



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, Oregon	
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: New Marine Park Entrance

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

	Project Funds	% of Project Costs
Total Costs	\$3,050,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$3,050,000	100%
Matching Funds	\$313,235	10.27%
Requested Funds	\$2,736,765	89.73%

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

Constructing a new entrance to the marine park to address ADA compliance for pedestrian and bicycle visitors.

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

- Yes
 No



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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.

Project's location ties into the Wa Na Pa Streetscape Redevelopment Project area

8. Project Problem Statement–REQUIRED

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

The Cascade Locks Marine park attracts 350,000 visitors annually. In spite of its popularity, the Marine Park is practically inaccessible for many potential users due to the railroad tracks. After much investigation, the only solution to this problem is a new park entrance overcrossing for pedestrians and cyclists.

9. Transportation Project Location–REQUIRED

City: <input type="text" value="Cascade Locks"/>	County: <input type="text" value="Hood River"/>
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)

Over rail right of way, intersecting with Wa Na Pa Street / Highway 100/State Route 30 at approximately milepost 30.60

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)



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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

11. Project Description–REQUIRED

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

The Port of Cascade Locks has invested significant time and money into extensive alternatives analysis to resolve the problem. This overcrossing design is preferred for having least impact to natural, recreational and historic resources, as well as reasonable railroad feasibility and overall project cost. This new entrance would have a grade-level approach off of Historic Highway 30 (Wa Na Pa Street). It would also make the Park a much safer destination for any bicyclists, pedestrians, wheelchair users and families with strollers visiting the playground.

12. Primary Project Mode(s)

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

13. Project Activities

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

Timetable and Readiness Information

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

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

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

- Yes No

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

The following adopted plans identified the need for new pedestrian access to the Marine Park and the Columbia River: City Comprehensive Plan, Downtown Redevelopment Plan, Community Trails Plan for Economic Development.

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



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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 Marine Park Entrance project is consistent with Oregon Transportation Plan Strategy 1.1.4. This overcrossing is responding to the existing transportation need to access the Marine Park by multiple modes. This project provides a cost effective solution that will have long term benefits by providing access to a large public park with community meeting facilities and providing access to under-used recreation opportunities. Secondly, the project is also consistent with Oregon Highway Plan Action 1G.I as it protects the existing system and provides alternative access for cyclists and pedestrians access to the Marine Park. This project also improves the efficiency and capacity of nearby cycling trails and lanes by providing a viable destination for riders of these trails to stop and visit.

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 overcrossing is integral in connecting the Marine Park to the many trails that go through and around the City of Cascade Locks, including the Historic Columbia River Highway State Trail and all the bicycle, pedestrian/ADA traffic along Historic Highway 30.

18. Mobility

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

For example, will the solution:

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

This is a multi-modal project.

19. Accessibility

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

For example, will the solution:

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

The existing under-grade entrance to the Marine Park is shared with vehicles, pedestrians, bicycles, and service vehicles. It is not wide enough for all of these users. The new overcrossing will provide a safe ADA compliant way for pedestrians and cyclists to enter the Marine Park.

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?

This project will enhance tourism and recreation by providing a critical link of visitors to the Marine parks recreational, historic and cultural amenities.

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?

Significant investigation has been done thus far to minimize the overcrossing effect on the environment. The project encourages pedestrians and cyclists to use the marine park.

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?

The proposed overcrossing will tie into Cascade Locks's main street, bringing visitors and tourists from the busiest part of downtown directly into the marine Park.

23. Livability

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

For example, will the solution:

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

The overcrossing will encourage a healthy lifestyle because visitors will be able to enter and exit the marine park without the need to use a car. The overcrossing will be a far more attractive and convenient option for entering the park.

24. Safety and Security

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

For example, will the solution:

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

The current undercrossing's narrow width is dangerous to pedestrians, strollers, wheelchair users and cyclists trying to enter or exit the park at the same time as vehicles. It has a steep grade, blind 90-degree corner, and shared lanes. The new overcrossing would protect non-vehicle traffic from potential crashes.

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?

Lower-income residents without a vehicle will have better access to the Marine Park.

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?

Maintenance will be the responsibility of the Port of Cascade Locks. The Port currently maintains the Bridge of The Gods and has a full staff to do so.



Budget Information

27. Estimated Project Costs–REQUIRED

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

	Enter Values in this Column	Total Column
Project Administration	\$100,000	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$100,000	
Environmental Work	\$0	
Coordination and Outreach	\$50,000	
Leased Space	\$0	
Building purchase and/or Right of Way	\$0	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$250,000
Utility Relocation		
Construction	\$2,800,000	
Construction Project Costs Total		\$2,800,000
Total Eligible Project Cost		\$3,050,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

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



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Port of Cascade Locks	\$313,235	10%
Co-Sponsor	City of Cascade Locks	\$0	0%
Participant			0%
Participant			0%
Total		\$313,235	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:

