

# Plans for Funding Future Projects on the HCRH



# Plans for Funding Future Projects on the HCRH

There needs to be a continuing partnership between the different agencies involved with the HCRH to accomplish the restoration work envisioned in the 1987 Study. The Oregon Department of Transportation should take primary responsibility for the restoration work along the sections of the HCRH that are open to motor vehicle traffic.

The Oregon Parks and Recreation Department should take primary responsibility for restoration of the viewpoints and parking areas within State Parks that adjoin the Highway and for operation and maintenance of the HCRH State Trail facilities.

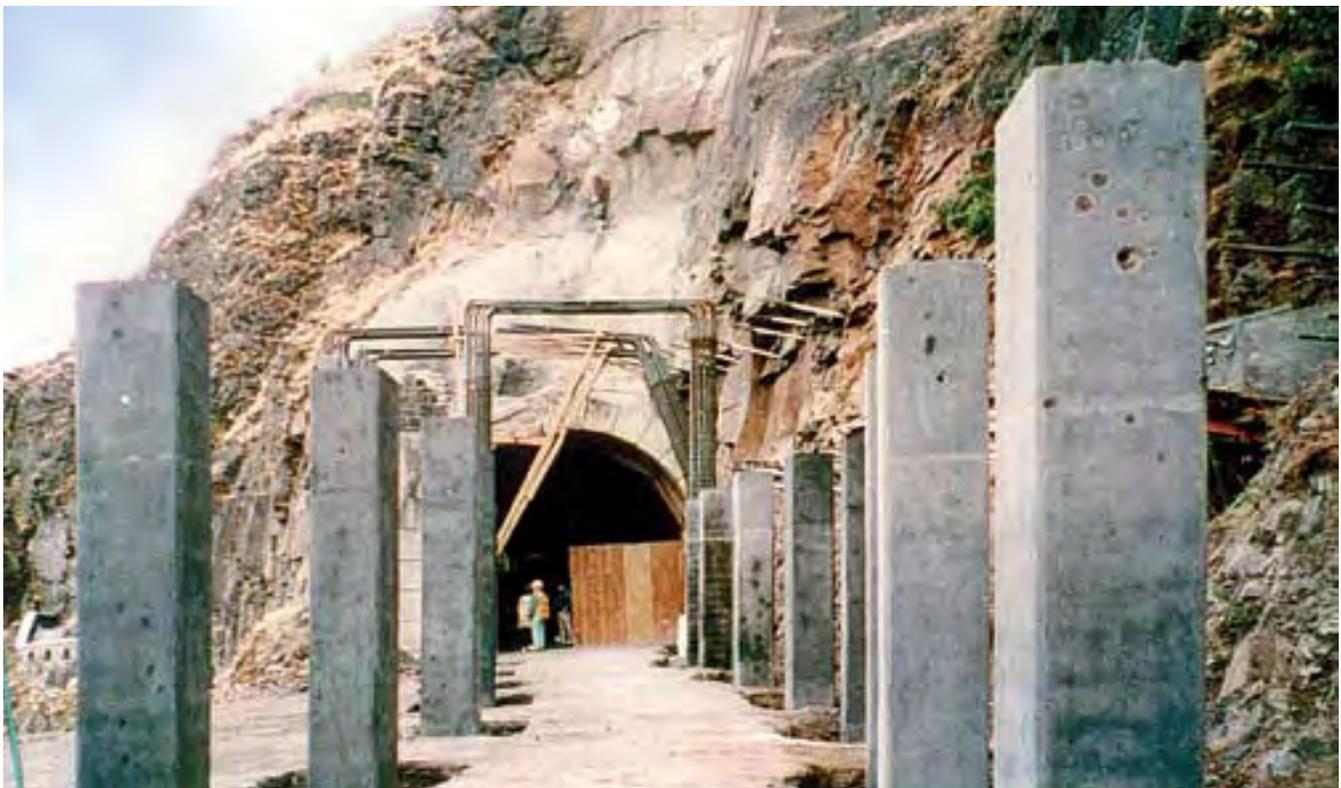
The USDA Forest Service—Columbia River Gorge National Scenic Area, should take pri-

mary responsibility for their facilities along the HCRH (Wahkeena, Multnomah Falls, Eagle Creek, Ruckel Creek, etc.).

