



ConnectOregon V Program Application 2013-2014

To ensure you have current program information, sign up for the *ConnectOregon* electronic mailing list at:
https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic_id=ORDOT_135

- Please read *ConnectOregon V Application Instructions* prior to completing this application.
- The *Application Instructions*, the *Draft Project Agreement*, and *Frequently Asked Questions* are available on the *ConnectOregon V* website: <http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>
- Submission Requirements are detailed in Section 9 of the *Application Instructions*.
- Completed *Application* and *Checklist* are required.
- Answer all questions.

Project Summary and Certification

1. Applicant

ORGANIZATION NAME Oregon Parks and Recreation Department	CONTACT PERSON NAME Julia Hill	
ADDRESS 725 Summer St NE, Ste C	CONTACT PERSON TITLE Landscape Design + Planning Coordinator	
CITY, STATE, ZIP Salem, OR, 97301	PHONE (503) 986-0663	FAX (503) 986-0792
WEBSITE ADDRESS http://egov.oregon.gov/OPRD	E-MAIL (REQUIRED) julia.hill@state.or.us	

2. Project name and location

PROJECT NAME Bike Pods of Oregon	PROJECT LOCATION Statewide	STAFF USE ONLY
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3. Cost summary (These fields will fill automatically as the application is completed.)

a. <i>ConnectOregon V</i> grant amount	\$348000
b. Match amount (20% of grant)	\$87000
c. <i>ConnectOregon V</i> loan amount	\$0
d. <i>ConnectOregon V</i> overmatch amount	\$0
e. <i>ConnectOregon V</i> project total	\$435000

4. Certification

I certify that OPRD supports the proposed project, has the legal authority

APPLICANT ORGANIZATION

to pledge matching funds, and has the legal authority to apply for *ConnectOregon V* funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project. I certify that I have read the *Sample Draft Agreement* and will sign the *Agreement* if selected.

APPLICANT SIGNATURE X	PRINT NAME Roger Roper	DATE 11/25/2013
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Project Description

5. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS)

“Bike Pods of Oregon” encompasses a statewide roll out of 12 Bike Pods and 7 Bike Hubs. “Bike Pods” are strategically located in State Parks throughout the state to serve long distance overnight bicyclists. “Bike Hubs” provide amenities for day use cyclists and are located on public land, primarily in communities, along popular destination cycling routes.

6. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches. Attach additional pages if necessary.

* For projects with any portion in ODOT right-of-way, the right-of-way must be clearly identified and portions of the project in ODOT right-of-way must be identified.

PROJECT DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS)

Travel to and throughout Oregon is an important component of the state's economy. Participation in bicycling plays a significant role in terms of trip motivation, destination choice, and associated travel expenditures.

Recreational bicycle travel accounts for \$400 million of Oregon's annual \$9 billion tourism industry, according to the Oregon Bicycle Travel Survey, released by Travel Oregon earlier this year. Cyclists spent an average of \$94 a day in restaurants and bars, and \$81 a day on motels and other accommodations. Oregon's existing cycling routes currently serve international, national, and local cyclists and Oregon State Park's hiker-biker campers have jumped from 10,221 rentals in 2011 to 11,186 in 2012 (OPRD 2010-2012 survey).

Additional amenities are essential for improving cyclists' experiences on Oregon's roads and trails and to capture the attention of the 43 million Americans who participate in cycling as a form of recreation or travel. A recent series of OPRD hiker-biker surveys (2010-2012) revealed a priority list of improvements identified by visiting cyclists, including: shelter, bike parking, maps, seating, cell phone charging, access to bike repair services, and water.

“Bike Pods of Oregon” provides a critical link to this sustainable sector of Oregon's economy. The deluxe overnight “Bike Pods” will be constructed to serve the long distance touring cyclist, while the day use “Bike Hubs” will be constructed to best serve the needs of the day use cyclist whether for recreation or cycling.

OPRD's Project coordinator will work with each park manager and the City of Mosier to ensure each Pod or Hub is constructed to satisfy the site and user's unique requirements. All Pods and Hubs will feature bike parking, seating, maps and/or interpretive information, and shelter. All hubs will also be equipped with a bike-repair station that will include a bike stand, tools, and an air pump. The Dero brand bike Fixit station has been installed in many parks from Minneapolis to Chicago, and Vancouver, BC and has recently been installed at L.L. 'Stub' Stewart State Park. All reviews assure ease of maintenance and very few vandalism incidents.

The "Bike Pods of Oregon" project will develop 12 Bike Pods and 7 Bike Hubs along Oregon's most popular destination bike routes: the Oregon Coast Bike Route (7 Pods, 1 Hub), the Historic Columbia River Highway (2 Pods, 3 Hubs), the Old West Scenic Bikeway/TransAmerica Trail (2 Pods, 1 Hub), the Willamette Valley Scenic Bikeway (1 Pod), the Sisters to Smith Rock Scenic Bikeway (1 Hub), and the Banks-Vernonia State Trail (1 Hub).

These bikeways represent the “best of the best” bicycle riding in Oregon and North America, if not the world. Every type of rider can find the ride that fits their style and mood- from family friendly to remote and challenging, a casual daytime pedal to an extended tour.

Specific “Bike Hubs” are strategically located within communities to bolster the connections between bike routes and local businesses. By providing amenities in town cyclists are encouraged to stay and explore the local communities. These hubs will allow local communities to welcome bicycle tourists to capitalize on the recreation lands that surround them and benefit economically from cycle tourism.

Many of the targeted locations for Pods and Hubs are within economically depressed counties, hard hit by both recession and the long and difficult transition from resource extraction industries other viable sources of employment. As Governor Kitzhaber states, “Oregon must learn to re-invent its economy,” and cycle tourism is at the forefront of Oregon's possibilities.

In order to remain a competitive player and grow in this area we need to build upon our existing system. By making the bicycle a preferred travel choice through enhancing the experience we improve access to and utilization of our richest state resources, that being our parks, user friendly urban centers and natural areas. In addition to building our economy and improving aesthetics, these enhancements will have an environmental impact as more people use their bicycles as a favored mode of transportation by reducing road congestion and in turn improving air quality.

Please review the attached map for Bike Pod and Hub locations and schematic designs.



7. Project location

STREET ADDRESS OR NEAREST STREET INTERSECTION (Please See Attached Table)		
CITY(IES)	COUNTY(IES)	
GPS COORDINATES	LATITUDE (DEGREES AND DECIMAL)	LONGITUDE (DEGREES AND DECIMAL)
COUNTY TAX PARCEL IDENTIFICATION NUMBER(S)		

8. Project mode (check all that apply): ☐ Air ☐ Marine ☐ Rail ☐ Transit ☒ Bicycle/Pedestrian

9. ConnectOregon region ☒ CO Region 1 ☒ CO Region 2 ☒ CO Region 3 ☒ CO Region 4 ☒ CO Region 5
For more information, refer to the *Application Instructions*. For processing purposes, when projects are located in more than one *ConnectOregon* region, applicant must identify which region will contain the majority of the planned project.

10.

a) Is the applicant responsible for paying state and local taxes, fees, and assessments?

☐ Yes ☐ No ☒ N/A Public Agency

b) Are all taxes and fees current? ☐ Yes ☐ No

If no, explain:

(MAXIMUM 400 CHARACTERS)

☐ Complete Form "Tax Information Authorization" and attach with application.

11. For rail applicants, is the applicant a railroad that operates solely in Benton or Linn County? ☐ Yes ☐ No

☐ Required for a yes answer: Complete Form "Railroad Certification" and attach with application.

12. After project completion who will assume responsibility for the continued maintenance and operation of the project?

RESPONSIBLE PARTY Oregon Parks and Recreation Department and City of Mosier- See Attached Letter

13. What will be the source(s) of funds for the continued maintenance and operation of the project?

SOURCE(S) OPRD Lottery funds and the City of Mosier funds
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14. What is the status of funds for maintenance and operations?

☐ Secured - available now ☒ Budgeted - committed for future ☐ Unknown or unconfirmed

Describe how and when these steps will occur. If unknown or unconfirmed, explain or describe necessary steps for funding assurance:

<p>DESCRIBE</p> <p>OPRD completes biannual budget cycle. The OPRD budget for each State Park Management Unit would address any maintenance needs.</p> <p>The City of Mosier has a special fund for Parks and a Maintenance Person who would be capable of repairing or replacing any of the Hub features or infrastructure. Specific maintenance of the Mosier Hub will be budgeted starting the 2014 fiscal year. The City of Mosier has been planning for the construction of this project for seven years and is prepared to take over maintenance and operations of a Mosier Hub.</p>

15. Is all the property required for the project owned by the applicant? (See also Questions 16-18.)

- ☐ Yes, project real estate is *wholly* owned by the applicant
- ☒ No, project real estate is *partly* owned by the applicant
- ☐ No

If yes, project area is wholly owned, what was the purchase price of the property?

PURCHASE PRICE

If no, project area is partly owned, or if no, include the property owner's information and signature for the non-owned portion:

OWNER NAME Filled in by City of Mosier	PHONE
OWNER ADDRESS	FAX
OWNER CITY, STATE, ZIP	E-MAIL
AUTHORIZED REPRESENTATIVE NAME	AUTHORIZED REPRESENTATIVE PHONE
AUTHORIZED REPRESENTATIVE ADDRESS	AUTHORIZED REPRESENTATIVE FAX
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP	AUTHORIZED REPRESENTATIVE E-MAIL

I certify that _____ is authorized to use the real estate underlying the
 ORGANIZATION NAME

project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project, and that these rules may require a 20-year lease of the site.

PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE X	PRINT NAME	DATE
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☐ Check if additional owners are listed on Page 34 of this application.

16. Will the project property or easements be purchased by the applicant to complete the project? ☐ Yes ☒ No
 If yes, is the property in escrow? ☐ Yes ☒ No

17. Will the project property be leased by the applicant? ☐ Yes ☒ No
 If yes, have the negotiations begun? ☐ Yes ☐ No

18. Provide any additional property details:

ADDITIONAL DETAILS (MAXIMUM 1600 CHARACTERS)

All properties are owned by Oregon Parks and Recreation Department except one. This one municipally owned parcel the City of Mosier has offered to host for a Bike Hub along the Historic Columbia River Highway bike route. Please see attached letter from City of Mosier.

Project Budget and Schedule

19. Identify the source and amount of funds for the project budget, including grants, loans, and matching funds.

SOURCE		AMOUNT	DATE AVAILABLE		STAFF USE ONLY
			CALENDAR YEAR	MONTH	
a. Grant portion		\$435,000.00	2014	09	0.0000
1. Required match (For grants: 20% grant project subtotal)	\$87,000.00		2014	09	0.0000
2. <i>ConnectOregon V</i> grant amount requested	\$348,000.00		2014	09	0.0000
b. <i>ConnectOregon V</i> loan portion requested (no match required)		\$0.00			0.0000
c. <i>ConnectOregon V</i> total (a+b)		\$435,000.00	2014	09	0.0000
d. Additional applicant match (not required)		\$0.00			0.0000
Project total		\$435,000.00			0.0000

20. For grant projects, detail the source and timing of the match shown above.

TYPE OF MATCH	SOURCE OF MATCH FUNDS	AMOUNT	WILL THIS EXPENDITURE BE INCURRED PRIOR TO COMPLETION OF AGREEMENT	DATE AVAILABLE		STAFF USE ONLY
				CALENDAR YEAR	MONTH	
Labor (payroll)	OPRD	\$40,000.00	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2014	09	0.0000
Contracted services			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Materials and supplies		\$31,000.00	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2015	07	0.0000
Capital outlay – land (purchase price)			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Champoeg(2014 Bike Pod Install)	OPRD	\$16,000.00	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Other (describe)			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Other (describe)			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Other (describe)			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Total <i>Total must equal</i> \$87,000.00 <i>19.a.1–Required match + 19.d–Additional applicant match</i>		\$87,000.00				0.0000

21. If the *ConnectOregon V* project is part of a larger project, describe the scope of the entire project. Include the total amounts of public and private investment in the proposed project. Please note which portions of the project are already completed or already funded and which remaining portions are *ConnectOregon V* eligible.

DESCRIBE (MAXIMUM 1200 CHARACTERS)

Not Applicable

22. Is there an urgency to this project? (See *Application Instructions* for examples)

☐ Yes ☒ No

If yes, describe below:

DESCRIBE

23. Is the project construction ready? ☐ Yes ☒ No ☐ N/A

If no, describe the remaining steps and when these steps will occur if *ConnectOregon* funds are received:

DESCRIBE

Conceptual designs have been generated but design development and construction drawings must be completed. Any necessary permits required by each County will also have to be completed. The design process has begun and OPRD will fund the construction of a Bike Pod structure at Champoege State Park the summer of 2014.

If ConnectOregon funds are received the project will be realized on a state wide scale and Bike Pods and Hubs will be installed along many of Oregon's most popular bike routes. The Bidding through Construction process will be enacted in four parts. The first set of installations will occur in North Coast Parks while the second set of installations will occur in the Valleys Region Parks. The third installation will be in Mountain Region Parks and finally the South Coast Park installations will be completed. Please refer to the attached time line spreadsheet. This project will cater to the growing number of cycle tourists of various physical abilities in Oregon and bolster local communities' economies via introducing cycle tourists to their towns.

