



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

## Transportation Project Sponsors

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

Organization Name: Port of Cascade Locks	
Contact Person Name: Jason Sergeant	Title: Special Projects Manager
Street Address: 355 Wa Na Pa Street	Phone: 541-374-8619
City, State Zip: Cascade Locks, OR 97014	
E-mail: rare@portofcascadelocks.org	

### 2. Co-Sponsor(s)

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

## Transportation Project Information

### 3. Project Name–REQUIRED

Project Name: Cascade Locks Industrial Lands Access Improvements

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

	Project Funds	% of Project Costs
Total Costs	\$4,300,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$4,300,000	100%
Matching Funds	\$441,610	10.27%
Requested Funds	\$3,858,390	89.73%

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

This project will provide required transportation infrastructure improvements to provide large trucks access to the Cascade Locks Industrial Area.

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

- Yes       No



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

**7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?**

- Yes       No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

This project could be packaged with the Forest Lane Overcrossing Project. This project will either raise the structure or lower the roadway to facilitate freight mobility on the Interstate I-84 mainline.

**8. Project Problem Statement–REQUIRED**

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

Issue with large trucks on Forest Lane at grade railroad crossing Frontage Road is substandard for large trucks, inappropriate turning radii.

**9. Transportation Project Location–REQUIRED**

City: <input type="text" value="Cascade Locks"/>	County: <input type="text" value="Hood River County"/>
MPO: <input type="text" value="N/A"/>	Special District: <input type="text" value="N/A"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

I-84: Milepost 46.09 - 47.31, the Frontage Road is located on the south side of the interstate between the Cascade Locks Port of Entry. This project includes the intersection of Forest Lane and Industrial Way, which includes an at grade intersection. The Forest Lane over crossing may also be part of this project proposal.

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

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)



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<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

### 11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

The Cascade Locks Industrial Lands Access Improvement Project includes the following components: 3R Pavement Rehabilitation for the Frontage Road. This include a 2" Level 2, 1/2" dense HMAC Wearing Course, 2.0" Level 2, 1/2" Dense HMAC Base Course and a 2.0" Cold Plane Pavement Removal. Additionally, the Frontage Road runs parallel to small lakes and wetlands. In these sections (10% of the project length) because of the high water table, these areas will it will be necessary to raise the grade of the roadway

### 12. Primary Project Mode(s)

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

### 13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

## Timetable and Readiness Information

**14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.**

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - <b>REQUIRED</b>
August 2016	Bid Let Date
October 2016	Construction Contract Award
October 2017	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
October 2017	Project Completion/End of Activities funded through this request - <b>REQUIRED</b>

**15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED**

- Yes       No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

A NEPA analysis of a former casino project proposed for the industrial park included the closure of East Cascade Locks Interchange. The proposed plan was to direct traffic to the industrial park via the frontage road and away from Forest Lane.

**16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED**

- Yes       No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

The Cascade Locks Industrial Lands Access Improvements project is consistent with OTP Strategy 1.1.4. This plan makes the existing transportation system more effective, improving both efficiency and operational capacity. This project provides a cost effective solution that will have long term benefits by providing access to the Cascade Locks Industrial Park. Secondly, the Cascade Locks Industrial Lands Access Improvements project is consistent with the Oregon Highway Plan Action 1G.I as it protects the existing system and provides alternative access for trucks and pedestrians through the Gorge and Cascade Locks.

## Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

### 17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

This project represents a proactive approach to providing Industrial Lands Access. A critical link for businesses relying on transport of goods will be improved.

### 18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

The project improves mobility for trucks entering the industrial area.

### 19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

Access to industrial lands, also providing alternate route for trucks away from residential streets.

### 20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

Enhances economic development opportunities in Cascade Locks, by opening up the Industrial Park to 'Decision Ready Status' with Business Oregon. This, in turn, may support job creation in an economically depressed area.

## 21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

Raising the roadway - widening in key locations to limit wholesale widening through sensitive natural resource lands. Discourages truck traffic through the Cascade Locks residential areas, limiting source points of air pollution for pedestrians and nearby homes.

