



Mid-Columbia Economic Development District

Connect Mid-Columbia 2021 AGENDA

Wednesday, September 22, 2021, 8:30 am

Via Zoom: <https://us06web.zoom.us/j/84180652074?pwd=SmhPV2g2SWVPZzdjOUliVG9ScW1Mdz09>

Or call 253-215-8782, Meeting ID: 841 8065 2074

Passcode: 147837

Primary Purpose: Enhance the Mid-Columbia Comprehensive Economic Development Strategy (CEDs) with a more robust conversation around our regional transportation priorities and needs.

<u>Topic</u>	<u>Time</u>
Introductions	10 minutes
Review Purpose; Last Meeting Highlights	5 minutes
2022 CEDs Development <ul style="list-style-type: none">• Review Draft Transportation Strategies• Review of Prioritization Criteria• Project List Prioritization	45 minutes
Update on Active Funding and Policy Proposals	10 minutes
Plan Highlight: Columbia River Gorge Commission Climate Change Action Plan	15 minutes
Next Meeting, Next Steps	5 minutes
Adjourn	

The meeting is accessible to persons with disabilities. If you have a disability that requires any special materials, services or assistance, please contact Jill Brandt at 541-296-2266 (TTY 711) at least 48 hours before the meeting.

MCEDD is an equal opportunity lender, employer and provider.

**Mid-Columbia Economic Development District
Connect Mid-Columbia 2021 Meeting Minutes
Wednesday, August 18, 2021, Via Zoom**

Attendance: Bill Bauman (Mobility Coordinator- Community in Motion), Dustin Nilsen (Director Planning, City of HR), Dale Robins (SWWA RTC), Donna Mickley (USFS), Jonathan Lewis (Klickitat Valley Health & Chambers of Commerce), Kathy Schwartz (Wasco Co Commissioner), Gordon Zimmerman (Cascade Locks Administrator), Kevin Greenwood (Port of Hood River), Leana Kinley (Administrator City of Stevenson), Matt Ransom (Director SWWA RTC), Dr. Marta Cronin (CGCC), Tammara Tippel (Mt. Adams Chamber), Margie Ziegler (Port of Klickitat), Patty Fink (Columbia Area Transit), Terra Lingley (ODOT Historic Highway), Theresa Conley (ODOT Region 4), Tyler Stone (Wasco Co. Administrator), Brad Dehart (ODOT Region 4), Lynn Burditt (Community Volunteer), Richard Foster (Klickitat County Economic Development), Rodger Nichols (Gorge Commissioner), Scott Hege (Wasco Co Commissioner), Steve Kramer (Wasco Co Commissioner), Lisa Naas Cook (Gorge Commission staff), Dale McCabe (City Engineer- City The Dalles), Alice Cannon (City of The Dalles), Valerie Egon (ODOT Region 1), Genevieve Scholl (Port of Hood River)

MCEDD Staff: Jessica Metta (Executive Director), Kathy Fitzpatrick (Mobility Manager), Kate Drennan (Deputy Director Transportation), Jill Brandt (Admin Assistant)

Introductions

Meeting called to order at 8:30. A round of introductions took place.

Review Purpose/Intent; Process Overview

Jessica Metta shared the meeting's purpose to enhance the region's Five-Year Comprehensive Economic Development Strategy (CEDS) currently being drafted, specifically the Transportation action plan. In many cases projects need to be identified in a CEDS process to be eligible for federal funding. Historically MCEDD's involvement with regional transportation began back in 2010 with the staffing and coordination of the Gorge Translink Alliance by MCEDD's Mobility Manager. Over its decade in existence, the Translink Alliance has brought the five area transit providers together with social services, held transportation summits and other initiatives connecting economic development with transportation and helped to bring solutions to the transportation issues and goals identified by communities within the Gorge. Transportation is a vital connector to economic development, and MCEDD's goal is to have regional economic development priorities advised by the region's transportation needs. This Connect Mid-Columbia series of conversations is important for the region to coordinate issues of transportation for economic development and to come up with strategies that will move both local and regional priorities forward. Jessica asked for other priorities for Connect Mid-Columbia from the attendees.

Discussion: Genevieve Scholl stated a desire for legislative advocacy to move forward prioritized projects (including funding requests and/or policy changes).

