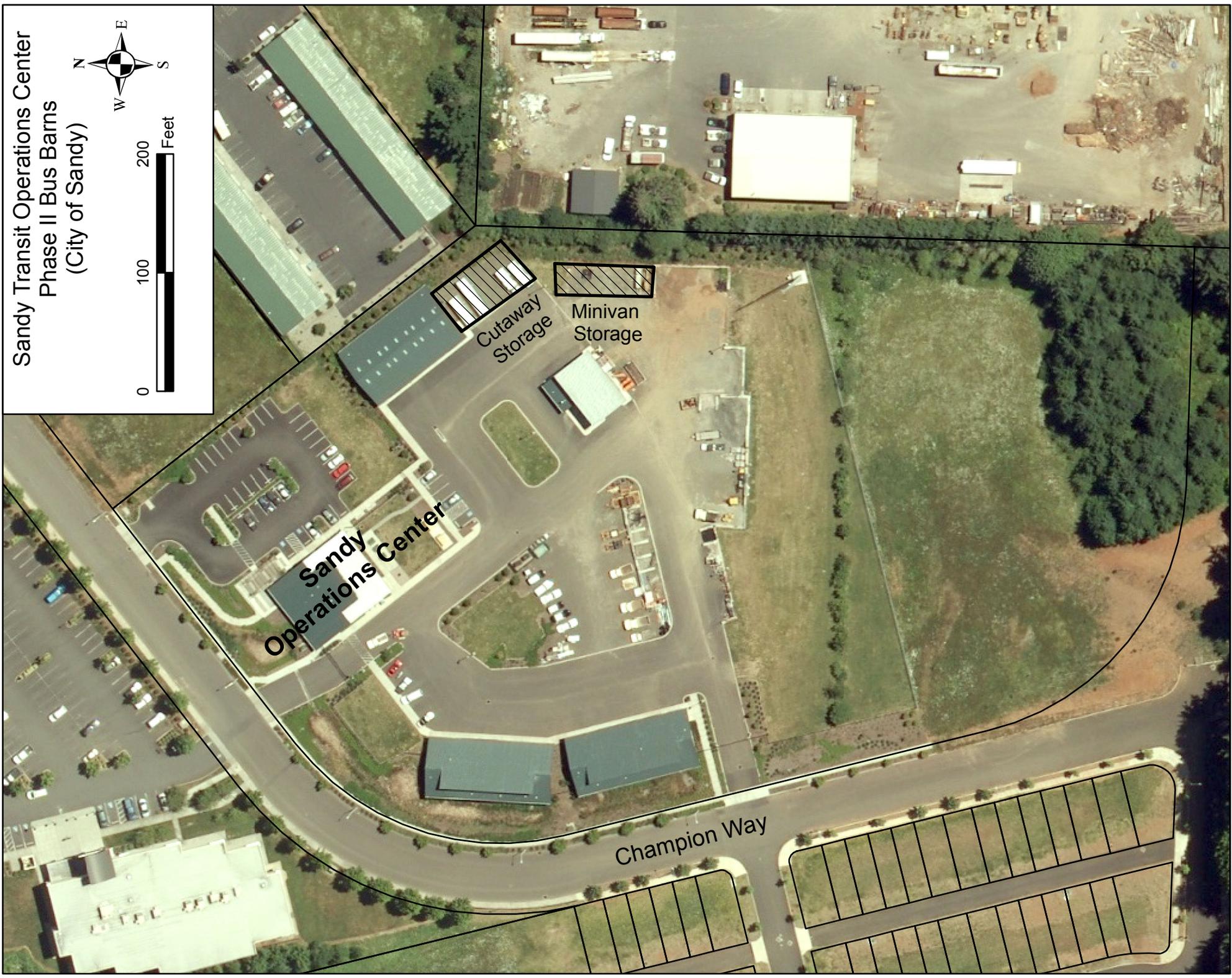
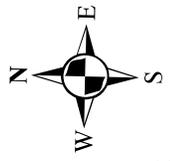
Authorizing Authority Title:

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.