24. Complete the following tables regarding current and projected milestones for the project. Check to indicate if the project is a construction or a non-construction project.

MILESTONE	<input checked="" type="checkbox"/> CONSTRUCTION PROJECTS	<input type="checkbox"/> OTHER (NON-CONSTRUCTION) PROJECTS – DESCRIBE	HAS THE MILESTONE BEEN MET?	PROJECTED START DATE OF MILESTONE WORK	PROJECTED MILESTONE COMPLETION DATE
1	Scoping and planning		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	10/1/2013	11/25/2013
2	Right-of-way and land acquisition		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	N/A
3	Permits		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	11/24/2013	11/1/2014
4	Final Plans/bidding engineering documents		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/25/14	5/1/15
5	Construction contract award		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	9/1/15	6/1/16
6	Project completion		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	12/1/15	8/1/16

25. Complete the following table regarding pre-construction documentation and permits. (Potential projects are expected to be at varying stages of construction readiness; some of the steps below will not apply, or must be marked "Still required" or "Don't know." See the *ConnectOregon V Application Instructions* for detailed explanations of the terms below.)

ENVIRONMENTAL AND PUBLIC INVOLVEMENT						
STEP	STATUS					
	PERMIT COMPLETED	PERMIT UNDERWAY	PERMIT REQUIRED	NOT APPLICABLE	DON'T KNOW	
a. NEPA Categorical Exclusion (CE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. NEPA Environmental Assessment (EA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
c. Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
d. Air-quality conformity determination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
e. In-water work permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
f. Army Corps of Engineers permit.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
g. Coordination of project approval with any Native American tribe or another state	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
h. Stakeholder involvement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
i. Permits.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
j. Other (describe)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
k. Other (describe)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

PLANNING AND LAND USE					
STEP	STATUS				
	INCLUDED COMPLETE	INCLUDED UNDERWAY	STILL NEEDED	NOT APPLICABLE	DON'T KNOW
l. Identified in adopted transportation system plan (TSP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m. Identified in adopted local comprehensive plan.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n. Identified in adopted regional transportation plan (RTP)...	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o. Identified in Zoning amendment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
p. Goal exception (if required by state planning goals)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
q. Other (describe)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
r. Other (describe)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

List other federal, state, modal, regional, or local plans where this project is listed.

NAME OF PLAN	PROJECT SPECIFIC	ROUTE/SITE SPECIFIC	GENERAL GOAL/POLICY
SCORP, Oregon Scenic Bikeways Plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DESIGN AND SPECIFICATION						
STEP		STATUS				
		ALREADY COMPLETED	INCOMPLETE/ UNDERWAY	STILL REQUIRED	NOT APPLICABLE	DON'T KNOW
s.	Engineering and/or design services contracted.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
t.	30% design and environmental complete.....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
u.	60% design complete	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v.	90% preliminary design complete.....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
w.	Final design complete	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
x.	Plans and specifications	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
y.	Other (describe)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
z.	Other (describe)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

26. Describe how the proposed project is consistent with or identified in a public or corporate planning document. Provide the portion of the document that applies.

LIST PROJECTS (MAXIMUM 1600 CHARACTERS)

The enhancement and addition of cycling amenities within OPRD State Park Hiker/Biker Camps and along Oregon's Scenic Bike Routes is addressed in several plans, listed below and attached:

- Designated Handbook for Oregon Recreation Trails: Oregon Scenic Bikeways: July, 2013: Pg 16-18
- Sisters Country Scenic Bikeways: Sisters to Smith Rock: Marketing and Management Plans: July, 2011: Pg 20
- Tualatin Valley Scenic Bikeway Management Plan: Revised April, 2013: Pg 29, 34, 36
- SCORP: Ensuring Oregon's Outdoor Legacy 2013-2017 Statewide Comprehensive Outdoor Recreation Plan: Pg 25-26

☒ Check if documentation of the approval coordination is attached in *Supplemental Information*.

27. Is the construction of the project limited to specific construction timeframes due to environmental considerations (such as bird-nesting or fish-spawning seasons, or temperature)?

☐ Yes ☒ No ☐ No; however, additional information is included in addenda.

If yes, note the periods when construction is limited:

RESTRICTION DESCRIPTION	START DATE OF RESTRICTION	END DATE OF RESTRICTION

28. Can you demonstrate project support from public agencies that must approve the project?

☐ Yes ☒ Yes, started but not completed ☐ No

LIST APPROVALS (MAXIMUM 1600 CHARACTERS)

As the 30% project design and environmental is not yet complete not all public support has been sought.

Please see attached letter from the City of Mosier demonstrating support for the installation of a Bike Hub on their municipal property. Local land use agencies, including each county, will have to be contacted and appropriate permits obtained.

☒ Check if documentation of the approval coordination is attached in *Supplemental Information*.

29. Describe any unique construction-readiness issues or possible delays not identified above:

DESCRIBE (MAXIMUM 1600 CHARACTERS)

None

30. The project schedule presented above has the following level of risk involved.

High ☐ Medium ☐ Low ☒

a. Describe the reason for your answer regarding level of risk.

(MAXIMUM 300 CHARACTERS)

Conceptual designs have been generated but design development and construction drawings must be completed. Since all planning and design will be completed in house and there is the assumption there will be no problems in the bidding and securing of a contractor there is little concern or risk.

b. Who was responsible for determining the project schedule and what is their level of expertise? (i.e. City or consultant engineer, construction project manager, city staff, etc.)

(MAXIMUM 300 CHARACTERS)

Julia Hill, Landscape Design and Planning Coordinator with OPRD was responsible for determining the project schedule in collaboration with OPRD staff in engineering, trail services, and park managers. She most recently managed the Site Amenities design and construction project for Cottonwood Canyon.

Project Details

31. What is the project's useful life?

YEARS	25
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32. Does the project improve existing or create new critical links for Oregon's transportation system?

☒ Yes ☐ No

IF YES, CHECK ALL THAT APPLY:

The project:

- ☐ creates a new link
☒ improves an existing link

The project improves or creates new transportation links:

- ☐ between multiple modes of transportation (check all that apply)
☐ air ☐ marine ☐ pipeline ☐ passenger rail ☐ freight rail ☐ transit ☐ truck
☐ bus ☒ bicycle ☐ pedestrian ☐ personal automobile
☒ to transportation networks outside Oregon

EXPLAIN (MAXIMUM 400 CHARACTERS).

The Bike Pods and Hubs provide necessary amenities for bicycle tourists along destination cycling routes in Oregon. This affords bikers of varying endurances to stop and refill water bottles, repair frames and tires if necessary, rest sheltered from the elements, benefit from wayfinding information, charge phones, and protect food and valuables in lockers, allowing easy access to local services.

33. How is success measured for this type of project?

THIS ANSWER MUST INCLUDE THE METHODOLOGY FOR CALCULATION. ATTACH ADDITIONAL INFORMATION IN QUESTION #44 AS NECESSARY.
(MAXIMUM 300 CHARACTERS)

Number of Hiker/Biker's utilizing Hiker/Biker camps in Oregon's State Parks as documented by OPRD field staff on a monthly basis (quantitative) and OPRD Biker Survey Results as conducted on a biannual basis (qualitative), including local business surveys. See attached documents for current data.

- a. What is the existing measurement today? 11,186 Hiker/Biker Site Rentals in 2012
b. What is anticipated measurement when the project is fully operational? ~20,000 Hiker/Biker Site Rentals in 2017

34. Does the project improve an existing transportation connection or add a new connection to an industrial or employment center?

☐ Yes ☒ No

IF YES, CHECK ALL THAT APPLY:

The project:

- ☐ Creates a new connection
☐ Improves an existing connection

a. This project improves or creates access to:

<input type="checkbox"/> Industrial center	SPECIFY
<input type="checkbox"/> Employment center	SPECIFY
<input type="checkbox"/> This project provides access to	SITE NAME
which is a site certified as "Project Ready" by the Oregon Business Development Department (OBDD). For more information, refer to the <i>Application Instructions</i> .	

35. Does this project link workers to jobs?

☐ Yes ☒ No

EXPLAIN (MAXIMUM 300 CHARACTERS)

a. Which mode(s) are linked for workers:

MODE LINKS (CHECK ALL THAT APPLY)

☐ Fixed-route bus

☐ Light rail

☐ Air services

☐ Demand-responsive bus

☐ Passenger rail

☐ Ferry

☐ Bicycle/Pedestrian

☐ Commuter rail

☐ Water taxi

☐ Other

DESCRIBE (MAXIMUM 75 CHARACTERS)

b. Estimated use by new workers:

ESTIMATED NUMBER OF NEW WORKERS PER DAY EXPECTED TO USE THE PASSENGER SERVICE WHEN OPENED

EXPLAIN BASIS FOR ESTIMATE (MAXIMUM 300 CHARACTERS)

c. Describe the demographics or other relevant characteristics of the residential areas that gain new or improved access to jobs as a result of this project.

DESCRIBE

d. Geographic service level:

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)

☐ Rural

☐ Intra-city (within a town or city)

☐ Intercity (between towns or cities)

☐ Interstate (between states)

☐ International

36. Does this project link populations to medical care, social services, or shopping?

☒ Yes ☐ No

EXPLAIN (MAXIMUM 300 CHARACTERS)

Bike Pods support bike tourism, directly stimulating local economies. 4 of the 7 Bike Hubs are located within Oregon community's centers, which encourages cyclists to park their bikes, lock up their valuables, and spend time in town shopping, dining, and using local services.

a. Mode links for medical care, social services, shopping:

MODE LINKS (CHECK ALL THAT APPLY)

☐ Fixed-route bus

☐ Demand-responsive bus

☒ Bicycle/Pedestrian

☐ Other

☐ Light rail

☐ Passenger rail

☐ Commuter rail

☐ Air services

☐ Ferry

☐ Water taxi

DESCRIBE (MAXIMUM 75 CHARACTERS)

b. Estimated use by new users:

ESTIMATED NUMBER OF NEW USERS PER DAY EXPECTED TO USE THE SERVICE WHEN OPENED

Estimated 5 new visitors a day to hiker-biker camps and new facilities.

EXPLAIN BASIS FOR ESTIMATE (MAXIMUM 300 CHARACTERS)

Basis gained using OPRD data for hiker-biker renters and OPRD data for visitors to the Historic Columbia River Highway.

c. Describe the demographics or other relevant characteristics of the residential areas that gain new or improved access to jobs as a result of this project.

DESCRIBE

In a difficult economic climate maintaining profitable small businesses is increasingly difficult. Providing cyclists a space to pull off the trail, safely store valuables, and take advantage of each community's unique amenities boosts local business profits. John Day, Buxton, Depoe Bay, and Mosier businesses will each have a Bike Hub affording cyclists the opportunity to rest, shop, and socialize. Of the 11 the pods and hubs are located in 6 of them are distressed including: Coos, Curry, Deschutes, Grant, Lane, and Lincoln. Seven counties receiving a Pod or Hub have unemployment numbers above the state average. Of those, four Counties have unemployment numbers more than two points above the state average.

d. Geographic service level:

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)

☒ Rural

☒ Intra-city (within a town or city)

☒ Interstate (between states)

☒ Intercity (between towns or cities)

☐ International

37. This project will improve system efficiency and/or utilization by:

- ☐ increasing system capacity
- ☐ relieving a bottleneck or congestion point
- ☐ completing one or more gaps in Oregon's transportation system
- ☐ removing an existing barrier
- ☐ reducing traffic or use conflicts
- ☐ improving geometrics
- ☒ implementing technology
- ☒ Other (describe below)

EXPLAIN (MAXIMUM 1250 CHARACTERS) INCLUDE IN YOUR ANSWER AND ATTACH DOCUMENTATION SUPPORTING YOUR ANSWER. CITE IN QUESTION #44

The Bike Pods and Hubs along Oregon's Scenic Bikeways will redefine the cycling experience, affording cyclists the necessary amenities for day use and overnight ventures. The Bike Pods and Hubs will include solar power charging stations for cell phones, water bottle filling stations, lockers for food and valuables, and a comfortable place to rest out of the elements. This allows cyclists the flexibility to lighten their loads by providing destinations along their routes to stop and reboot. By integrating these amenities along these popular cycling routes Oregon will continue to strengthen its reputation as a world class cycling destination and invite new visitors to tour some of its most popular bike routes.

38. Does the project serve one or more of Oregon's Statewide Business Clusters? For more information, refer to the *Application Instructions*.

STATEWIDE BUSINESS CLUSTERS (CHECK ALL THAT APPLY)

- | | |
|--|--|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Forestry and Wood Products |
| <input checked="" type="checkbox"/> Athletic & Outdoor Gear and Apparel | <input type="checkbox"/> Green Building and Development |
| <input type="checkbox"/> Aviation | <input type="checkbox"/> Manufacturing |
| <input type="checkbox"/> Bioscience | <input type="checkbox"/> Nursery Products |
| <input checked="" type="checkbox"/> Breweries | |
| <input type="checkbox"/> Creative Industries | <input type="checkbox"/> Semiconductors and Electronics Components |
| <input type="checkbox"/> Defense | <input type="checkbox"/> Software |
| <input type="checkbox"/> Education Services and Technology | <input checked="" type="checkbox"/> Solar |
| <input checked="" type="checkbox"/> Electric Vehicles and Sustainable Trans. | <input checked="" type="checkbox"/> Tourism and Hospitality |
| <input type="checkbox"/> Energy Efficiency | <input type="checkbox"/> Wave Energy |
| <input type="checkbox"/> Environmental Technology and Services | <input type="checkbox"/> Wind Energy |
| <input type="checkbox"/> Food Processing | |

PROVIDE DETAIL (MAXIMUM 500 CHARACTERS)

The design and installation of Bike Pods and Hubs will integrate innovative technology including solar cell phone charging stations and promote sustainable recreation and transportation methods. A letter of support from Thunder Island Brewing Company demonstrates how eager many local businesses are for the installation of Bike Hubs in their communities as the Travel Oregon recreational tourism study notes cyclists spend an average of \$94 a day in restaurants and bars, and \$81 a day on lodging.