## 22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

Consistent with Columbia River Gorge National Scenic Area Management Plan. This proposal is located within the urban center. Limits truck traffic through residential areas of Cascade Locks.

### 23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

Trucks entering/exiting the Industrial Park will have better access via an improved Frontage Road. Use of the Frontage Road by trucks will keep traffic off Forest Lane and Wa Na Pa Street, resulting in those streets becoming more pedestrian and bicycle friendly. Additionally, improved access to the Industrial Lands will result in more economic development of those lands by business, boosting the net jobs in cascade locks and promoting an improved local economy. Overall, the project will improve livability and may bring jobs to the City.

### 24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

Improves an at grade Railroad Crossing.

## 25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

Cascade Locks is an economically distressed community in need of business investment. This project will make the Industrial Area more attractive to businesses and may bring jobs for area residents.

## 26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

ODOT will continue to maintain the Frontage Road, yet the better overall condition will result in the need for less, if any immediate maintenance. Forest Lane is managed by Hood River County.



**Budget Information**

**27. Estimated Project Costs–REQUIRED**

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	<b>Enter Values in this Column</b>	<b>Total Column</b>
Project Administration	\$0	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$500,000	
Environmental Work	\$0	
Coordination and Outreach	\$0	
Leased Space	\$0	
Building purchase and/or Right of Way	\$0	
Capital Equipment	\$0	
<b>Non-Construction Project Costs Total</b>		<b>\$500,000</b>
Utility Relocation	\$0	
Construction	\$3,800,000	
<b>Construction Project Costs Total</b>		<b>\$3,800,000</b>
<b>Total Eligible Project Cost</b>		<b>\$4,300,000</b>
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

**28. Project Participants and Contributions–REQUIRED**

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Port of Cascade Locks	\$441,610	10%
Co-Sponsor		\$0	0%
Participant	ODOT Rail	\$0	0%
Participant	ODOT Region 1 - Fix It funds	\$0	0%
<b>Total</b>		\$441,610	10%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