Regional Strategy Current Status re: Transportation

Jessica shared the current CEDS draft vision statement: “The Gorge as a resilient, thriving, sustainable, rural economy that supports equitable access to diverse business opportunities that act in harmony with the area’s unique qualities, values, cultural and natural resources.” The four goal areas are Strong Businesses, Robust Workforce, Resilient Infrastructure, and Powerful Regional Collaboration. The themes for equitable outcomes and resiliency have been included throughout this CEDS process. Transportation falls under the Resilient Infrastructure goal.

Jessica shared the Transportation Action Plan in the 2017 CEDS and noted progress towards the outcomes:

- Oregon House Bill 2017 -- funded many transit and other transportation projects.
- FLAP funding -- funded HCRH trail construction, dog mountain access, Columbia Gorge Express.
- Explored truck parking options - new private businesses in Sherman County opened to meet this need.
- All the Columbia River crossings have had funding awarded.
- Improvements at area Cruise docks and airports were funded.
- Public transportation investments have really changed the transit system with fixed routes added and seamless transfers improved with the Gorge Pass.
- Bike and pedestrian improvements have been funded.
- HCRH improvements included new Summit Creek Viaduct completed, Mitchell Point tunnel (currently under construction), Viento to Mitchell Point trail along HCRH scheduled to begin next year.

Discussion: Patty Fink endorsed the CEDS process, appreciating the new area transportation connections that the high levels of funding in our area have allowed to blossom over the past few years. Kathy Fitzpatrick agreed that the most popular regional planning projects for transportation also align with local communities’ transportation priorities. Safe routes to schools, improving bike and pedestrian infrastructure in conjunction with City of Hood River, Dog Mountain trailhead access are all projects where regional need has aligned with local need.

Jessica Metta explained that in addition to the full five-year update, the CEDS priority list of projects is also updated annually. The most recent list completed in March 2021 included the several transportation projects shared on a slide.

Proposed Regional Strategy Updates re: Transportation

Jessica shared the existing sub-goal for transportation action plan: “Provide safe and efficient regional transport system to enhance the communities and businesses of the Gorge.” To brainstorm strategies for plan, first assets and challenges need to be considered. Regional assets already identified are: Interstates and Highways, Airports, Rail Service, River Access (Barge transportation), Bike and Pedestrian and Transit Systems. No other assets were noted.

Challenges already identified are: aging infrastructure (staying on top of maintenance), business development, constrained financial resources (create need to coordinate and prioritize), limited

passenger rail options, growth and congestion from tourism, gaps in vehicle, bike and pedestrian transportation systems, safety concerns (congestions and aging infrastructure), rural dispersed nature of region (long commutes) created by housing constraints and emergency preparedness. Jessica asked for additional challenges to note.

Discussion: Dustin Nilsen said a disparity arises when the region relies on locally funded projects. He cited Hood River as an example with its three interstate exchange upgrades. These upgrades serve the regional system as well as local needs. The disparity arises in balancing the impact of the local costs for improvements against the impact for the regional need. We all share need for I84. SR14 on WA side is similar on big ticket local impacts of regional improvements.

Kathy Fitzgerald observed that equity is not included, although it is addressed by bullet points. Safety concerns is bullet point, and it would be appropriate to add equity concerns. Long commutes fall within the challenges as an equity issue. Kathy noted that equity is a concern that comes up often in meetings.

Brad Dehart added that including need for continuing to modernize our transportation system (electric vehicle charging stations) is a challenge. Jonathan Lewis added that the federal government wants to make an investment in potential alternative fuels for transportation. Dustin Nilsen expressed concern for transportation funding in the future as transportation shifts to gas alternatives. He noted the contradiction that we both rely on gas taxes and continue to invest in vehicles that don't use gas, so that the goals of fuel efficiency are at odds with the need to fund infrastructure improvements.

Alice Cannon noted that good transportation feeds into the priority of filling available jobs. The area needs workers but has no available housing. Commuting is a partial solution that will help ameliorate but not solve this problem.

Lisa Naas Cook asked how the risk from extreme weather events, emergency preparedness, and the nexus with climate change is characterized. Jessica responded that how the system acts during disaster events could be spelled out. Dale Robins pointed out that resiliency is vital because alternate routes in the Gorge when there is an emergency are limited.

Jessica asked the group for suggestions on wordsmithing the specific transportation infrastructure goal. Kate Drennan noted that we can add resiliency into the goal statement.