Sandy Transit Operations Center
Phase II Bus Barns
(City of Sandy)

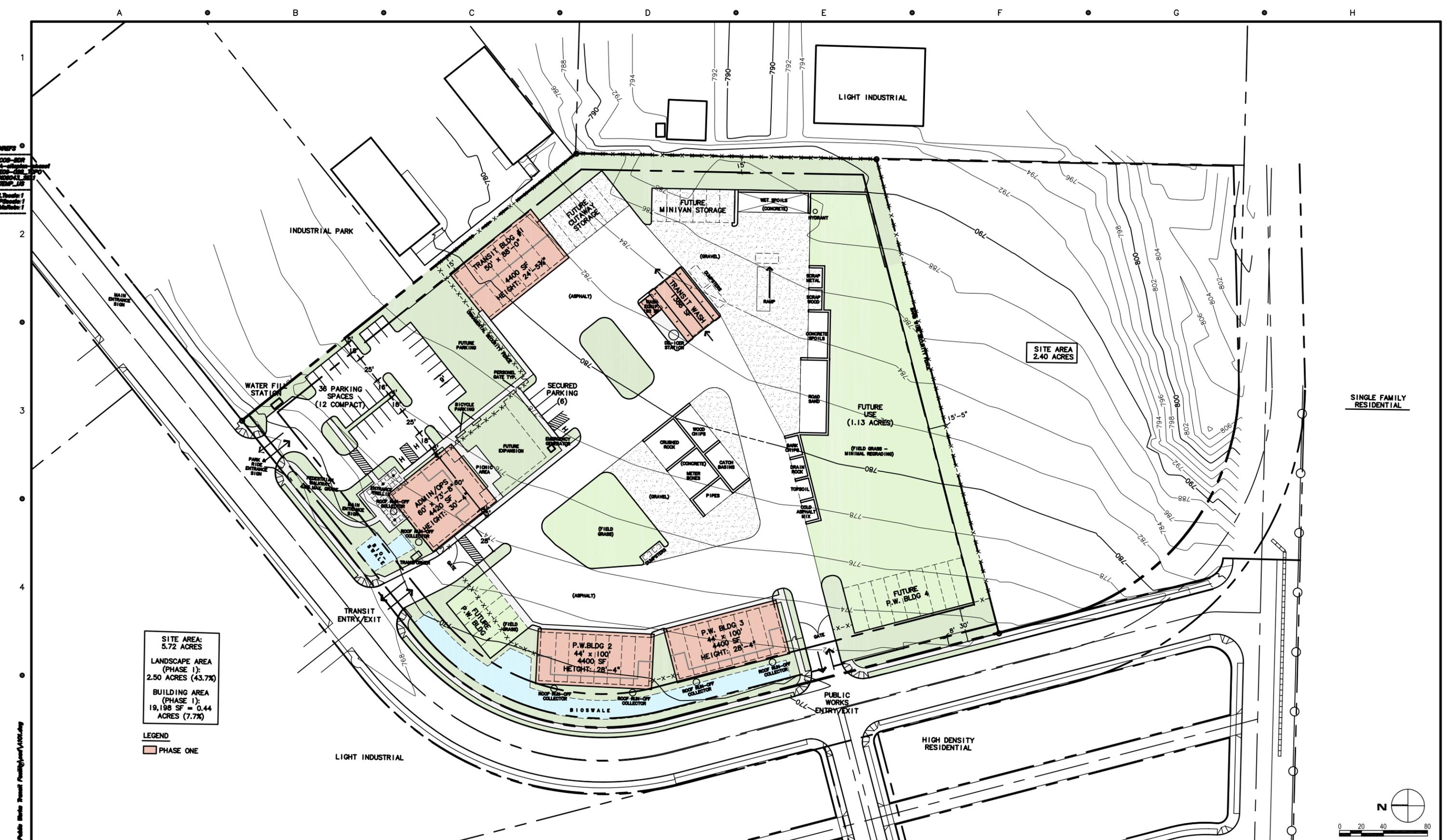


**Sandy
Operations Center**

Cutaway
Storage

Minivan
Storage

Champion Way



JWS/PS
 COO-SDP
 A-SDP
 SDP-CAN
 SDP-INT
 SDP-SPD
 TEMP-JIS
 L. Theodor
 Planner
 1/10/06

Approved: P. [Signature] City of Sandy Public Works Transit Planning/11/06/06

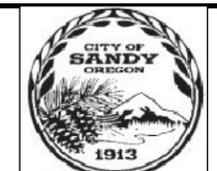
SITE AREA:
 5.72 ACRES
 LANDSCAPE AREA
 (PHASE I):
 2.50 ACRES (43.7%)
 BUILDING AREA
 (PHASE I):
 19,198 SF = 0.44
 ACRES (7.7%)

LEGEND
 PHASE ONE

NO.	DATE	BY	APPD.	REVISIONS	DESIGNED	DATE	DRAWN	DATE	CHECKED	DATE	APPROVED	DATE

waterleaf
 architecture, interiors & planning
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 Phone: 503/228-7571
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 (fax) 503-222-4292



CITY OF SANDY
PUBLIC WORKS AND TRANSIT OPERATIONS FACILITY
 MASTER SITE PLAN
 PHASE ONE - OPTION B