Volunteer time and expertise should be actively pursued. Several projects should be prepared for requests for private funding. As funding opportunities are developed, projects that meet the requirements of the opportunity should be pursued, even though higher priority projects that do not meet the requirements are still seeking funding.

## Funding Priorities

The HCRH AC ranked the proposals shown in Figure 112 as high, medium or low priority for future funding.



*Figure 110—Rockfall Catchment Structure During Construction*

HISTORIC COLUMBIA RIVER HIGHWAY MASTER PLAN

Project	Priority	Cost	Potential funding source	Potential lead agency
Historic Features Restoration	High	\$4.8 M plus wall costs	Forest Highway	WFLHD or ODOT
Larch Mountain Slide	High	Unknown	STIP, Forest Highway	ODOT
Chenoweth Creek Bridge	High	\$500,000	National Scenic Byway, Transportation Enhancement, Forest Highway Enhancement	ODOT
Warrendale to Moffett Creek – HCRH State Trail	High	\$9,000,000	Forest Highway	ODOT, OPRD
Viento – HCRH State Trail	High	\$1,400,000	Forest Highway Enhancement, Transportation Enhancement	ODOT, OPRD
Mitchell Point to Hood River – HCRH State Trail	High	\$6,100,000	Forest Highway	ODOT, WFLHD
Viento to Mitchell Point—HCRH State Trail	High	\$7,400,000		ODOT, OPRD
Wyeth to Starvation Creek—HCRH State Trail	High	\$16,600,000		ODOT, OPRD, WFLHD
Mitchell Point	High	\$6,200,000		
Guardrail painting	Medium			ODOT
Visitor Contact Station Interpretive Plan	Medium	\$150,000 to \$300,000		OPRD
Cascade Locks Electric Undergrounding—Warrendale to Tanner Creek	Medium	\$220,000		City of Cascade Locks
Corridor Visual Inventory Implementation—Vegetation Management	Medium	\$50,000+		OPRD, ODOT
Mitchell Point Viewpoint landscaping	Medium			OPRD
Westcliff Drive Enhancement	Medium			Hood River County
Multnomah Falls Pedestrian Access	Medium			
Cascade Locks Enhancement—WaNaPa	Medium	\$245,000+		City of Cascade Locks; ODOT
Multnomah Falls Parking	Medium	\$100,000+		ODOT; Forest Service
World Heritage Site Designation	Medium	\$30,000		ODOT; SHPO
Event Planning—100th Anniversary	Medium	\$200,000+		
Mitigation in Cascade Locks	Medium			City of Cascade Locks
Safety Improvements at “Job Corps Turn”	Low			ODOT
Shepperds Dell Parking Improvements	Low	\$10,000		OPRD; ODOT
HCRH Marketing—HCRH Brochure, Columbia River Gorge Bike map, web site, virtual tour, etc.	Low	\$30,000+		Travel Oregon; ODOT; OPRD
Memaloose Overlook parking improvements	Low			ODOT

Figure 111—Funding Priorities Table

## Funding Sources

There are many opportunities for grants from foundations, including but not limited to such well-known foundations as Intel, Nike, Meyer Memorial Trust and the Spirit Mountain Community Fund. Most foundations give only to organizations that have 501(c)(3) status. Grants are usually fairly small (\$4-20,000). Application for funds could be made for matching funds, particularly for projects that are not eligible for Oregon gas tax funding, or for smaller enhancement projects. A proposal has been developed to hire a grant writer to pursue these options.

## Action Plan

There are three main types of projects. Progress needs to be continuous on all three types, so a multi-pronged effort is required.