## Submittal Approval

### 29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature:  Date:

### 30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature:  Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

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

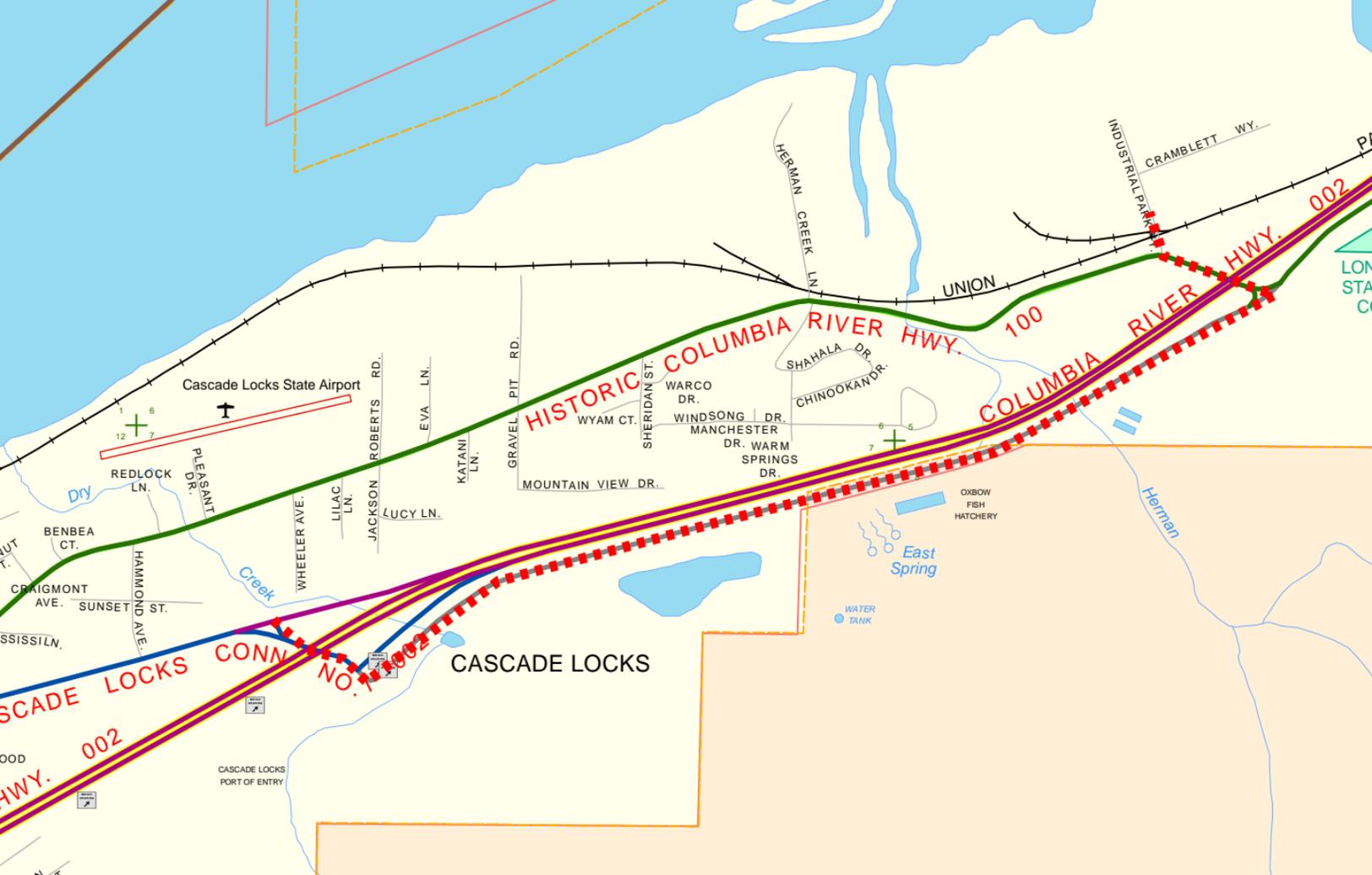


# Vicinity Map



 Industrial Lands Access Improvement 

# Existing Aerial Photo of Project Location



Cascade Locks State Airport

HISTORIC COLUMBIA RIVER HWY. 100

COLUMBIA RIVER HWY. 002

CASCADE LOCKS CONN. HWY. 002

CASCADE LOCKS

CASCADE LOCKS PORT OF ENTRY

OXBOW FISH HATCHERY

East Spring

WATER TANK

Herman Creek

Cascade Creek

HERMAN CREEK LN

INDUSTRIAL PARK CRAMBLETT WY.

UNION

GRAVEL PIT RD.

SHERIDAN ST.

WARCO DR.

CHINOOKAN DR.

SHAHALA DR.

WINDSONG DR.

MANCHESTER DR.

WARM SPRINGS DR.

MOUNTAIN VIEW DR.

KATANI LN.

EVA LN.

JACKSON ROBERTS RD.

LILAC LN.

LUCY LN.

WHEELER AVE.

PLEASANT DR.

REDLOCK LN.

BENBEA CT.

HAMMOND ST.

CRIGMONT AVE.

SSISSILN.

OOD

LON STA C

**Project Name: Cascade Locks Industrial Lands Access Improvements**

**Project Location (Hwy # & MP's):**

The Project is located on I-84 between mileposts 46.09 through 47.31 primarily along the I-84 Frontage Road located to the south side of the mainline including the overcrossing structure and access to the Cascade Locks Industrial Park. The Port of Cascade Locks would like to certify this site as a “Decision” ready industrial site. However, transportation issues related to truck mobility along the Frontage Road is an issue that will likely need to be addressed.

**Project Scope:**

Project would upgrade the Frontage Road in Cascade Locks to improve access to the Cascade Locks Industrial Complex from the Cascade Locks Port of Entry including the following project elements.