39. Does this project benefit the Oregon economy by generating a net increase in or retention of long-term jobs (beyond short-term construction jobs) and/or increasing private investment in Oregon?

☐ Yes* ☒ No

If yes, please complete the following:

a. Number of long-term (non-construction) jobs created or retained as a direct result of the project.....		
b. Average annual wage of long-term (non-construction) jobs created or retained		
c. List up to five businesses that will verify job creation/retention or new private investment		
BUSINESS NAME	NAME OF CONTACT PERSON	CONTACT PERSON PHONE
1.		
2.		
3.		
4.		
5.		
d. What is the size of the increase or initial investment by these businesses in Oregon as a result of this project?.....		
<p>* <input type="checkbox"/> <i>Required for a yes answer.</i> Commitment letters must be included in <i>Supplemental Information</i> and cited in Question # 44. These letters must be from businesses or organizations stating their intention to operate in Oregon and detailing: the number of jobs created or retained over a specific period of time as a result of this project, and/or the amount of additional private investment that the entity would make in Oregon over a specified period of time as a direct result of this project.</p>		
EXPLAIN (MAXIMUM 400 CHARACTERS)		

40. Consider to what extent does this project generate economic stimulus in the state by supporting short-term construction-related jobs in Oregon?

a. What year were the planning and engineering, land and construction cost estimates done for this project and by whom:

YEAR COST ESTIMATE WAS DONE	BUSINESS NAME	ESTIMATE ELEMENT (IF MORE THAN ONE)
1-2,013	Oregon Parks and Recreation Department	
2.		
3.		
4.		
5.		

b. For which year are the costs estimated? (i.e., the cost estimate was done in 2011 for a project expected to occur in 2014 and so the estimator inflated the costs of the project to 2014 dollars; therefore, the answer would be 2014.)

EXPLAIN (MAXIMUM 400 CHARACTERS)

The cost estimate was completed in 2013 with the majority of construction expected to occur in 2015. The estimator inflated the costs of the project to 2015 dollars; therefore the answer is 2015.

c. The short-run jobs supported by this project are: 4.785
(Calculate the jobs number using Fields 1-5 below. The result in Field 5 below will populate here.)

Field 1. Project costs (planning, engineering, land, construction)	Field 2. Inflation Adjustment factor based on year (see instructions)	Field 3. Project cost multiplied by Inflation Adjustment Factor (Field 1 x Field 2)	Field 4. Result divided by 1,000,000 (Field 3/1,000,000)	Field 5. Result multiplied by the job multiplier of 11.8 (Field 4 x 11.8)
\$435,000.00	0.88	382,800	0.383	4.785

41. What is the unemployment rate in the project area?

Average unemployment rate in the project area for the last 12 months (Refer to the <i>Application Instructions</i>)	8 %	COUNTY/JURISDICTION Oregon
<small>PROVIDE ADDITIONAL DETAILS ON ANY OTHER SPECIAL ECONOMIC CONSIDERATIONS IN THE PROJECT LOCATION</small> The Bike Pods and Hubs are to be located in multiple counties including: Clackamas, Coos, Curry, Deschutes, Grant, Hood River, Lane, Lincoln, Multnomah, Tillamook, and Washington. Of these 11 counties 6 of them are distressed including: Coos, Curry, Deschutes, Grant, Lane, and Lincoln. Seven counties receiving a Pod or Hub have unemployment numbers above the state average. Of those, four Counties have unemployment numbers more than two points above the state average.		

42. Does the project improve safety?

☐ Yes* ☒ No

* ☐ *Required for a yes answer.* Documentation or explanation of the incident(s) or safety situation(s) that have occurred that this project is addressing or documentation of a high risk or of a safety issue or hazard potentially occurring.

EXPLAIN (MAXIMUM 400 CHARACTERS) PLEASE NOTE THE NUMBER AND TYPE OF INCIDENTS (FATAL ACCIDENT, INJURY ACCIDENT, PROPERTY-DAMAGE ACCIDENT, CRIME, OR OTHER) WITHIN A SPECIFIED TIMEFRAME.

However, Bike Pods and Hubs offer a safe place for cyclists to maintain equipment in high service status therefore preventing potential accidents.

Other Considerations and Information

43. Describe any other considerations and information that support why the project should be selected:

DESCRIBE (MAXIMUM 1200 CHARACTERS)

The Bike Pod and Hub project supports Oregon's tourism industry by providing amenities that are attractive to cycle tourists and compliment Oregon's scenic bikeways. They also allow cyclists to maintain equipment, keeping their cycles in top shape to prevent accidents. Recreational Cycling is part of Oregon's growing tourism industry, an opportunity for struggling communities to capitalize on their locations near stunningly beautiful scenery and public lands.

Cost-effective yet full-service, these Bike Pods and Hubs also represent an exciting model of a coordinated system that other rural and urban communities can easily reproduce, providing even more critical and efficient links for bicycle and pedestrian transportation routes. The smallest Hubs could easily fit into any urban landscape, serving and encouraging cycling commuters. Their value is immediately apparent: after an informal announcement of this OPRD Bike Pod project, the project coordinator was bombarded by requests from State Park managers for their own Pods and Hubs.

44. List the supporting materials to be submitted in your paper application packet.

Question #26: Commitment letters:

1. Travel Oregon
2. Wasco County
3. Tillamook County
4. Historic Columbia River Highway Advisory Committee
5. Three Additional Letters: Cycle Oregon, Friends of the Historic Columbia River Highway, Thunder Island Brewing Co.

Question #28: Documentation of coordination and support of public agencies that must approve the project.

1. City of Mosier: Letter of Support
2.
3.
4.
5.

Question #39: Commitment letters from businesses or organizations stating their intention to operate in Oregon and their intentions regarding job creation and private investment plans over a specified period.

1.
2.

3.
4.
5.

Other supporting documents:

1. Question #7: Site Locations
Bike Pods and Hubs of Oregon: Proposed Amenities, Schematic Design Renderings, Map of Proposed Locations, Proposed
2. Project Timeline
Appropriate Pages From: Designated Handbook for Oregon Recreation Trails, Sisters Country and Tualatin Valley Scenic
3. Bikeway Management Plans, and SCORP 2013-2017
4. OPRD 2011-2012 Hiker/Biker Camp Statistics
5. Question #15: City of Mosier Signature

45. Modal Budgets

Fill in appropriate budget. Refer to instructions.

AVIATION

SECTION A: PROJECT BUDGET			
	Total Cost	CO V Share	Grantee Share
1. Administration Expense (detail)			
a.			
b.			
c.			
d.			
2. Preliminary Expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Land development			
6. Demolition and removal			
7. Construction and project improvement			
8. Equipment			
9. Miscellaneous (Define costs)			
a.			
b.			
c.			
d.			
10. Total (Lines 1 through 9)	\$0.00		
11. CO V Share requested of Line 10		\$0.00	
12. Total grantee share			\$0.00
13. Other shares			
14. Total project	\$0.00	\$0.00	\$0.00

SECTION B: DETAIL OF GRANTEE SHARE		
Description (Federal, Municipal, Other)	Expenditure Category	Amount

BICYCLE/PEDESTRIAN

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
PRELIMINARY ENGINEERING (PE)			
<u>Project Administration</u>			
1. ODOT Project Administration for federal projects (TE or TA)			0
2. Applicant Staff Costs - Direct	1	10,000	10,000
			0
<u>Project Development and PE</u>			
1. Surveying & Descriptions	6	1,280	7,680
2. Engineering Design	19	1,000	19,000
3. Archeology Assessments/Permits and Monitoring	19	400	7,600
4. County Meetings/Permitting	11	800	8,800
			0
			0
<u>Environmental Work</u>			
1.			0
2.			0
			0
<u>Coordination and Outreach</u>			
1. On Site Meetings with Project Design and Park Manager/Field Staff	36	300	10,800
2. OPRD Team Meetings	3	450	1,350
			0
		Total PE	65,230

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
RIGHT-OF-WAY (ROW)			
1. Appraisal & Negotiation			0
2. Acquisition (Land / Improvement)			0
3. Relocation & Damages			0
4. Personnel & Legal Cost			0
			0
			0
Total ROW			0
UTILITY & RAILROAD (UR)			
1. Utility Relocation			0
2. Railroad Costs			0
			0
Total UR			0
NON-CONSTRUCTION (OTHER)			
1. Leased Space			0
2. Capital Equipment			0
3. Education & Interpretive	2	300	600
4. Enforcement Activities			0
			0
			0
Total OTHER			600
CONSTRUCTION (CONST)			
<u>Mobilization & Traffic Control</u>			
1. Mobilization (10%)	1	35,720	35,720
2. Traffic Control, TP & DT (10% min)			0

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<u>Erosion & Sediment Control</u>			
1.			0
2.			0
			0
<u>Roadwork (Bikeway or Walkway)</u>			
1. Construction Surveys			0
2. Clearing & Grubbing	11	300	3,300
3. Excavation	19	400	7,600
4. Stabilization			0
5. Mulch or Compacted Gravel	19	600	11,400
			0
<u>Drainage & Sewers</u>			
1. Perforated Drain Pipe, clear crush, fabric and install	12	500	6,000
2.			0
			0
<u>Structures</u>			
1. Buildings			0
Bike Pod Structure: Shelter, Lockers, Solar, Built in counter/ bench	12	20,000	240,000
Bike Hub Structure: Kiosk shelter, Lockers, Solar, Built in bench	7	6,000	42,000
2. Bridges			0
			0
			0
3. Retaining Walls			0
			0
			0

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<u>Traffic Control & Illumination</u>			
1. Signs	19	100	1,900
2. Signals			0
3. Pavement Marking			0
4. Lighting	36	200	7,200
5. Maps	19	200	3,800
			0
<u>Other Costs - Construction</u>			
1. Landscaping	10	200	2,000
2. Fences			0
3. Water Quality Features	11	750	8,250
4. Erosion Control Seeding			0
			0
			0
		Construction Subtotal	369,170
<u>Contingency</u>	20-30% of total construction costs above		
<u>Construction Engineering</u>	15-20% of construction with contingency		
		Total CONST	369,170
		TOTAL COST	435,000

MARINE

			Total Cost
Scoping and Planning			
Engineering and Administration ¹			
Permitting			
Mobilization			
Demolition and Site Preparation ²			
Dredging ²			
Labor (payroll)			
Materials and Supplies ³	Quantity	Unit Price	
➤			\$0.00
➤			\$0.00
➤			\$0.00
➤			\$0.00
➤			\$0.00
➤			\$0.00
Total Materials and Supplies			\$0.00
Equipment			
Capital Outlay – Land ⁴ (purchase price)			
Capital Outlay – Buildings ⁴ (appraised value)			
Contingency			
Total Project Budget			\$0.00

¹ Include environmental compliance costs under administration

² If applicable

³ Provide breakdown of major material categories and quantity (by number, linear foot, square foot, etc., as appropriate)

⁴ If part of matching funds

RAILROAD

Project Estimate				
Labor Cost:	# of Units	Unit of Measure	\$/Unit	Total Cost
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
Labor Subtotal				\$0.00

Materials Cost:	# of Units	Unit of Measure	\$/Unit	Total Cost
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00

				\$0.00
Materials Subtotal				\$0.00

Miscellaneous Cost:	# of Units	Unit of Measure	\$/Unit	Total Cost
Engineering/Permits				
Project Management				\$0.00
Property Acquisition				\$0.00
Environmental Mitigation				\$0.00
Earthwork				\$0.00
Utility Relocation				\$0.00
Miscellaneous Subtotal				\$0.00

Total \$0.00

TRANSIT

Project Estimate				
Labor Cost (In House)	Units Description	Number of Units	\$/Unit	Total Cost
Engineering and Professional				0
Final Design				0
Project Management for Design and Construction				0
Construction Administration & Management				0
Professional Liability and other Non-Construction Insurance				0
Legal; Permits; Review Fees by other agencies, cities, etc.				0
Surveys, Testing, Investigation, Inspection				0
Start up				0
Other				0
Contingency				
Labor Subtotal				0
Contracted Services	Units Description	Number of Units	\$/Unit	Total Cost
Preliminary Engineering				0
Final Design				0
Project Management for Design and Construction				0
Construction Administration & Management				0
Professional Liability and other Non-Construction Insurance				0
Legal; Permits; Review Fees by other agencies, cities, etc.				0
Surveys, Testing, Investigation, Inspection				0
Start up				0
Other				0
Contingency				
Contracted Services Subtotal				0