- First, it is important to keep the existing historic fabric in good repair. Additional funds are needed to do “heavy maintenance” including repair of rock walls, painting of wooden guardrail and periodic replacement of bridge spindles. It is highly desirable to re-establish within ODOT the \$300,000 per biennium fund for this maintenance work.
- Where restoration beyond “heavy maintenance” is required, projects should be developed and funding requested. This has already occurred with the HCRH Gutter project and the Vista House restoration. The Project Investigation Report, prepared by Western Federal Lands Highway Division, outlines the current needs for the western section of the HCRH. This project should be submitted when the next “call for projects” for Forest Highway projects occurs.

- The HCRH State Trail projects are needed to reconnect the HCRH into one facility. The following projects (in priority order) should be submitted for Forest Highway funding, (partial funding from foundations should also be pursued, to provide leverage for other types of funds):
  - Warrendale to Moffett Creek
  - Mitchell Point to Hood River
  - Mitchell Point
  - Viento
  - Viento to Mitchell Point
  - Wyeth to Starvation Creek
- Smaller enhancement project should continue to be proposed for funding, including:
  - Chenoweth Creek Bridge
  - Cascade Locks Enhancements
  - Mitchell Point Viewpoint Enhancement
  - Vegetation Management
  - Westcliff Drive Enhancement
  - Multnomah Falls Parking Enhancement
  - Memaloose Overlook Parking Enhancement