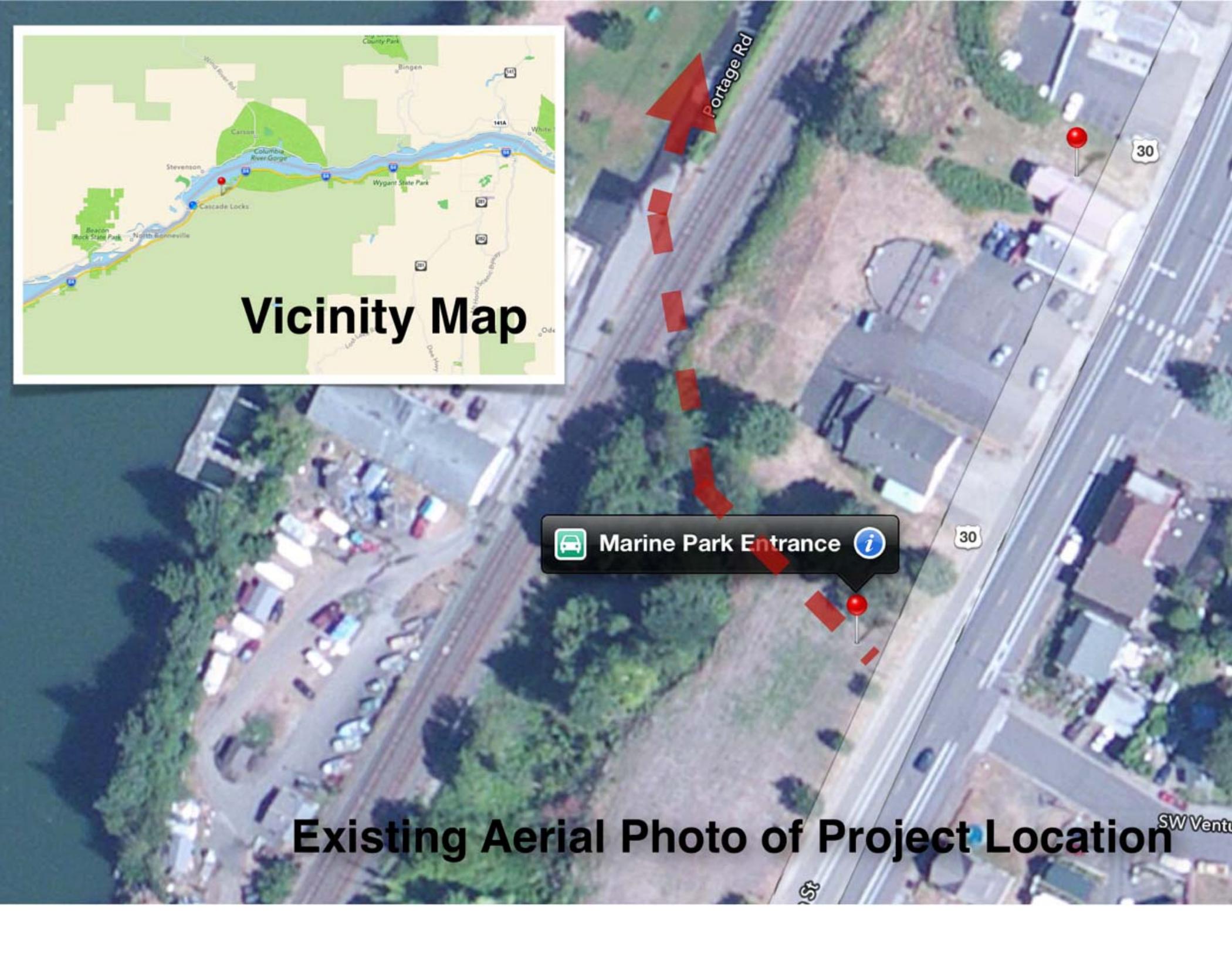
Signature: Date:

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



 Marine Park Entrance 

Existing Aerial Photo of Project Location



MULTIMODAL TRANSPORTATION PROGRAM
PROJECT APPLICATION

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.



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,

A handwritten signature in black ink, appearing to read "Anna Tompkins", written over a circular scribble.

Anna Tompkins
Hood River County EDWOG Staff



City of Cascade Locks
PO Box 308 140 SW WaNaPa St.
Cascade Locks, OR 97014

(541) 374-8484 Fax: (541) 374-8752
TTY 711

November 27, 2012

Oregon Department of Transportation
Enhance Program
Attention: Jeffrey Flowers, Region 1 Program and Funding Manager
123 NW Flanders
Portland, OR 97209

To: STIP Grant Selection Committee Members, Region 1 (2015-2018)
Re: **Port of Cascade Locks Marine Park Entrance**

The Cascade Locks Marine park attracts 350,000 visitors annually. In spite of its popularity, the Marine Park is practically inaccessible for many potential users due to the railroad tracks. After much investigation, the only solution to this problem is a new park entrance overcrossing for pedestrians and cyclists.

Cascade Locks Marine Park is separated from the City of Cascade Locks and Historic Highway 30 (Wa Na Pa Street) by railroad tracks. The existing 1920s era grade-separated entrance to Cascade Locks Marine Park severely limits access to everything in the park because of its antiquated and substandard vertical/horizontal clearances, its tight right angle approach and the steep grade. There is no alternative entrance or exit.

This park serves the entire community. It provides access to the beach for sailing, the locks for fishing, moorage for boats such as the National Geographic Songbird and the Columbia Gorge Sternwheeler, Cascade Locks' only large meeting facility, the playground, museum, marina, Columbia Gorge Racing Association facility and park. The park entrance does not comply with ADA standards. Bicyclists and pedestrians are at risk of an accident with a vehicle when entering and exiting the park through the narrow tunnel with restricted visibility under the railroad tracks.

The only viable solution is a Marine Park Entrance Overcrossing. The Port of Cascade Locks has invested significant time and money into extensive alternatives analysis to resolve the problem. This overcrossing design is preferred for having least impact to natural, recreational and historic resources, as well as reasonable railroad feasibility and overall project cost. This new entrance would have a grade-level approach off of Historic Highway 30 (Wa Na Pa Street). It would also make the Park a much safer destination for any bicyclists, pedestrians, wheelchair users and families with strollers visiting the playground.

It is anticipated this new entrance would potentially double the use of the facilities. Visitors to Cascade Locks would have an easier time locating and accessing the Marine Park that is of such great value to the community. We would appreciate your selection of the Port of Cascade Locks New Marine Park Entrance to receive STIP Enhance It funding.

Regards,