Materials and Supplies (Systems)	Units Description	Number of Units	\$/Unit	Total Cost
Train Control and Signals				\$0.00
Traffic Signals and Crossing Protection				\$0.00
Traction Power Supply: Substations				\$0.00
Traction Power Distribution: Catenary and Third Rail				\$0.00
Communications				\$0.00
Fare Collection System and Equipment				\$0.00
Passenger Information				\$0.00
Central Control				\$0.00
Other				\$0.00
Materials and Supplies Subtotal				\$0.00
Capital Outlay - Land	Units Description	Number of Units	\$/Unit	Total Cost
Purchase or Lease of Real Estate				\$0.00
Relocation of Existing Households and Businesses				\$0.00
Other				\$0.00
Contingency				
Land Subtotal				\$0.00
Capital Outlay - Buildings (Guideway, Track, Stations, Stops, Terminals, Yards, Shops, Admin., Sitework)	Units Description	Number of Units	\$/Unit	Total Cost
Guideway: At-grade exclusive right-of-way				\$0.00
Guideway: At-grade semi-exclusive (allows cross-traffic)				\$0.00
Guideway: At-grade in mixed traffic				\$0.00
Guideway: Aerial structure				\$0.00
Guideway: Built-up fill				\$0.00
Guideway: Underground cut & cover				\$0.00
Guideway: Underground tunnel				\$0.00
Guideway: Retained cut or fill				\$0.00

Track: Direct fixation				\$0.00
Track: Embedded				\$0.00
Track: Ballasted				\$0.00
Track: Special (switches, turnouts)				\$0.00
Track: Vibration and noise dampening				\$0.00
At-grade station, stop, shelter, mall, terminal, platform				\$0.00
Administration Building: Office, sales, storage, revenue counting				\$0.00
Light Maintenance Facility				\$0.00
Heavy Maintenance Facility				\$0.00
Storage or Maintenance of Way Building				\$0.00
Yard and Yard Track				\$0.00
Aerial station, stop, shelter, mall, terminal, platform				\$0.00
Underground station, stop, shelter, mall, terminal, platform				\$0.00
Other stations, landings, terminals: Intermodal, ferry, trolley, etc.				\$0.00
Joint development				\$0.00
Automobile parking multi-story structure				\$0.00
Elevators, escalators				\$0.00
Demolition, Clearing, Earthwork				\$0.00
Site Utilities, Utility Relocation				\$0.00
Haz. mat'l, contam'd soil removal/mitigation, ground water treatments				\$0.00
Environmental mitigation, e.g. wetlands, historic/archeologic, parks				\$0.00
Site structures including retaining walls, sound walls				\$0.00
Pedestrian / bike access and accommodation, landscaping				\$0.00
Automobile, bus, van accessways including roads, parking lots				\$0.00
Temporary Facilities and other indirect costs during construction				\$0.00
Contingency				

Buildings Subtotal				\$0.00
Capital Outlay - Equipment	Units Description	Number of Units	\$/Unit	Total Cost
Light Rail				\$0.00
Heavy Rail				\$0.00
Commuter Rail				\$0.00
Light Rail				\$0.00
Heavy Rail				\$0.00
Commuter Rail				\$0.00
Light Rail				\$0.00
Contingency				
Equipment Subtotal				\$0.00
Total				\$0.00

Addenda

Attach additional text here as necessary, identifying the question number. Please note: Only additional text contained on this page will be considered as part of this application. Additional pages will not be considered.

MAXIMUM 4500 CHARACTERS

Additional property owners/lessors

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE X	PRINT NAME		DATE

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE X	PRINT NAME		DATE

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE X	PRINT NAME		DATE

See Application Instructions for submittal requirements.

ConnectOregon V Application Checklist

Project Name: _____

Project Location: _____

Applicant: _____

Applicant Representative: _____

Reviewer Name: _____

Reviewer Phone: _____

All applicable answers must be completed by the applicant. Applications that do not contain answers for all applicable questions will be deemed incomplete and will not be forwarded to Modal or Regional Review Committees for consideration.

This Application Checklist has been incorporated into the application to assist applicants with completeness. Carefully review your application utilizing the following checklist for completeness prior to submission to ODOT. The completed checklist must be submitted as part of each application.

Completeness:

Project Summary and Certification

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1 – Contact Information
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2 – Name and location
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3 – Cost Summary (completed automatically)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4 – Signature and match to name from contact person listed in Item 1

Project Description

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5 – Project summary
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6 – Project purpose and description completed (<input type="checkbox"/> Maps included)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 – Detailed Location
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8 – Mode
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9 – Region
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	10 – Taxes – (“Tax Information” Form required) To be verified by <i>ConnectOregon</i>
staff			
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	11 – Rail applicant requirements (“Rail Agreement” Form required)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	12 – Responsible party
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	13 – Source of operational funds
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	14 – Funding for operation secured or budgeted (<input checked="" type="checkbox"/> description with No answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	15 – Real estate (<input checked="" type="checkbox"/> Signature contact information for No answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	16 – Property purchase (<input type="checkbox"/> Escrow answered for Yes answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	17 – Property leased
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	18 – Property Details

Project Budget and Schedule

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	19 – Source and amount of funds (<input checked="" type="checkbox"/> 19a complete, <input checked="" type="checkbox"/> 19b complete, <input checked="" type="checkbox"/> 19c complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	20 – Source and timing of match (<input checked="" type="checkbox"/> Source, <input checked="" type="checkbox"/> Amount, <input checked="" type="checkbox"/> Year and month)

21 – Description of larger project context (☐ Commitment letters checked)
22 – Urgency
23 – Construction readiness
24 – Milestone budgets
25 – Documentation and permits tables – ALL boxes must be checked
26 – Project in public or corporate planning document
27 – Other construction timeframe consideration
28 – Support of public agencies
(☒ Additional information provided for Yes answer)
29 – Other construction readiness text box (optional)
30 – Certainty of Schedule (☒ 30 complete, ☒ 36 complete)

Question #

31 – Project useful life

32 – Improves/creates critical link (☒ Additional checked for Yes answer)

33 – Measure of success (☒ 33a complete, ☒ 33b complete)

34 – Connection to industrial/employment center (☐ Additional checked for Yes answer) (☐ 34a complete)

35 – Link workers to jobs (☒ 35a complete, ☒ 35b complete, ☒ 35c complete, ☒ 35d complete)

36 – Link to medical, social services, shopping (☒ 36a complete, ☒ 36b complete, ☒ 36c complete, ☒ 36d complete)

37 – All applicable checked (☒ Explanation provided)

38 – Business Clusters (☒ Details provided)

39 – Job increase/retention (☐ 39a complete, ☐ 39b complete, ☐ 39c complete, ☐ 39d complete)(☐ Commitment letters box checked) (☐ Explanation provided)

40 – Short-term construction related jobs (☒ 40a complete, ☒ 40b complete, ☒ 40c complete)

41 – Unemployment rate (☒ Details provided)

42 – Improve safety (☒ Documentation or explanation provided)

Question #

43 – Other Considerations Text box

44 – Support materials

 Question #26 – Commitment letters

 Question #28 – Public agency coordination

 Question #39 – Commitment letters from businesses and organizations

 Other Supporting documentation

45 – Modal Budget (complete appropriate budget for primary mode selected)

Question #
Additional text (optional)
Additional signature page – (☒ Signatures match names)

STAFF NOTES:



ConnectOregon V Program Application 2013-2014

To ensure you have current program information, sign up for the *ConnectOregon* electronic mailing list at:
https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic_id=ORDOT_135

- Please read *ConnectOregon V Application Instructions* prior to completing this application.
- The *Application Instructions*, the *Draft Project Agreement*, and *Frequently Asked Questions* are available on the *ConnectOregon V* website: <http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>
- Submission Requirements are detailed in Section 9 of the *Application Instructions*.
- Completed *Application* and *Checklist* are required.
- Answer all questions.

Project Summary and Certification

1. Applicant

ORGANIZATION NAME Oregon Parks and Recreation Department	CONTACT PERSON NAME Julia Hill	
ADDRESS 725 Summer St NE, Ste C	CONTACT PERSON TITLE Landscape Design + Planning Coordinator	
CITY, STATE, ZIP Salem, OR, 97301	PHONE (503) 986-0663	FAX (503) 986-0792
WEBSITE ADDRESS http://egov.oregon.gov/OPRD	E-MAIL (REQUIRED) julia.hill@state.or.us	

2. Project name and location

PROJECT NAME Bike Pods of Oregon	PROJECT LOCATION Statewide	STAFF USE ONLY
-------------------------------------	-------------------------------	----------------

3. Cost summary (These fields will fill automatically as the application is completed.)

a. <i>ConnectOregon V</i> grant amount	\$348000
b. Match amount (20% of grant)	\$87000
c. <i>ConnectOregon V</i> loan amount	\$0
d. <i>ConnectOregon V</i> overmatch amount	\$0
e. <i>ConnectOregon V</i> project total	\$435000

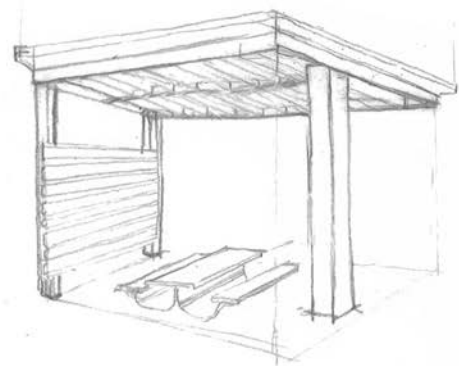
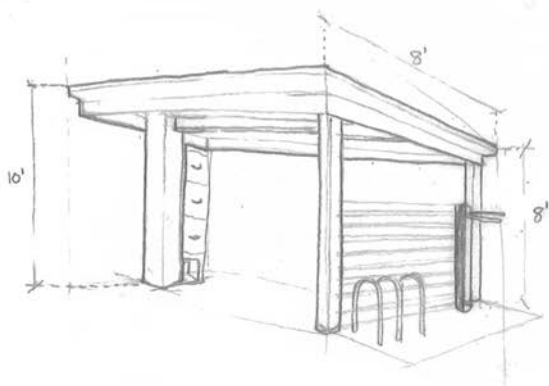
4. Certification

I certify that OPRD supports the proposed project, has the legal authority

APPLICANT ORGANIZATION

to pledge matching funds, and has the legal authority to apply for *ConnectOregon V* funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project. I certify that I have read the *Sample Draft Agreement* and will sign the *Agreement* if selected.

APPLICANT SIGNATURE X	PRINT NAME Roger Roper	DATE 11/25/2013
--------------------------	---------------------------	--------------------