*Figure 112—Mitchell Point Viewpoint*

# Locations of Proposed Projects

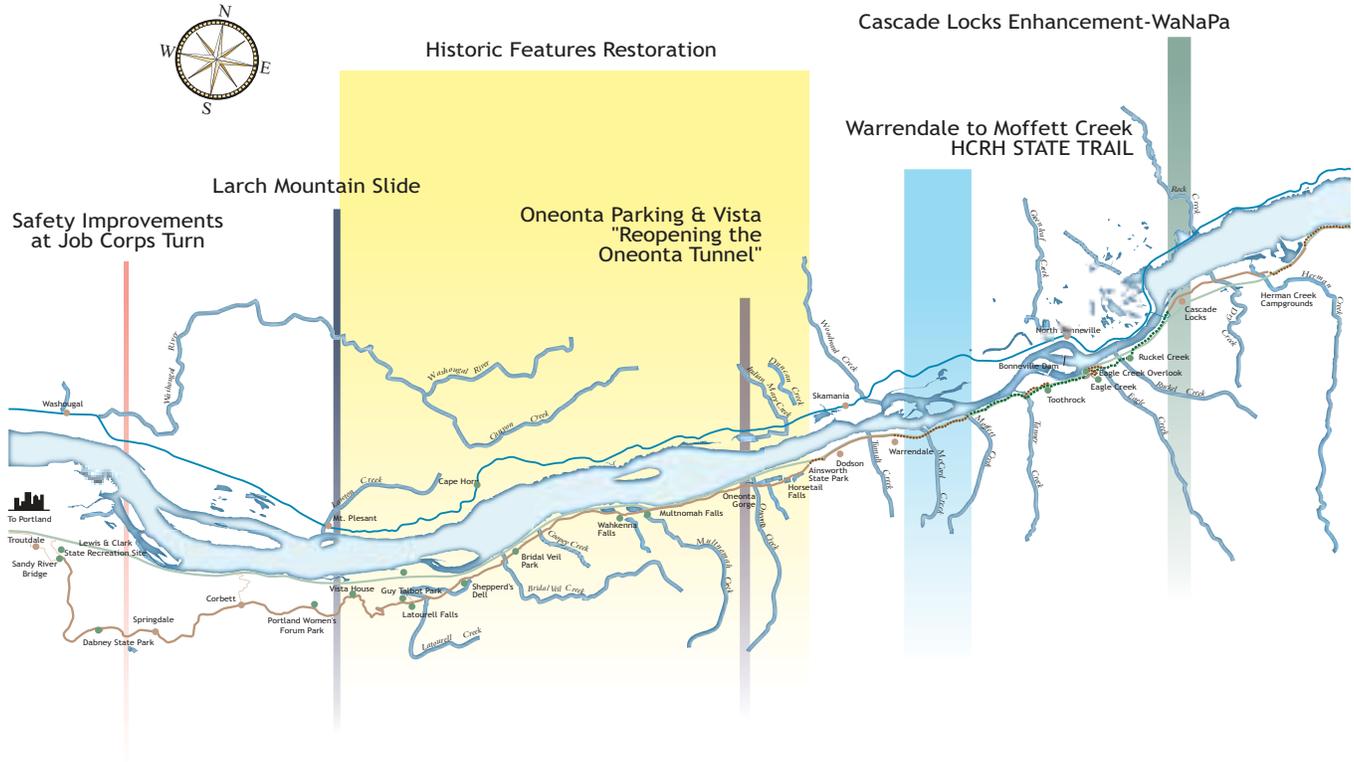


Figure 113—Locations of Proposed Projects

HISTORIC COLUMBIA RIVER HIGHWAY MASTER PLAN

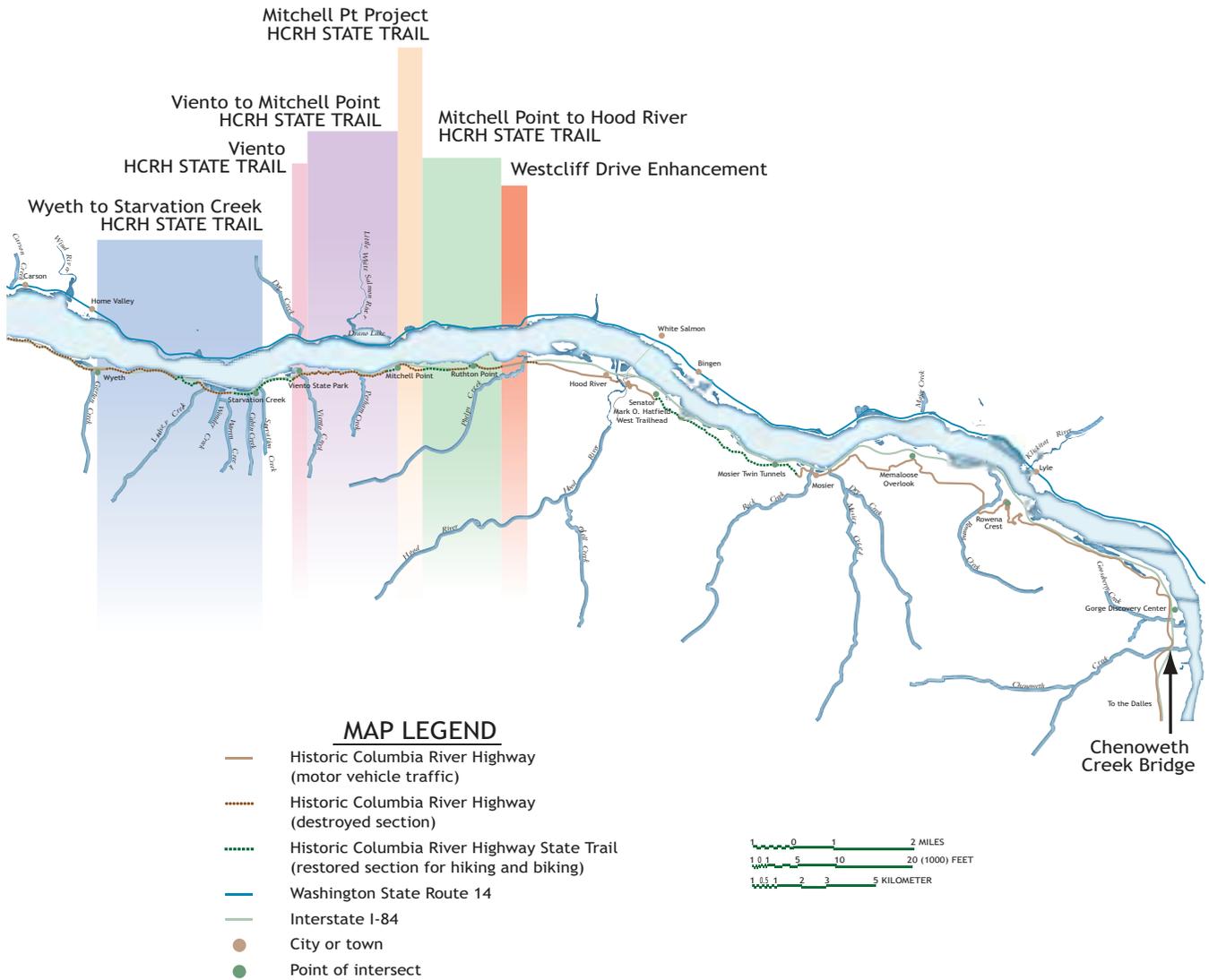


Figure 114—Funding Sources Table continued (see inside overleaves)