Jessica asked for brainstorming of strategies, urging the group to think regionally. What actions over the next five years do we need to do to address our region's transportation needs? This document will help us advocate for the region over multiple jurisdictions.

Discussion: Dustin agrees weather or natural disaster preparedness is important. Impacts will continue and need to be planned for, including the reliability of our transportation systems to mitigate these problems, specifically the ability to evacuate in emergencies. Jonathan Lewis

asked about alignment between this plan and the regional hazard mitigation plans done by the counties. Dustin offered to send the Hood River County plan to Jessica. Jonathan Lewis offered to send Klickitat County's Plan. Wasco County also has a plan.

Kathy Schwartz asked to add a statement about improved safety of the transportation network, specifically the safety and security of passengers. Anti-bias training for staff, training for staff on how to handle emergencies. She gave as an example what has happened to public transit in Portland as an incentive for our region to improve on safety - not only in crashes, but personal safety of passengers. Jonathan Lewis added training for staff operating public transit vehicles on how to respond to violence in a safe and effective manner.

Gordon Zimmerman brought up electric vehicles transportation. The Hood River County Energy Council is working on electric infrastructure and other utility infrastructure to support future needs. He noted that our current electric distribution systems are not capable of handling the increased power demand that the new vehicles will bring. We must support upgrades in the electric infrastructure in order to support upgrades to transportation.

Kate Drennan spoke to the goal for improved coordination around the region between public and private entities. Leana Kinley agreed that each community is different with different needs and priorities, but we all must work together. Genevieve Scholl added that we must work together not only within our region, but also with folks outside of MCEDD's Region. She cited as an example the Clackamas County side of Mt. Hood where Hwy 35 and 26 meet. This area is not within our region but borders it and affects our region. Patty Fink added that the collaborative approach to border issues would be preferable with Eastern Multnomah County. Solutions for the region there are either to push the problems our way, or to work on them together. Working on them together can provide a solution that is acceptable for all and can help to facilitate economic development in some communities in the Gorge. For example, instead of locating a new parking at Ainsworth exit, look at opportunities to bring folks into Cascade Locks to park, where they can also shop and hike. Patty added that projects that would help address some of these challenges fall under advocacy, not necessarily construction.

Alice Cannon stated that the Gorge Pass concept is a wonderful thought. We should keep enhancing it, particularly for those commuting here in winter months. Alice advocated for continuing transit coordination with rail service, Greyhound and all area transit providers to get workers to jobs.

Dustin Nilsen agreed that the alignment of transportation efforts with local community initiatives is a forward positive step. He noted that the Gorge Pass lines up with downtown parking strategies in Hood River, allowing workers access without taking up parking. He added that the challenge is to understand how the little pieces and opportunities support larger regional transit goals.

Patty Fink added that a parking management system in the Gorge that could address both parking in small communities and at trailheads would be beneficial. Folks can be notified when there is no more parking available and go somewhere else. Parking could be coordinated with shuttle service so that vehicles don't have to come into the gorge.

Alice Cannon noted that partners should include Business Oregon and Governor Brown's Regional Solutions Team.

Developing Project Lists

Jessica presented the suggested Prioritization Criteria that will be used to rank projects at the next meeting. These include:

- Connected to CEDS.
- Community Ranking.
- Economic Impact.
- Regional significance/impact.
- Geographic disbursement.
- Potential availability of funding sources.
- Readiness to proceed.

Jessica urged the group to think about upcoming funding opportunities and projects we want to make sure are on this list. She noted the big possible infrastructure package coming this year. In addition to projects in our annual CEDS update, the group should identify other transportation plans to consult for projects.

Discussion: Dale Robbins said both WSDOT and ODOT have priority transportation lists. These are mostly focused on preservation and maintenance of our existing systems.

Dustin agreed with the prioritization categories and added that economic values versus readiness are different concepts and that considering both aspects is important. Patty Fink suggested adding looking towards future with what we are building as a criterion, specifically building towards something different and new than we have had in the past. Jonathan Lewis pointed out that equity and resilience have come up in the meeting but are not captured here. Lisa Naas Cook thought that equity and resilience were implied as those themes are embedded into CEDS strategies. Patty stated that it is CAT's intention to plan for and build resilience into the future.