DELUXE OVERNIGHT STATION



BASIC OVERNIGHT STATION

DAY USE STATION



BIKE RACKS



Estimated : \$100/loop

BIKE REPAIR STATION



DERO Brand : \$942

FOOD STORAGE AREA



Estimated : \$1000/OCE

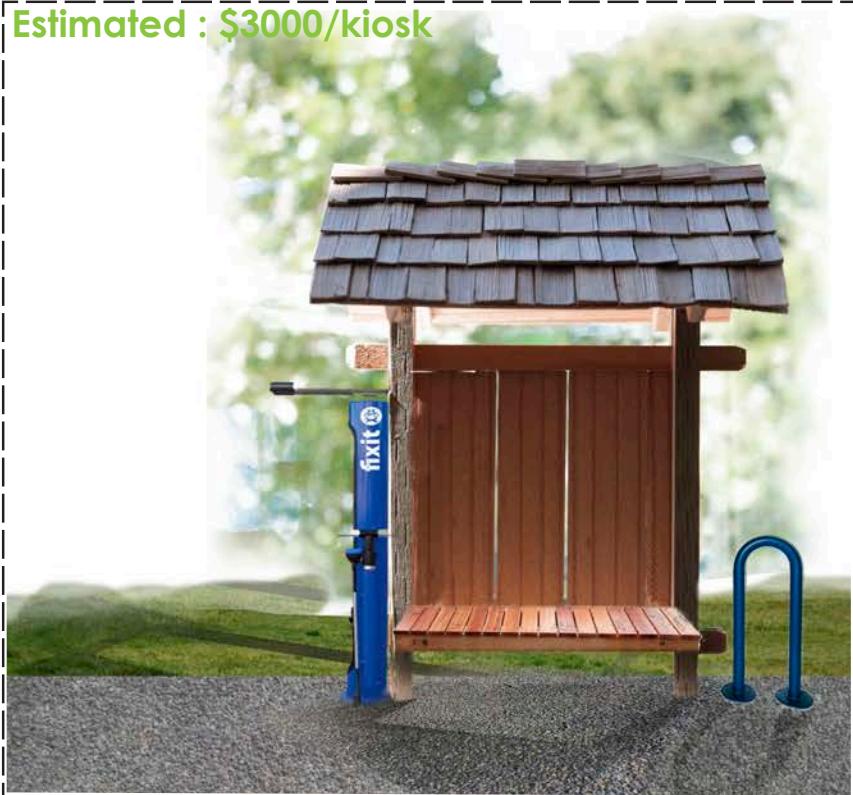
DRINKING WATER



\$250 Installed

SHELTER/REST STOP

Estimated : \$3000/kiosk



CELL CHARGING STATION

Estimated : \$700/solar panel kit

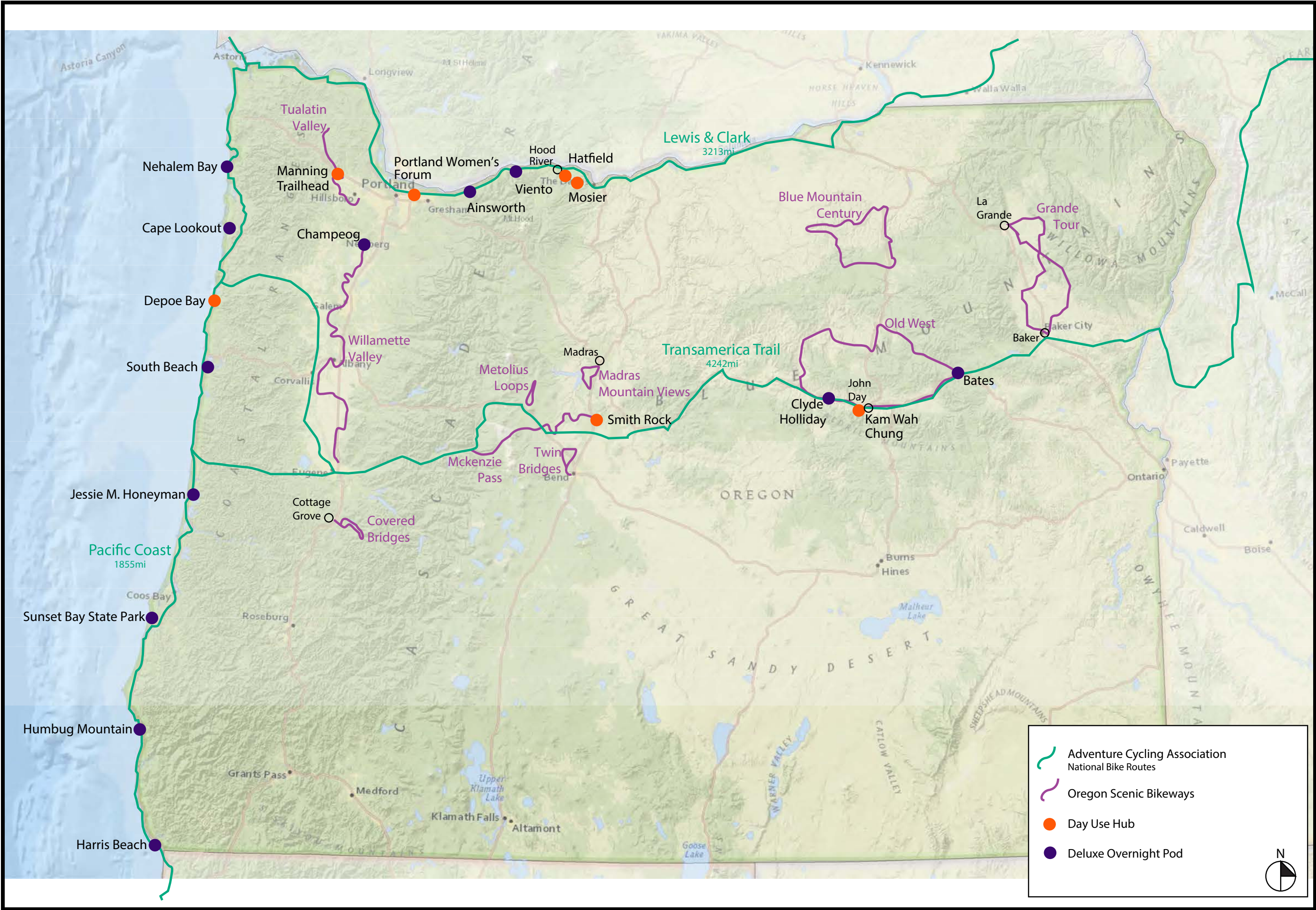


Nature
HISTORY
Discovery



Bike Pods and Hubs of Oregon
Proposed Amenities

OREGON PARKS AND RECREATION DEPARTMENT



Nature

HISTORY

Discovery

Bike Pods and Hubs of Oregon

Proposed Bike Hub + Pod Locations Along Destination Cycling Routes

OREGON PARKS AND RECREATION DEPARTMENT

ConnectOregon V
Nov. 25th, 2013

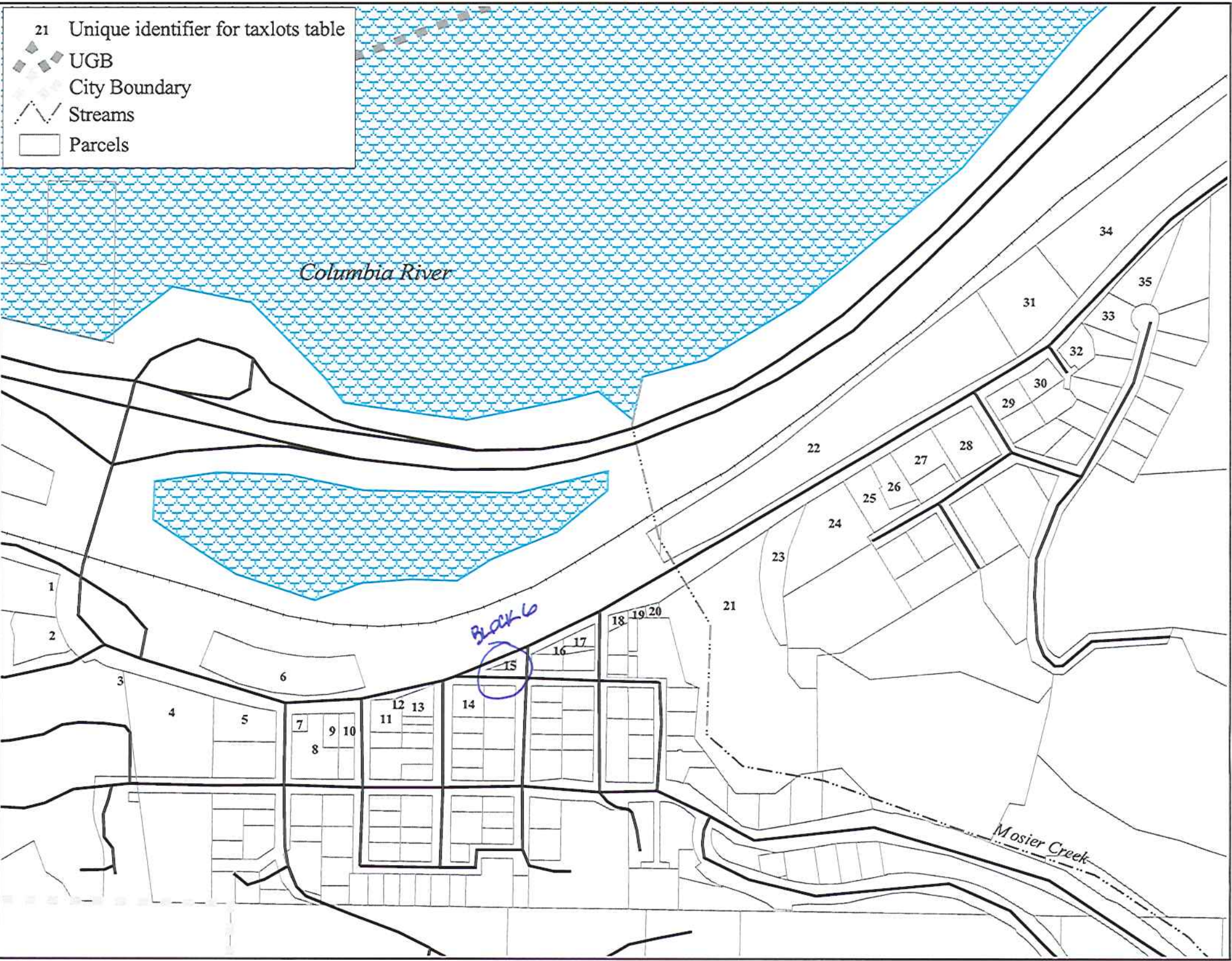
Sheet: 40 of 59

Adventure Cycling Association
National Bike Routes

Oregon Scenic Bikeways

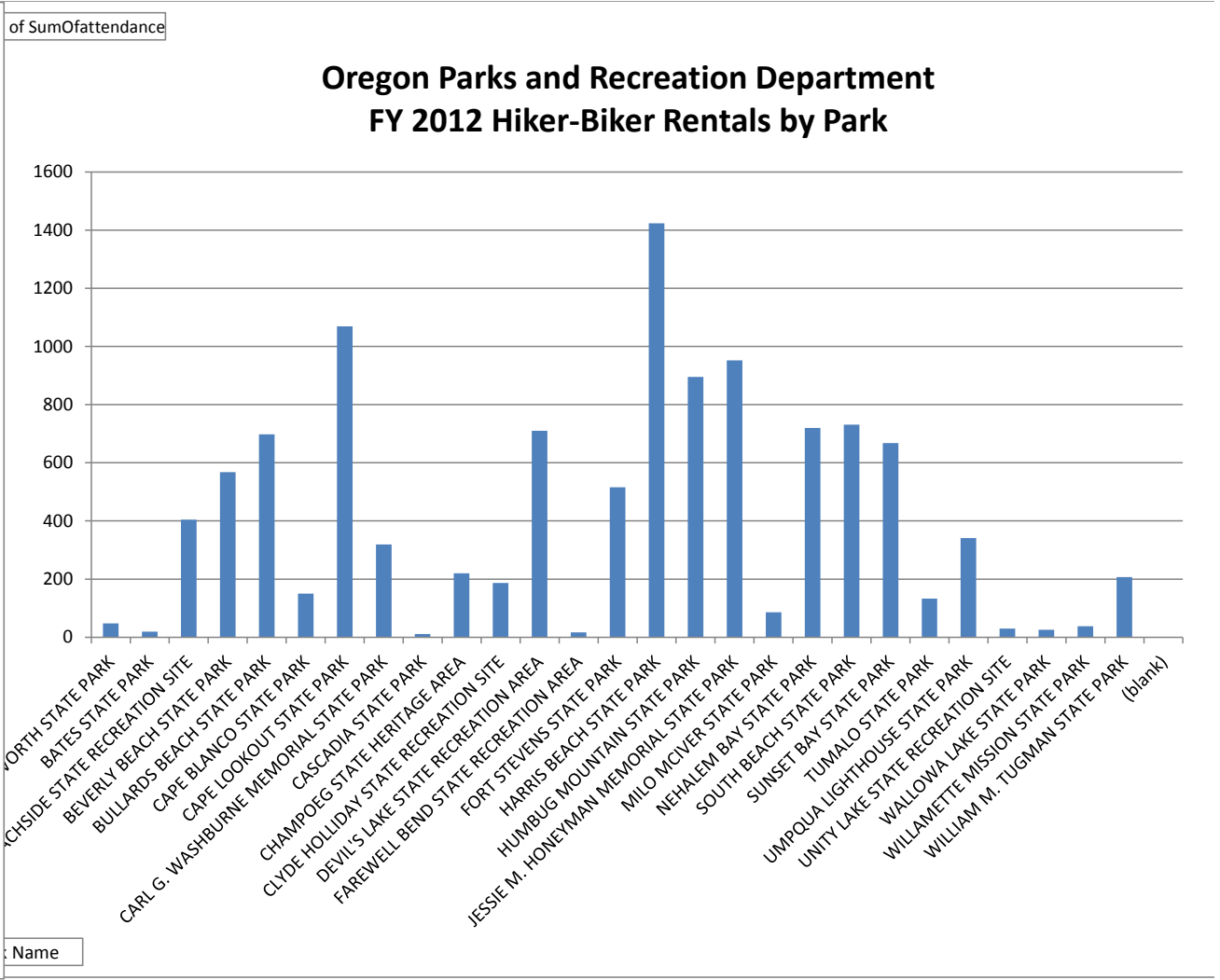
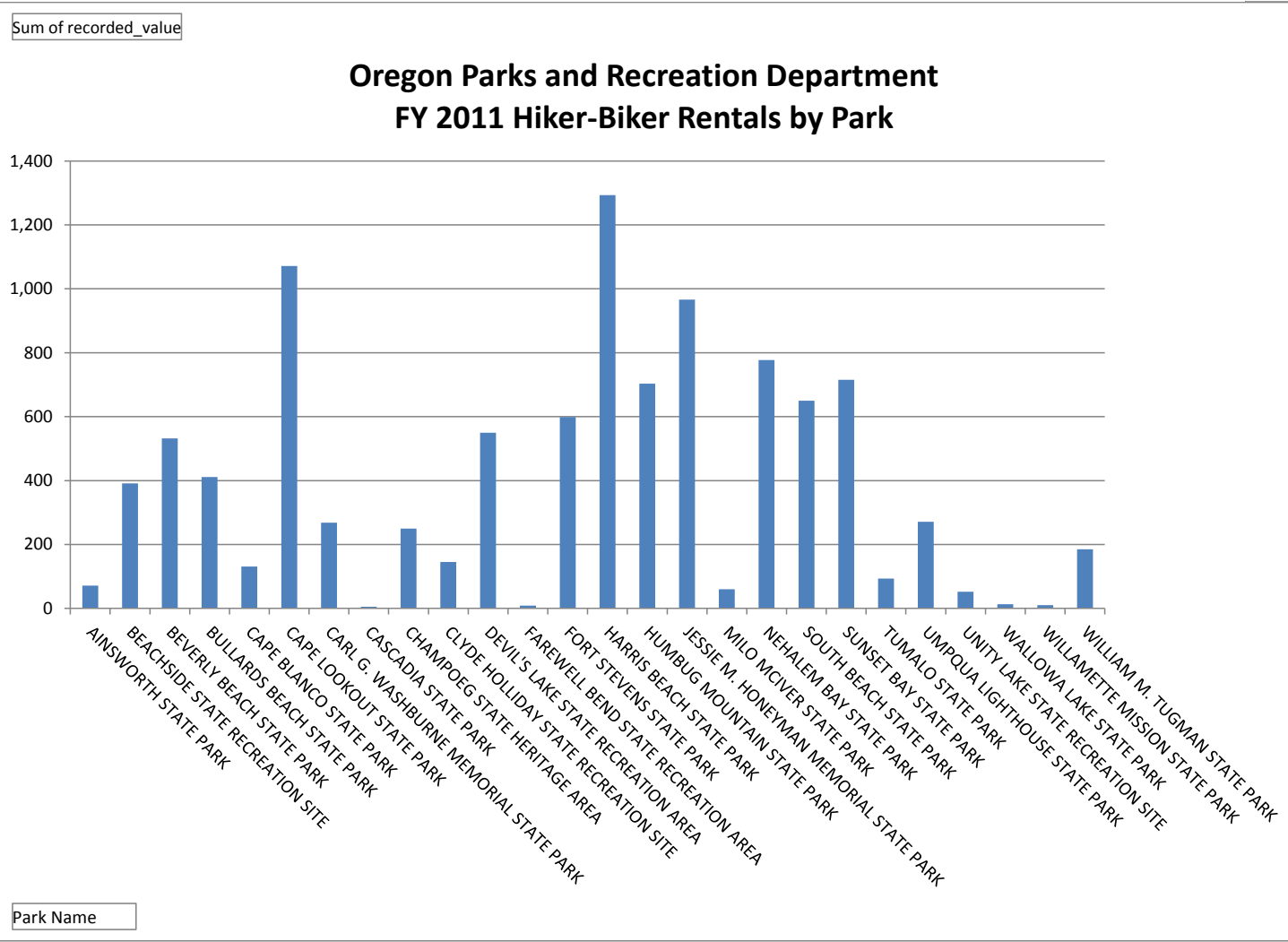
Day Use Hub