**Cascade Locks Industrial Lands Access Improvement Project Elements**

ELEMENT	DESCRIPTION	ESTIMATED COST
Pavement Rehabilitation – 3R Project  Includes: Resurfacing, guardrail, 6f t. paved shoulders	2.0” Level 2, ½” Dense HMAC Wearing Course 2.0: Level 2, 1/2” Dense HMAC Base Course 2.0” Cold Plane Pavement Removal Note: In some sections the high water table will have a significant impact on performance. For these areas it will be necessary to raise the grade of the roadway where it is adjacent to bodies of water. It is estimated that this could impact as much as 10% of the existing surface area. For this purpose the following design section should be used: New Construction over existing paved roadbed 8.0” Dense Graded HMAC 12.0” Aggregate Base	\$2.5 M
Improve Curvature of Frontage Road near Port of Entry – Consider widening over complete realignment to allow for side by side truck movements	Realign Frontage Road to eliminate type curves as per the Mitigation Plan for East Cascade Locks Interchange Memo	(Mark Johnson is getting us a figure)
Rail Crossing Improvements	Reconfigure Forest Lane so that it becomes a stop controlled intersection	\$500,000
Forest Lane Gateway	Reconfigure entrance to Industrial Park, incorporate	\$100,000

	gateway treatments and recognition of the Historic Columbia River Highway Note: The HCRH Advisory Committee does not typically like reconfiguring the HCRH. We will need to include some mitigation.	
TOTAL RAW CONSTRUCTION		\$3.1 Million
Region 1 Fix Funds	Forest Lane Improvements	
Local Match	Port of Cascade Locks	
TOTAL GRANT REQUEST		

Note: A separate but related project could be implemented as part of this package if funding were made available. The Forest Lane Overcrossing project does not impact access to the industrial site rather improves freight mobility on the mainline. However, it may be prudent to package this with the Frontage Road improvements to help leverage the mobilization costs.

Forest Lane Interchange Overcrossing	<p>Raise structure to a height of 17'5" to improve vertical clearance along Interstate 84.</p> <p>Lowering the grade should also be explored to increase the vertical clearance.</p> <p>If Forest Ln. were to be raised, it would really only benefit some EB movements between I-205 and I-82 (west of the West Emigrant Structure at MP 234). So, for eastbound, if Forest Ln were to be raised, 17'1" (plus a 4" buffer) seems to be the logical height to me to benefit any additional overheight load through movements between I-205 and I-82. This would allow loads 5" higher to stay mainly on the interstate system in this section.</p>	\$600,000
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Jeff Flowers  
Oregon Department of Transportation  
123 NW Flanders Street  
Portland, Oregon 97209-4012

RE: Letter of Support Region 1 2015-2018 STIP Enhance Applications

Dear Jeff;

On behalf of the Hood River County Economic Development Working Group (EDWOG), I am submitting this letter in support of all projects submitted by the City of Cascade Locks, Port of Cascade Locks, City of Hood River, Port of Hood River and Hood River County for ODOT Region 1 2015-2018 STIP Enhance Applications.

EDWOG is a membership organization comprised of the City of Cascade Locks, Port of Cascade Locks, City of Hood River, Port of Hood River, Hood River County, Columbia Gorge Community College, Mid Columbia Economic Development District and Hood River Chamber of Commerce. Our mission is to facilitate business growth and job creation in Hood River County. The vision of EDWOG for Hood River County is a multifaceted economic development strategy that provides a strong quality of life to ensure the constant creation of new jobs and thriving businesses, strong local government and community coordination and provision of quality public services.

We have met several times to collaborate on transportation infrastructure needs in the county. As a representative of the local public entities, EDWOG cooperatively supports the projects submitted by the City of Cascade Locks, Port of Cascade Locks, City of Hood River, Port of Hood River, Hood River County Transportation District and Hood River County and appreciates the opportunity to support the vital transportation projects in our region. Each of the enhancement projects submitted through the STIP Enhance process are important to economic development in Hood River County.

All the best,



Anna Tompkins  
Hood River County EDWOG Staff