Upcoming Funding Opportunities

Jessica will incorporate these suggestions into the prioritization categories. She asked the group to identify and highlight any funding opportunities coming up besides infrastructure package.

Discussion: Brad Dehart mentioned the Connect Oregon funding, for aviation, marine, and rail projects. There have been projects funded under this program in this region. The program is a grant funding opportunity with a competitive application process. Applications will be received

until the middle of September. The link was shared:

<https://www.oregon.gov/odot/programs/pages/connectoregon.aspx>

Dale Robins stated that the RTC includes a list of grants and programs available for WA. He noted it looks like earmarks are coming back to Congress. Matt Ransom added that WA partners are aware that WA legislature is debating a new transportation spending bill. He added that members participating in the group from Hood River may pursue an earmark with WA for the bridge replacement. He added that there may be a new spending bill that will expand existing programs like safe routes to school. This could be a good opportunity for WA side improvements.

Genevieve Scholl commented on the disparity in the two states between the mileage tax on one side of the river versus the gas tax on the other side. She added that truckers use our aging bridges to avoid the gas tax on one side and the mileage tax on the other.

Kevin Greenwood noted that local government needs to be vigilant on how the state will develop its program to use the federal infrastructure package funding to be sure that specific local projects are included.

Follow-Up

Jessica wrapped up the discussion with a reminder that the next session is planned for Sept 22nd at 8:30am. She will update the challenges with the input from today's discussion. She will also share the draft strategies that have been identified today. Everyone is asked to send top priorities to Jessica to help compile list and to email her with anyone else to invite to the next session.

Meeting adjourned at 9:55 am.

Respectfully submitted by Jill Brandt, Administrative Assistant

2022 CEDS Infrastructure: Transportation Action Plan

Goal: “To provide a safe, ~~and~~ efficient, equitable and accessible regional transportation system to enhance the livability, resilience and economic vitality of the Mid-Columbia region.”

Assets:

- Interstates and Highways both East/West and North/South
- Airports
 - Hood River and Columbia Gorge Regional airports
 - Close Proximity to PDX
- Rail Service for transport of goods in both OR and WA
- River access, including barge transportation along the Columbia
- Bicycle, pedestrian and transit systems

Challenges:

- Aging infrastructure – ability to maintain/sustain key assets
- ~~Business development requires enhancing transportation infrastructure to support key industries~~ Sharing financial burdens from infrastructure development and maintenance important to supporting key industries and regional travel
- Constrained financial resources
- Limited rail options, particularly passenger rail
- Growth and congestion, including from tourism
- Gaps in public transportation, bike and pedestrian systems
- Safety concerns from trailhead spillover, multimodal facility gaps, and aging infrastructure

- High transportation costs due to rural/dispersed nature of the region furthering inequity
- Long commutes, partially created by housing constraints
- Emergency preparedness to respond to extreme weather, natural and manmade disasters.
- Need to modernize and future-proof the transportation system (i.e. electric cars)
- Equitable access to transportation

STRATEGIES

	Collaborators	Timeline
4.1 Coordinate transportation <u>priorities and investments and align planning efforts among regional partners</u> to support the Mid-Columbia’s economies and communities.		
4.2 Advocate to enhance for federal, state and private investments into transportation <u>priorities</u> .		
4.7.1 Identify opportunities to advance regional transportation priorities in a potential Washington Transportation Package.	Local govts- counties, cities, ports, transportation providers	Current session
4.7.2 Pursue Federal Lands Access Program funding options.	TransLink and providers, Hist Hwy, DOTs	Next round
4.7.3 Identify and pursue opportunities through federal <u>infrastructure and transportation programs</u>	Local govts, Hist Hwy, Ports, DOTs	Current session
4.3 Maintain, preserve and enhance existing infrastructure, <u>while investing in modernization</u> to improve the transport of goods and movement of people.		
4.3.1 Improve connections between rail, air, highway, and river systems.	Regional airport, port, DOTs, FHWA	Long term