Deluxe Overnight Pod



Bike Pods and Hubs of Oregon
Proposed Bike Hub Location: City of Mosier

OREGON PARKS AND RECREATION DEPARTMENT



Nature

HISTORY

Discovery

Bike Pods and Hubs of Oregon

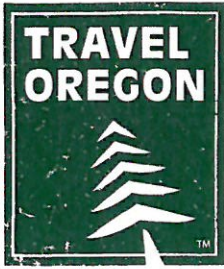
Hiker/Biker Campsite Rental Statistics 2011-2012

Oregon Parks and Recreation Department

ConnectOregon V

Nov. 25th, 2013

Sheet: 42 of 59



Attn: *ConnectOregon V*
Chris Cummings
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, OR 97301-3871

Re: Support for *ConnectOregon V* for OPRD's Bike Pods and Hubs

Dear Mr. Chris Cummings,

Here in Oregon, a bike ride is often more than just a bike ride. It's a chance to spend time with good friends, slow down and pedal at your own pace, and take in the countryside and a good meal. It also is why we have designated our most scenic rides, the best of the very best, as Oregon Scenic Bikeways. As such, Travel Oregon applauds the Oregon Parks and Recreation Department for their commitment to making Oregon a world class cycling destination. Travel Oregon wholeheartedly supports Oregon State Park's *ConnectOregon V* application for a statewide roll out of a comprehensive system of Bike Pods and Hubs. If successful, this project will support the tourism sector as interest in cycling continues to grow throughout our state. According to the Oregon Bicycle Travel Survey released earlier this year, recreational bicycle travel accounts for **\$400 million of Oregon's annual \$9 billion tourism industry**. This figure demonstrates the impact cycling is making on our local economies.

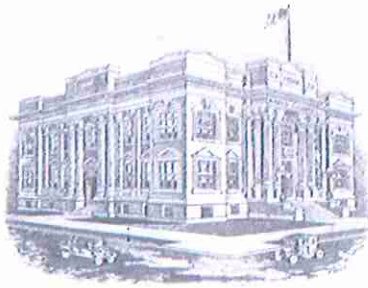
Bicycle travel is an important economic driver for tourism in Oregon. That's why Travel Oregon is committed to promoting the state's bicycling assets and recently rolled out an improved version of RideOregonRide.com, which showcases the state's innovative Scenic Bikeways program, provides new information on mountain biking opportunities and offers an enhanced user experience. This statewide approach proposed by State Parks is not only innovative it is cost effective. This project will set the bar high for Oregon and make our state stand apart from other cycling destinations around the country. We encourage the review committee's support for this project and we look forward to the economic benefits that will result from this ambitious, statewide effort.

Thank you for your time,

Scott West
Chief Strategy Officer

317 SW Alder Street, Suite 200, Portland, OR 97204, Phone: 971-717-6194, fax: 971-717-6215,
www.traveloregon.com

OREGON. WE LOVE DREAMERS.



WASCO COUNTY

Board of County Commissioners

511 Washington Street, Suite 302
The Dalles, Oregon 97058-2237
(541) 506-2520
Fax: (541) 506-2521

Rod Runyon, *Chair of the Board*
Scott Hege, *County Commissioner*
Steve Kramer, *County Commissioner*

Attn: *ConnectOregon V*
Chris Cummings
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, OR 97301-3871

November 20, 2013

Re: Support for *ConnectOregon V* for OPRD's Bike Pods and Hubs

Dear Oregon Bicycle and Pedestrian Advisory Committee,

The Wasco County Board of Commissioners is in support of the Oregon State Park's *ConnectOregon V* application for a statewide system of Bike Pods and Hubs which includes a Hub prototype for the Historic Columbia River Highway sited in downtown Mosier.

With the completion of the Historic Columbia River Highway Twin Tunnels State Trail between Hood River and Mosier, Wasco County has enjoyed a significant increase of bicycle tourism and travel not only on the Historic Columbia River Highway but also on other Wasco County roads. Recreational tourism has made a significant contribution to economic development in our region, bringing in visitors that support our local businesses and creating a quality of life that attracts large employers like Google.

The Wasco County Board of Commissioners supports the development of bike/pedestrian rest areas and wayfinding stations along popular travel routes in Oregon. Development of this nature creates the kind of leverage that rural and small communities can use to revitalize and create interest in their downtown cores. The collective impact of strategically sited bike hubs and pods can have an enormous positive impact on local economies.


We are especially excited about the development of a prototype bike hub in Mosier, which will encourage other communities from Troutdale to The Dalles to develop their own, establishing a critical link of support for the multi-modal travel experience along the Historic Columbia River Highway.

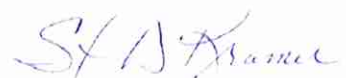
The Wasco County Commission strongly encourages the *ConnectOregon* reviewers to fund this project and establish Oregon as a premiere cycling and travel destination state.

Respectfully,

Wasco County
Board of Commissioners


Rod L. Runyon
Chair


Scott C. Hege
County Commissioner


Steve D. Kramer
County Commissioner

Tillamook County



Land of Cheese, Trees and Ocean Breeze

Mark Labhart
County Commissioner
201 Laurel Avenue
Tillamook, Oregon 97141
Phone 503-842-3403
Fax 503-842-1384
TTY Oregon Relay Service

November 19, 2013

Chris Cummings
ConnectOregon V
ODOT Freight Mobility Unit
555 13th Street NE Suite 2
Salem OR 97301-3871

RE: Support for *ConnectOregon V* for OPRD's Bike Pods and Hubs

Dear Mr. Cummings:

Tillamook County applauds the Oregon Parks and Recreation Department for their commitment to making Oregon a world class cycling destination. Tillamook County wholeheartedly supports Oregon State Park's *ConnectOregon V* application for a statewide roll out of a comprehensive system of Bike Pods and Hubs.

If successful, this project will support the tourism sector as interest in cycling continues to grow throughout our state. According to the Oregon Bicycle Travel Survey released by Travel Oregon earlier this year, **recreational bicycle travel accounts for \$400 million of Oregon's annual \$9 billion tourism industry**. This figure demonstrates the impact cycling is making on our local economies.

Highway 101 is the main route for the Oregon Coast Bike Route, one of the premier cycling touring routes in the world. This cycling route, which travels through Tillamook County, sees thousands of visitors a year, both local and international and is known for its stunning vistas and small coastal towns. The Bike Pods and Hubs will provide cyclists with a unique identifier in State Parks and demonstrate OPRD's commitment to further developing cycling facilities statewide. Tillamook County is no stranger to bicycle tourism and is currently working with OPRD on developing the Salmonberry Trail which will connect the coastal communities with the existing Banks-Vernonia State Trail. The addition of Bike Pods and Hubs helps demonstrate support for the cycling community and further attracts riders to the area.



PO Box 396
515 Portage Rd
Cascade Locks, OR 97014
T. 971-231-4599
www.thunderislandbrewing.com

November 20, 2013

Attn: *ConnectOregon* V
Chris Cummings
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, OR 97301-3871

Re: Support for *ConnectOregon* V for OPRD's Bike Pods and Hubs

Dear Mr. Chris Cummings,

Thunder Island Brewing Company would like to express support for the Oregon Parks and Recreation Department's *ConnectOregon* V application to fund a comprehensive system of Bike Pods and Hubs along the Oregon coast and in the Gorge. This project will support the tourism sector, including local businesses, as interest in long distance and recreational cycling continues to grow throughout our state. Cyclists spend money at local businesses, especially breweries, and we aim to support projects that further support the cycling community and draw additional tourists into small rural towns like Cascade Locks and Mosier.

Thunder Island Brewing is an adventure-based small batch brewery that is handcrafting creative and innovative beers in the Pacific Northwest. We recently opened in the City of Cascade Locks, forty-three miles east of Portland. As a company, we create original beers inspired by a love for outdoor adventures, with a nod to local history and with a respect for all that the scenic Columbia River Gorge has to offer.

Our business has worked with the local community to inspire opportunities to attract cyclists to the area and ensure their experience is positive and inspiring. Cascade Locks, and other cities in the Gorge, are located on a bike route based on the Lewis and Clark Trail. This nationwide bike route is organized by the non-profit Adventure Cycling and draws thousands of adventurous cyclists to travel in the same areas as Lewis and Clark did. The organization prints and updates maps that provide over 41,400 miles of designated trails. Not only is Cascade Locks on the Lewis and Clark Trail but it is also on the Historic Columbia River Highway and State Trail route. The recently opened State Trail allows cyclists to travel along the scenic and beautiful Historic Highway and State Trail from Portland to Cascade Locks without ever having to travel on the shoulder of Interstate 84. This improved route has already drawn many cyclists to explore the area and stop by our tasting room as part of their journey.

Being located on both of these historic routes is a great honor and opportunity for a city the size of Cascade Locks to connect with the cycling community. As a business we aim to provide hospitality, cyclist-friendly facilities and kindness. We want cyclists to remember Cascade Locks for their unique hospitality towards cyclists as well as for its scenic and natural beauty. We hope that the bike hub in Mosier inspires other towns in the Gorge to install their own bike hub or pod and further support cycling tourism in the region. This opportunity is one the towns in the Gorge can further embrace to make them stand out as a beautiful and cycling friendly place to visit. We encourage your selection of the OPRD *ConnectOregon* V application to receive funding for this project and inspire the future development of bike hubs and pods across the state.

Cheers,

David Lipps & Daniel Hynes
Owners of Thunder Island Brewing Company



Oregon

John A. Kitzhaber, M.D., Governor

Historic Columbia River Highway Advisory Committee

123 NW Flanders St.

Portland, OR 97209

Phone: (503) 731-4957

November 18, 2013

Chris Cummings
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, OR 97301-3871

Re: Support for *ConnectOregon V* for OPRD's Bike Pods and Hubs

Dear Mr. Cummings,

The Historic Columbia River Highway Advisory Committee lends our support to the Oregon Parks and Recreation Department as they work to make Oregon a world class cycling destination. The Advisory Committee wholeheartedly supports Oregon State Park's *ConnectOregon V* application for a statewide roll out of a comprehensive system of Bike Pods and Hubs. If successful this project will support the tourism sector as interest in cycling continues to grow throughout our state. According to the [Oregon Bicycle Travel Survey](#) released by Travel Oregon earlier this year, recreational bicycle travel accounts for \$400 million of Oregon's annual \$9 billion tourism industry. This figure demonstrates the impact cycling is making on our local economies.

The Advisory Committee has been working several years to make the Bike Hub in Mosier a reality. With *ConnectOregon V* funding, the Mosier Hub will provide the impetus for a system of bike hubs along the Historic Columbia River Highway between Troutdale and The Dalles. The Hubs will provide the amenities that will create positive memories as cyclists explore the wonders presented by the Historic Columbia River Highway and State Trail. This project will provide motivation for other communities in the Gorge to construct similar Bike Hubs in their communities. It is our pleasure to recommend that OPRD to receive *ConnectOregon V* funding for this project.