Funding source	Amount available	Deciding official agency	Types of Projects Eligible	Limitations	Projects Funded	Potential HCRH Projects
Transportation Enhancement	\$5.6 Million year—Oregon	ODOT – in consultation with Enhancement committee	<ol style="list-style-type: none"> <li>1) Provision of facilities for pedestrians and bicyclists</li> <li>2) Provision of safety and educational activities for pedestrians and bicyclists</li> <li>3) Acquisition of scenic easements and scenic or historic sites</li> <li>4) Scenic or historic highway programs (including the provision of tourist and welcome center facilities) – (The National Scenic Byway designation extends from the Sandy River to Dodson and from Mosier to The Dalles, while the HCRH historic district includes all of the HCRH.)</li> <li>5) Landscaping and other scenic beautification</li> <li>6) Historic preservation</li> <li>7) Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)</li> <li>8) Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrians or bicycle trails)</li> <li>9) Control and removal of outdoor advertising</li> <li>10) Archeological planning and research</li> <li>11) Mitigation to address water pollution due too highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity</li> <li>12) Establishment of transportation museums</li> </ol>	<p>Must go beyond customarily provided environmental mitigation.</p> <p>Must have direct relationship to the intermodal transportation system, but not necessarily to a currently planned highway project. (Function, proximity or impact)</p> <p>20% match required</p>	Tanner Creek to Eagle Creek; Moffett Creek to Tanner Creek	<p>Connection projects</p> <ul style="list-style-type: none"> <li>• Warrendale to Moffett Creek;</li> <li>• Wyeth to Starvation Creek;</li> <li>• Starvation Creek to Viento;</li> <li>• Viento to Mitchell Point;</li> <li>• Mitchell Point;</li> <li>• Mitchell Point to Hood River;</li> <li>• Hood River to Mosier.</li> </ul> <p>Vegetation Management.</p>
Scenic Byways	\$35 million year US	FHWA Washington, DC (Projects must be submitted by state DOT Scenic Byways coordinator)	<ul style="list-style-type: none"> <li>• An activity related to the planning, design or development of a State or Indian tribe scenic byway program;</li> <li>• Development and implementation of a byway corridor management plan;</li> <li>• Safety improvements to accommodate increased traffic; improvements that enhance access; protection of resources adjacent to the byway;</li> <li>• Development and implementation of a marketing plan;</li> <li>• Development and provision of tourist implementation; construction of bicycle and pedestrian facilities, interpretive facilities, overlooks and other enhancements for byway travelers.</li> </ul>	<p>Must be designated scenic byway.</p> <p>Priority given to:</p> <ol style="list-style-type: none"> <li>a. projects included in corridor management plan;</li> <li>b. strong local commitment;</li> <li>c. serve as model;</li> <li>d. multi-state effort with joint application</li> </ol> <p>20% match required</p>	HCRH Brochure Rowena Pit Restoration Vista House ADA	Implement Corridor Visual Inventory—vegetation management.
Forest Highway	\$186.1 million per year nationwide	Tri-Agency Committee (ODOT, Forest Service and Western Federal Lands Highway Division of FHWA)	The Forest Highway funds are further divided into large projects and Enhancement projects, that must fit one of the categories listed under Transportation Enhancements. Projects must be on a designated Forest Highway. The HCRH is a designated Forest Highway.	100% federal	Eagle Creek to Cascade Locks Angel's Rest Trailhead Elowah Falls Trailhead West Oneonta HCRH Interpretive Sites and Signs Eagle Creek Exit Ramp – Bike Crown Point Viaduct Gutter Restoration Vista House Restoration Wahkeena Falls Enhancement Oneonta Parking and Vista Guy Talbot – Latourell Falls Enhancement	Historic Highway Features Restoration Multnomah Falls Parking HCRH State Trail projects Oneonta Trailhead to Horsetail Falls Loop Connection
Public Lands Highways	\$95.9 billion over 4 years for all states Discretionary	FHWA Headquarters or Congressional earmarks	Parking areas, interpretive signage, acquisition of scenic easements and scenic or historic sites, provisions for pedestrians and bicycles, construction and reconstruction of roadside rest areas, and other facilities as determined by FHWA.	<p>Must be on Forest Highway system.</p> <p>100% Federal</p>	Two-rail wooden guardrail. Interpretive signs. Starvation Creek to Viento	Implement Corridor Visual Inventory vegetation management.