4.8.3 Commit resources to address facility modernization critical to the overall transportation system.	DOTs, counties, cities, Ports	Mid-long term
4.8.3 <u>Address the needs of the electrical grid to support increased electric vehicle usage.</u>	???	???
4.4 Identify, seek funding and complete priority highway, road and bridge transportation infrastructure projects.		
4.9.1 Participate in the Southwest Washington Regional Transportation Commission (RTC), Region 1 Area Commission on Transportation (ACT) and Lower John Day ACT to identify priority projects. Integrate annually to this strategy with regional project prioritization.	Local govts, ACT, SW WA RTC, TransLink and providers, MCEDD, DOTs	Immediate, ongoing
4.9.2 Focus on key corridors and market roads necessary for the transport of goods. Address bottlenecks on the road system and bi-state connections. <u>Consider regional funding models for local projects that have larger impacts.</u>	Local govts, ACT, SW WA RTC, TransLink and providers, MCEDD, DOTs	
4.9.3 <u>Focus on maintenance and replacement of all Columbia River crossings to address safety and business needs, while increasing bike and pedestrian connections.</u>	<u>Local govts, ACT, SW WA RTC, MCEDD, DOTs</u>	
4.10 Support regional airport <u>enhancements to regional air, water and rail infrastructure for cargo and passenger transport (locals and visitors).</u>		
4.10.1 Further develop the Columbia Gorge Regional Airport, serving key healthcare and tech businesses.	Col Gorge Regional Airport, Klickitat County, City TD, industry	Mid term
4.10.2 Identify opportunities to further Goldendale airport's potential as a distribution center.	City Goldendale, Klickitat County ec dev	Mid term
4.10.3 Support enhancements to the Hood River Jernstedt airport.	Port of Hood River	
<u>4.10.4 Enhance the Columbia River transportation system with docks for commerce and cruise ships.</u>	<u>Ports, MCEDD</u>	Mid-term

4.10.5 Advocate for facilities at Amtrak passenger rail stops <u>for cargo and passenger rail.</u>	Local governments- WA counties, cities, MCEDD	
4.10.6 Support an additional rail spur at the Port of Klickitat to support <u>business access.</u>	<u>Port of Klickitat</u>	
4.11 Enhance the Columbia River system transportation system (eg docks to support commerce and cruise ships)		
4.12 Increase access to cargo and passenger rail.		
4.13 Improve safety <u>for all users</u> of regional <u>and local</u> transportation networks.		
4.13.1 Pursue funding to conduct and implement a <u>Parking Management Plan to address parking in communities and at trailheads to distribute congestion.</u>	<u>WSDOT, ODOT, USFS, OPRD, WPRD, counties, cities, MCEDD, TransLink and providers</u>	???
4.13.1 Address parking issues, especially along Hwy 14 and at access points (e.g. trailheads) that impact safety.	<u>WSDOT, ODOT, USFS, OPRD, WPRD</u>	Mid term
4.13.2 Find funding to provide training for transit operators on <u>anti-bias and responding to violence.</u>	<u>MCEDD, transit providers</u>	
4.14 Increase capacity of regional transportation network with efficient and accessible bi-state transit options.		
4.14.1 Address priorities expressed in <u>transit plans, including Human Services Coordinated Transportation Plans, Wasco County Transit Development Plan, Hood River County Transit Master Plan Transportation Innovations outcomes, Community Health Improvement Plan.</u>	TransLink and providers, RTC	Immediate-long term
4.14.2 While there are practical limitations to dramatic increases in transit, focus on incremental and sustainable success on both the local and regional scale for transit both inter and intra community. Support implementation of Gorge Regional Transit Strategy Phase 2.	TransLink and providers, RTC, DOTs	Ongoing

4.14.3 Actively engage and follow-through with feasibility assessments for fixed route transit.	Local governments, providers	Long term
4.14.4 Further bolster the Gorge TransLink Alliance to support a seamless bi-state transit system.	TransLink Alliance and providers	Immediate-long term
4.14.5 Support transportation options programs through the Drive Less Connect . <u>Get There Oregon platform.</u>	MCEDD	Ongoing
4.14.6 Facilitate employment transportation needs; coordinating vanpools and pursuing transportation options.	MCEDD, Industry	Ongoing
4.14.7 Build awareness of available services.	TransLink, MCEDD , providers	Short term-Ongoing
4.14.7 <u>Increase equitable access to transit options among underserved populations.</u>	<u>TransLink, MCEDD , providers</u>	
4.14.8 <u>Support opportunities to integrate transit and transportation options into development projects.</u>	??	??
4.15 Provide <u>safe and complete</u> modal options with facilities for bicyclists and pedestrians.		
4.15.1 Support completion of the Historic Columbia River Highway trail.	Hist Hwy	Advocacy: immediate; completion: long term
4.15.2 Further facilitate Gorge Hubs facilities.	Gorge Hubs communities, Hist Hwy, MCEDD, ODOT	Short term
4.15.3 Assess opportunities and develop strategies for all bridges to enable bike/pedestrian access	Ports, DOTs	Long term
4.15.4 Complete a usage study for impact of pedestrian traffic and tourism.	TBD	Long term