Sincerely,

Wayne Stewart, Chair
Historic Columbia River Highway Advisory
Committee
Multnomah County Representative

William D. Pattison, Vice-Chair
Historic Columbia River Highway Advisory
Committee
Hood River County Representative



November 19, 2013

Attn: *ConnectOregon* V
Chris Cummings
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, OR 97301-3871

Re: Support for *ConnectOregon* V for OPRD's Bike Pods and Hubs

Dear Mr. Chris Cummings,

Cycle Oregon applauds the Oregon Parks and Recreation Department for their commitment to making Oregon a world class cycling destination. Cycle Oregon wholeheartedly supports Oregon State Park's *ConnectOregon* V application for a statewide roll out of a comprehensive system of Bike Pods and Hubs. If successful this project will support the tourism sector as interest in cycling continues to grow throughout our state. According to the [Oregon Bicycle Travel Survey](#) released by [Travel Oregon earlier this year](#), recreational bicycle travel accounts for **\$400 million of Oregon's annual \$9 billion tourism industry**. This figure demonstrates the impact cycling is making on our local economies.

This statewide approach is not only innovative it is cost effective. This project will set the bar high for Oregon and make our state stand apart from other cycling destinations around the country. We encourage the review committee's support for this project and we look forward to the economic benefits that will result from this ambitious, statewide effort. It is our pleasure to recommend that OPRD to receive *ConnectOregon* V funding for this project.

Thank you for your time.

Steve Schulz
Director
Cycle Oregon



Friends of the Historic Columbia River Highway

PO Box 50, Bridal Veil, Oregon 97010

<http://www.hcrh.org>

November 18, 2013

Attn: *ConnectOregon V*
Chris Cummings
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, OR 97301-3871

Re: Support for *ConnectOregon V* for OPRD's Bike Pods and Hubs

Dear Mr. Chris Cummings,

The Friends of the Historic Columbia River Highway applaud the Oregon Parks and Recreation Department for their commitment to making Oregon a world class cycling destination. The Friends wholeheartedly support Oregon State Park's *ConnectOregon V* application for a statewide roll out of a comprehensive system of Bike Pods and Hubs. If successful this project will support the tourism sector as interest in cycling continues to grow throughout our state. According to the Oregon Bicycle Travel Survey released by Travel Oregon earlier this year, recreational bicycle travel accounts for **\$400 million of Oregon's annual \$9 billion tourism industry**. This figure demonstrates the impact cycling is making on our local economies.

This statewide approach is not only innovative, it is cost effective. This project will set the bar high for Oregon and make our state stand apart from other cycling destinations around the country. We encourage the review committee's support for this project and we look forward to the economic benefits that will result from this ambitious, statewide effort. In particular, the deluxe Bike Hub proposed for Mosier will provide needed amenities for long distance cyclists exploring the Historic Columbia River Highway. In fact, the Friends of the Historic Columbia River Highway are demonstrating our support by providing \$4000 in matching funds towards the Mosier Hub project. These added touches will create positive memories for cyclists exploring the wonders presented by the Historic Columbia River Highway and State Trail. This project will provide motivation for other communities in the Gorge to construct similar Bike Hubs in their communities for visitors, which in turn will bolster our local economies. It is our pleasure to recommend that OPRD to receive *ConnectOregon V* funding for this project.

Sincerely,

President
Friends of the Historic Columbia River Highway

CITY OF MOSIER

small enough to make a difference

PO Box 456/208 Washington St. Mosier, OR 97040
Phone: 541-478-3505 Fax: 541-478-3810
mosiercityhall@mosierwinet.com

Mayor Andrea Rogers

Councilors:

Peny Wallace

Emily Reed

Arlene Burns

Mary Lou Perry

Garth Kightlinger

November 20, 2013

Julia Hill
Landscape Design and Planning Coordinator
Oregon Parks and Recreation Department
[725 Summer St NE, Ste C
Salem, OR, 97301

RE: Support for Mosier Hub project and Maintenance Agreement

Dear Julia Hill and Representatives of OPRD,

The Mosier City Council and Mayor Andrea Rogers have voted unanimously and with great enthusiasm to support the development of the Mosier Hub with Connect Oregon funds applied for and managed by the Oregon Parks and Recreation Department.

The Mosier Twin Tunnels State Bike Trail section of the Historic Columbia River Highway brings many visitors through Mosier who support our local businesses. Most of these visitors arrive by bike. Currently, the City of Mosier does not have a welcome center or bike/pedestrian rest area to support this growing and important sector of our economy: recreational tourism.

The City of Mosier has been planning for the development of the Mosier Hub on this city property for years. We have spent a few years on Environmental Assessments to clean the site, and received an NFA letter from DEQ two years ago. We have accomplished a considerable amount of public outreach and community visioning for this project, and our community is excited about the prospect of implementation of the bike/pedestrian rest area that they envisioned in 2009. Our City Planner and City Engineer are ready to permit the site for development.

Our Finance Director has approved funds to be budgeted starting the fiscal year 2014 for maintenance and operation of the Mosier Hub infrastructure and features. Funds are available now for any incidental part of the development of the site.

We are incredibly excited about the prospect of a Bike Hub located in the middle of our commercial area. Our businesses struggle to stay alive from year to year, and such an investment will attract more visitors to our downtown core. This Bike Hub represents a critical link for Mosier to the other Historic Columbia River Highway communities.

Sincerely,



Mayor Andrea Rogers
Mosier City Council

Commitment Letters

return any changes by deadlines given. The final map and cue sheets will be posted to the web.

Records of Meetings: The Proponent group must hold at least one publically announced meeting with additional public meetings strongly encouraged. The announcement can be in the calendar of events section of the local paper. Public meetings held by the Proponent can be a regular meeting of the Proponent group that is announced and open to the public for the purposes of informing the community of the proposed Scenic Bikeway. These announced meetings are also opportunities to recruit volunteers and build community awareness. OPRD will hold a public meeting on each Bikeway after the Bikeway Plan has been accepted.

Include all records of building community awareness, including addressing city and county commissioners or submitting letters to the editor.

Preservation and enhancement goals: List potential projects the Proponent encourages and supports that will help maintain and improve the experience of riding the Scenic Bikeway. Include some items that are easily achievable or in progress, plus some longer-term goals. Completion of the goals may not be in the Proponent's control, but proponent support for the proposed project takes it one step closer to reality. Goals might fall into several sections, such as:

- Infrastructure (expanded bike lanes, bike racks)
- Interpretive Information (interpretive panels, online or hardcopy brochures)
- Business Services (developing a shuttle service, working with businesses on becoming more cycle tourist friendly)

Outreach/Education to Local Businesses: Develop a list of businesses most likely to have cyclists as a part of their customer base, and start talking with them. This is an ongoing process. In the first year, Proponents may want to have several meetings and one-on-one visits with business owners, managers and staff as to identify the most interested businesses.

The Proponent meets with businesses on the list, explains the economic benefits of the bikeway and how the business owner can take better advantage of the bikeway by including the bikeway in their promotions, becoming more cyclist friendly and serve as information sources as they interact with visitors looking for things to do.

In following years, identify new businesses and refresh the business community's memory about the Scenic Bikeway through emails, calls or face-to-face meetings.

Communicating to businesses through a "Main Street" program is a great way to speak with many businesses at once. Not all communities have this program in place.



Marketing the Route

Web Action Items: Rideoregonride.com is the interactive cycling website hosted by Travel Oregon. Designated Scenic Bikeways are posted in a special section of the site. Proponents are to assign at least one person to post timely comments to the rideoregonride.com site.

Post comments that potential visitors can use to help plan their trip on the rideoregonride.com, such as "Snow has been cleared on McKenzie Pass and is now open for bicycles all the way Windy Point" or "Store at Austin Junction now open for season".

Post comments on road closure or conditions that making cycling difficult. Inform OPRD of these for posting on the state website. Send corrections and additions to content editor at: info@rideoregonride.com

Oregonscenicbikeways.org is the direct address for the State Parks and Recreation Department's Scenic Bikeway web page. Ride descriptions, maps and cue sheets are posted on this site. For updates and/or corrections to this site, contact Alex Phillips at alex.phillips@state.or.us or call 503-986-0631.

Working with Local Tourism Organizations: Travel Oregon and OPRD are working to promote the bikeways nationally and internationally. The proponent's role is to work with the local Destination Marketing Organization and work with them to supply the information needed. To find the destination marketing organization for your area: <http://industry.traveloregon.com>.

Proponents will need to work closely with their local and regional Destination Marketing Organizations (DMOs and RDMOs) as they develop and implement marketing activities. For a complete list of Destination Marketing Organizations in Oregon, visit the resource library on Travel Oregon's industry website at <http://industry.traveloregon.com>.

Ride description: Create a ride description of 300 words or less to inspire potential visitors by describing what a cyclist will experience on the ride. Is the ride challenging and remote, or are there lots of services along a family-friendly route? Are there historical sites on the route? The goal of the description is to inspire riders to visit your Bikeway, not give all the details. Once they've decided to visit, they can get more specific information.

The ride description will be used on Rideoregonride.com, oregonscenicbikeways.org and in media releases.

Measuring Bikeway Effects: A major goal of marketing efforts is to increase ridership of the Scenic Bikeway and tourism revenue to the community. Ideally, these



DETAILED MAPS

See Appendix B

FINAL LETTERS OF SUPPORT

See Appendix A

PROPONENT INFORMATION

The proponent group for the Sisters Country Scenic Bikeways is made up of over 20 community volunteers. The Sisters Area Chamber of Commerce Executive Director, Erin Borla, has taken the role of committee chair.

Erin Borla, Executive Director
Sisters Area Chamber of Commerce
PO Box 430, 291 E. Main Ave
Sisters, Oregon 97759
541-549-0251
erin@sisterscountry.com

PUBLIC RECORDS & ARTICLES

See Appendix C

EXISTING PLANNING DOCUMENTS

None available.

WISH LIST FOR FUTURE PLANS ON ALL SISTERS COUNTRY SCENIC BIKEWAYS

All Routes:

- Wider, paved, and well-marked shoulders.
- Wider paving at sweeping turns.
- “Share the Road” reminder signs.
- Locking bike racks at each beginning or end point for each route (Sisters, Camp Sherman, Smith Rocks, McKenzie Bridge). Bike lockers would be another option – similar to <http://www.BikeGard.net>.
- Using a bike-friendly mix of oil & small rock (in lieu of chip-sealing) should be standard on all routes – but an overlay (similar to the West side of McKenzie Pass) would be ideal.
- A sign system stating the directional and distance to the ‘next big thing’ ie: Sisters, Dee Wright Observatory, etc.

Sisters to Smith Rock:

- A well-striped lane for bikes on the climb up from the Deschutes River.
- Bike rack at Smith Rocks to encourage hiking.
- A button (similar to what is available on the Bend Parkway) on Hwy 97 in Terrebonne alerting motorists to a cyclist wanting to cross.

Tualatin Valley Scenic Bikeway Management Plan

Overarching Objective

Strengthen the assets and framework for recreational bicycling in Washington County and position bicycling on par with birding, paddling and hiking as a recreational tourism draw that helps further grow room nights and related economic activity. Increase the role of bicycling as a motivator for visitors making recreational overnight stays in Washington County.

Tualatin Valley Scenic Bikeway Management Plan

Business Target Markets

Businesses to be contacted the first year

Business	City	Route location	Who will contact
Banks Bicycle Repair and Rental	Banks	on	Allison George
Banks Café	Banks	on	Allison George
Banks Chamber of Commerce	Banks	near	Allison George
Banks Trail Café	Banks	near	Allison George
Jim's Thriftway	Banks	near	Allison George
Main Street Pizza	Banks	on	Allison George
Oriental Garden	Banks	near	Allison George
Subway	Banks	near	Allison George
NW Bicycle Safety Council	Beaverton	n/a	Bruce Buffington
L.L. Stub Stewart State Park	Buxton	on	Allison George
Forest Hills Golf Course	Cornelius	on	Allison George
1910 Main An American Bistro	Forest Grove	near	Allison George
Best Western University Inn & Suites	Forest Grove	near	Allison George
Fernhill Wetlands (Friends of)	Forest Grove	on	Allison George
Maggie's Buns	Forest Grove	near	Allison George
McMenamins Grand Lodge	Forest Grove	near	Allison George
Olson's Bicycles	Forest Grove	on	Allison George
Pizza Schmizza	Forest Grove	near	Allison George
SakeOne	Forest Grove	near	Allison George
Schlegel's Bicycle Center	Forest Grove	near	Allison George
Cruise In Country Diner	Hillsboro	near	Allison George
Hillsboro Bike Company	Hillsboro	near	Allison George
Jackson Bottom	Hillsboro	on	Allison George
Meriwether National Golf Course	Hillsboro	on	Allison George
Oak Knoll Winery	Hillsboro	on	Allison George
Washington Co. Bicycle Transportation Coalition	Hillsboro	n/a	Steve Boughton
Abby Creek Vineyard	North Plains	near	Allison George
Corner Bistro	North Plains	near	Allison George
Giraldi's	North Plains	near	Allison George
King Torta	North Plains	near	Allison George
Mason Hill Orchard	North Plains	Near	Allison George
North Plains Market	North Plains	near	Allison George

Tualatin Valley Scenic Bikeway Management Plan

Talking Points, continued

- Notable points along the route include Oak Knoll Winery, Fernhill Wetlands, the quaint, nearby main streets of Forest Grove and Banks, Verboort's country church and landmark, 125-year-old giant sequoia trees, Hillsboro's expansive Lloyd Baron Rhododendron Garden and the Banks-Vernonia State Trail's Horseshoe Trestle and Buxton Trestle—two 600-feet long, 80-feet high railroad trestles.
- Cyclists have many overnight options for multi-day rides, while day trips covering sub-sections of the route are easy, too. L.L. Stub Stewart State Park is adjacent to the State Trail and offers camping, while Hillsboro, Forest Grove, Banks and Vernonia offer lodging, dining and other services.
- Bicycle rentals and service are available at two bike shops along the route, Olson's Bicycles in Forest Grove and Banks Bicycle Repair and Rental.
- The route's northern and southern hubs are public parks with parking and restroom facilities.