Figure 114—Funding Sources Table

Funding source	Amount available	Deciding official agency	Types of Projects Eligible	Limitations	Projects Funded	Potential HCRH Projects
Transportation, Community and System Preservation Program	\$61.25 million per year nationwide					
Highway Safety Improvement Program	\$12.1–12.5 million per year for Oregon		Projects must be described in a developed State Strategic Highway Safety Plan. Projects to correct or improve a hazardous road location or feature or address a highway safety problem. Among the projects eligible for funding is “an improvement for pedestrian or bicycle safety or safety of the disabled.”			Guardrail projects
Special Appropriations	Variable	Congress	Variable	Variable	\$5 M Hood River to Mosier	Depends on language of Act
Oregon Lottery Funds	Variable	EDD and OPRD	Economic Development and Parks		Interpretive Signs	Jordan Interchange
Bicycle 1%	?	ODOT/Bicycle Advisory Committee		Priority for projects that connect several land uses. Priority for filling gaps in system.		
Alternative Transportation in Parks and Public Lands	\$96 million nation wide -SAFETEA-LU	Secretary of Transportation	<ol style="list-style-type: none"> <li>1) Purchase of rolling stock that incorporates clean fuel technology or the replacement of buses</li> <li>2) Deployment of alternative transportation vehicles that introduce innovative technologies or methods;</li> <li>3) Provides a nonmotorized transportation system (including the provision of facilities for pedestrians, bicycles, and nonmotorized watercraft);</li> <li>4) Provides waterborne access within or in the vicinity of an eligible area</li> <li>5) Any other alternative transportation project that a) enhances the environment; b) prevents or mitigates an adverse impact on a natural resource; c) improves Federal land management agency resource management; d) improves visitor mobility and accessibility and the visitor experience; e) reduces congestion and pollution (including noise pollution and visual pollution) or f) conserves a natural, historical or cultural resource (excluding rehabilitation or restoration of a non-transportation facility).</li> </ol>	<p>Must be in “eligible area” – which includes “unit of the National Forest System”.</p> <p>Geographically diverse nationwide</p> <p>Both urban and rural areas</p> <p>Historical and cultural significance of a qualified project.</p>		HCRH State Trail?
High Priority Projects	Variable	Congress	Depends on legislative language		Hood River to Mosier Phase 3 projects SAFETEA-LU includes \$500,000 “to construct and enhance bikeway between Hood River and McCord Creek”	
Historic Preservation Funds – Preserving Oregon Grant Program	\$250,000 for 2005	SHPO	Rehabilitation of properties listed in the National Register of Historic Places	<p>50% match required.</p> <p>Grant amounts from \$5,000 to \$20,000.</p> <p>Property must be listed on National Register of Historic Preservation.</p> <p>Project must meet Secretary of Interior’s Standards for Rehabilitation of Historic Properties.</p>		
Land and Water Conservation Fund	\$450,000 for Oregon for 2006	OPRD	Land acquisition, development and rehabilitation projects for park and recreation areas and facilities.	Projects must be consistent with Statewide Comprehensive Outdoor Recreation Plan. 50% match required	Acquisition of Senator Mark O. Hatfield West Trailhead.	

Figure 114—Funding Sources Table (continued)