Tualatin Valley Scenic Bikeway Management Plan

Measureable Objectives

- Add the Scenic Bikeway route to the next printed version of the Washington County Bike Map and track all requests for Scenic Bikeway, Washington County Bike Map and cycling-related visitor information via phone, email and Web site traffic on a monthly basis.
- Collect anecdotal reports of visitor-driven business activity at key bicycling-related businesses and Washington County hotel stakeholders.
- Provide Scenic Bikeway log books at key locations/businesses along the route and encourage cyclists to sign in and share their story. Determine the most appropriate places to add comment boxes along the route to capture rider feedback and suggestions.
- Launch a "Cyclist Welcome" program recognizing and promoting special cycling related services or amenities offered by local businesses; recruit lodging, food services, attractions, and other businesses and organizations in Washington County and southern Columbia County, Oregon.
- Create a Facebook and Twitter account dedicated solely to the Scenic Bikeway

Tualatin Valley Scenic Bikeway Management Plan

Electronic Photos

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See JPG files***

Tualatin Valley Scenic Bikeway Management Plan

Preservation and Enhancement Goals, continued

Long-Term

- Participate with Washington County and the Rural Roads Operations and Maintenance Advisory Committee (RROMAC) on planned development of a Rural Roads Safety Strategic Plan (RRSSP). The RRSSP is intended to create a community dialogue among users to discuss rural road safety issues and identify strategies and solutions to reduce user conflicts and improve safety conditions. The Tualatin Valley Scenic Bikeway will serve as a key reference point in development of the RRSSP, which is likely to identify new steps in areas including education, outreach, enforcement, road signs and maintenance. After completion of the plan, pursue opportunities to implement pertinent changes and improvements where feasible, especially those that qualify for grant funding or fall under the annual maintenance plan for county roads.
- Continue to assess the route, particularly those segments characterized by narrow, curvy, hilly and/or minimal-shoulder conditions on rural roads. Identify specific locations at which shoulder widening, turnouts, addition of “sharrows” and other targeted road improvements would help improve bicycling safety.
- Improve or establish rest areas along the Scenic Bikeway route for use by bicyclists, and explore addition of restrooms, benches, picnic tables, bike racks or visitor interpretation at these sites. One example is the addition of bike racks at Fernhill Wetlands. Trying to minimize big gaps between restrooms and drinking water for riders has been one area of focus in developing these goals. Such gaps at present are between Rood Bridge Park and Fernhill Wetlands (12 miles) and between Forest Grove and Banks (15 miles), so an initial implementation step would consist of further study of these segments to identify workable sites to host needed additions.
- Coordinate with Oregon State Parks on making bicyclist-friendly additions to facilities in L.L. Stub Stewart State Park, such as adding bike racks at the welcome center, which is immediately adjacent to the Banks-Vernonia State Trail portion of the Scenic Bikeway route. Contact park manager Justin Parker to determine feasible additions and provide input into planning and also collaborate with Friends of Banks-Vernonia State Trail in planning process.
- Work with the City of Hillsboro to develop an informational kiosk at Rood Bridge Park. The park features links with the Tualatin River Water Trail, Rock Creek Trail and Tualatin Valley Scenic Bikeway, and serves as a recreational hub where a kiosk could provide information about each of these assets along with the range of recreational options available to visitors and residents around Washington County. Explore whether it works to use the same material/design as will be used at kiosks along Banks-Vernonia State Trail.
- Partner with the City of Hillsboro (Rood Bridge Park) and the City of Vernonia (Anderson Park) to maximize availability of bicyclist-friendly amenities, including bike racks and preferred parking at these parks, which sit on the northern and southern ends of the Bikeway.
- Explore the possibility of establishing arrangements for on-call assistance for bicyclists along the route to aid with bike maintenance issues, navigation questions or other issues.
- Continue efforts to coordinate and partner with Visitation Church (in Verboort area) and St. Francis Church (Roy area) to address challenges posed by bicyclists using their restrooms. Concepts identified to date include funding port-a-potties at each church during peak riding season, establishing donation boxes so cyclists can be encouraged to contribute a dollar or two, and asking cyclists to refrain from using these facilities.



OPRD administers the following programs:

Natural Resource Management Programs

1. Ocean Shores - OPRD is charged with the protection and preservation of the recreation, scenic, and natural resource values found on Oregon's ocean shore. OPRD is charged with regulating vehicle use, camping, and other recreational activities on Oregon's ocean shore.
2. Oregon Recreation Trails – OPRD is responsible for planning and developing a statewide system for non-motorized trails serving the recreation needs of the state's population centers and accessing remote rural areas. A seven-member citizens' Oregon Recreation Trails Advisory Council, appointed by the Oregon Parks and Recreation Commission, helps provide a forum for generating and sustaining trail concepts.
3. Scenic Waterways - The program strives to achieve a balance between protecting the river's natural resources and the equally valuable lives and plans of the people who live along them. OPRD regulates activities such as cutting of trees, mining, construction of roads, railroads, utilities, buildings, or other structures within 1/4 mile of the bank of Oregon's designated scenic waterways.
4. Deschutes River Recreation Area - The lower 100 miles of the Deschutes River is the only Oregon river designated as a state recreation area. In addition, this reach of the Deschutes is a state scenic waterway, a federal wild and scenic river and a tribal wild and scenic river for the Confederated Tribes of the Warm Springs Reservation. The river is internationally renowned as a whitewater boating and fly fishing river. It is managed for its natural and recreation values under a cooperative management agreement involving the state of Oregon, Bureau of Land Management and Confederated Tribes of Warm Springs.
5. Willamette River Greenway Program - The Greenway vision was a 215 mile long linear park from the river's mouth to Cottage Grove and Dexter dams upstream from Eugene. The Greenway was established in 1967 to protect and preserve the natural, scenic, and recreational qualities of lands along the Willamette River and administers over 8,000 acres of Greenway property. These lands range from large acreage major destination parks and campgrounds like Champoege, Willamette Mission and Elijah Bristow, to small acreage, undeveloped parcels that provide natural habitat and remnant samples of the gallery forests and other flora and fauna once prevalent along the Willamette prior to European settlement. Many Greenway parcels are accessible only by boat, further insuring the visitor solitude in nature.
6. All-terrain Vehicle (ATV) Program – OPRD has administered the state ATV program since January 1, 2000. Responsibilities include issuing permits for operating ATVs on public lands, coordinating safety education and administering ATV grant projects. A 15-member All-terrain Vehicle (ATV) Advisory Committee was established by state law to recommend safety requirements, off-highway vehicle classifications and improvements in ATV use on public lands. A subcommittee evaluates ATV grant program funding proposals.
7. Oregon Scenic Bikeways Program – The program's vision is to provide a high-quality system of cycling routes that inspire people to experience Oregon's

natural beauty and cultural heritage by bicycle and offers economic and social benefits to the state's communities, residents, and visitors. Program goals are to showcase the state's outstanding natural and built environments; feature a variety of pleasant sensory experiences; present varying recreational challenges for cyclists; promote cycling as a healthy outdoor recreation activity; follow routes that combine low traffic, slower vehicular speeds, and good cycling facilities (lanes, shoulders, signage, etc.); foster strong grassroots support for Scenic Bikeways through active local proponent groups that develop, sustain, and actively promote them; meet or exceed Scenic Bikeway travelers' expectations by providing and maintaining consistent, high-quality cycling-specific information; offer a broad range of benefits to the regions and communities through which the bikeways pass; and complement and coordinate with other cycling programs and initiatives developed under private, local, state, regional and federal auspices. An 11-member Scenic Bikeways Advisory Committee evaluates potential routes and makes recommendations to the OPRD Director and the Oregon Recreational Trails Council.

Cultural Resource Management Programs

Oregon's State Historic Preservation Office (SHPO) was established in 1969 as part of the Oregon State Highway Division to administer the federal preservation programs set forth by the National Historic Preservation Act. Today, the Oregon SHPO is an integral part of the Oregon Parks and Recreation Department, comprising the agency's Heritage Programs Directorate alongside State Parks heritage staff, the Oregon Heritage Commission, the Oregon Commission on Historic Cemeteries, the Oregon Historic Trails Advisory Council, and the State Advisory Committee on Historic Preservation.

SHPO has a limited regulatory role, but its' primary focus is outreach—assisting city planners and other officials, property owners, and preservation groups in finding forward-thinking solutions to better protect and preserve Oregon's cultural resources. The OPRD director is Oregon's designated state historic preservation officer. The assistant director for Heritage Programs serves as deputy state historic preservation officer.

SHPO programs include:

1. National Register of Historic Places – SHPO accepts and submits nominations of historic properties in Oregon to the National Register, which is maintained by the National Park Service. The office has

processed Register listings for almost 2,000 Oregon properties and 123 historic districts since the program's inception in 1971.

2. Special Assessment for Historic Properties – SHPO accepts annual applications from owners of properties listed in the National Register seeking a “freeze” on assessed property values. To qualify for this tax incentive program, applicants must make significant rehabilitation investments in their historic properties. Established in 1973, the state program is the oldest of its kind in the nation.
3. Archaeological Services – Under state law, SHPO is responsible for issuing excavation permits, which are required for excavations on public lands and any digging within existing archaeological sites on private lands. SHPO archaeologists also provide education on cultural heritage issues.
4. Historic/Prehistoric Survey and Inventory – SHPO develops and maintains inventories of historic resources and archaeological sites based on information from local governments and federal agencies.
5. Federal Historic Rehabilitation Tax Credit – Requests are reviewed by SHPO for a 20-percent income tax credit available for rehabilitating income-producing historic properties listed in the National Register of Historic Places.
6. Section 106 Review and Compliance – SHPO reviews the effects of federal projects on cultural resources either listed, or eligible for listing, in the National Register of Historic Places.
7. Certified Local Governments – SHPO coordinates this preservation partnership program, passing through a percentage of its federal allotment to local governments to fund preservation projects and local incentive programs throughout the state.
8. Technical Assistance – Property owners, local governments, federal agencies, and developers tap SHPO staff expertise for on-site “building doctor” assessments, technical information on building materials, and “how-to” advice on rehabilitation projects. Properties do not have to be listed in the National Register to obtain this assistance, which also includes access to technical briefs and articles and on-line contractor directory.
9. Grants – “Preserving Oregon” grants are offered every other year by the SHPO for bricks-and-mortar preservation projects for private and publicly owned properties listed in the National Register.

Describe how and when these steps will occur. If unknown or unconfirmed, explain or describe necessary steps for funding assurance:

DESCRIBE

15. Is all the property required for the project owned by the applicant? (See also Questions 16-18.)

- ☐ Yes, project real estate is *wholly* owned by the applicant
- ☒ No, project real estate is *partly* owned by the applicant
- ☐ No

If yes, project area is wholly owned, what was the purchase price of the property?


PURCHASE PRICE

If no, project area is partly owned, or if no, include the property owner's information and signature for the non-owned portion:

OWNER NAME City of Mosier	PHONE 541-478-3505
OWNER ADDRESS 208 Washington/PO Box 456	FAX 541-478-3810
OWNER CITY, STATE, ZIP Mosier, Oregon 97040	E-MAIL mosiercityhall@mosierwinet.com
AUTHORIZED REPRESENTATIVE NAME Mayor Andrea Rogers	AUTHORIZED REPRESENTATIVE PHONE 541-478-3505
AUTHORIZED REPRESENTATIVE ADDRESS 208 Washington/PO Box 456	AUTHORIZED REPRESENTATIVE FAX 541-478-3810
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP Mosier, Oregon 97040	AUTHORIZED REPRESENTATIVE E-MAIL mosiercityhall@mosierwinet.com

I certify that Oregon Parks and Recreation Department is authorized to use the real estate underlying the project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project, and that these rules may require a 20-year lease of the site.

project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project, and that these rules may require a 20-year lease of the site.

PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE X 	PRINT NAME Andrea Rogers	DATE 11/20/13
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☐ Check if additional owners are listed on Page 34 of this application.

16. Will the project property or easements be purchased by the applicant to complete the project? ☐ Yes ☒ No
If yes, is the property in escrow? ☐ Yes ☒ No

17. Will the project property be leased by the applicant? ☐ Yes ☒ No
If yes, have the negotiations begun? ☐ Yes ☒ No