4.16 <u>Invest in resiliency for the region to mitigate, adapt and plan for extreme weather, natural and manmade disasters.</u>		
<u>4.16.1 Enhance regional airports to support firefighting.</u>	???	???
<u>4.16.2 Develop plans for alternative routes across the Columbia River during emergencies.</u>	???	???
4.16.1 <u>Analyze county natural hazard mitigation plans for cross-community transportation coordination opportunities. Convene partners to develop regional solutions for transportation resiliency.</u>	??	??

Project Prioritization Criteria

- Connected to CEDS.
- Community Ranking.
- Economic Impact.
- Regional significance/impact.
- Geographic disbursement.
- Potential availability of funding sources.
- Readiness to proceed.
- Equitable outcomes.
- Increases resiliency.
- Future-thinking.

Connect Mid-Columbia Draft Project List -September 2021

Submitted by // Project	Plan // Project Details
Columbia River Gorge Commission	Climate Action Plan
Draft a Management Plan application requirement for recreation development/upgrades to describe the transportation opportunities, how the project can promote continuity of mult transport	Objective 3 in the revised plan: Improve linkages between different modes of transportation at major recreation sites in the National Scenic Area.) And/or require connection to existing trails networks to the max extent possible.
Investigate RIC updates to support/require parking management strategies	
Port of Hood River	
Hood River-White Salmon Interstate Bridge Replacement (all remaining phases)	
Capital Improvements and Repairs to Hood River-White Salmon Interstate Bridge	<ul style="list-style-type: none"> a. Wire Ropes Replacement b. Live Load Testing for Weight Limit on the Hood River-White Salmon Interstate Bridge c. Asphalt Rehabilitation/Pave on Oregon and Washington Approaches d. Weight Limit Structural Upgrades e. South Abutment Retaining Wall f. Replacement of Rack Pinion Shafts/Couplings g. Pier Cap Concrete Rehabilitation h. Replace Guard Rail/Rub Rail
E. Anchor Way and North First Street development	Lot 1 – Public Transit Hub, Utility relocation, street relocation and new street construction
Ken Jernstedt Airfield	<ul style="list-style-type: none"> a. Purchase/Install AV Gas Tank b. Construction of new commercial/industrial hangar c. Relocate wind sensor d. Construction of new maintenance/FBO hangar e. Paving for new tie-down area

	<p>f. N. T-Hangar block access paving Phase 1</p> <p>g. Glider access paving</p>
ODOT Region 4 STIP 2024 – 2027 (early planning stages for Lower John Day Area)	
US97	Moro – Grass Valley: pavement preservation and possible passing lanes (Sherman County)
US26	Wapinitia Junction – Warm Springs River: pavement preservation (Wasco County/CTWS Reservation)
North Central Culvert Corridor Project	Repair or replace critical and failing culverts (potentially includes work in both Wasco & Sherman Counties)
Mosier Streetscape	Scoping this for a possible Federal Lands Access Program grant application (due October 2021) to fund PE only for the full streetscape corridor. (Wasco County, obviously)
Wasco County (Parks & Rec. District) Mill Creek Greenway	This is already funded as a Local Program project through the Oregon Community Paths program. We aren't really scoping this, as the Parks District submitted preliminary plans and estimates with their funding application, but we are going to do a small internal scope and cost validation exercise. (Wasco County)
Celilo Frontage Rd Rail Crossing Improvements	Celilo Village: Improve safety at the rail crossing by installing lights and gates. (Wasco County)
US97 Seismic Corridor	Rock Fall: Landslide/rock fall mitigation to address the highest priority site(s) from rock fall in a seismic event, between MP 0.7 – 2.3. (Sherman County)
ODOT Region 1 STIP list – Hood River County Projects	
WaNaPa / Toll House Road	Intersection improvements needed to control turning movement, geometry, speeds, multimodal safety. \$4-6 M
I-84 EB Exit 62 to Mt. Adams Ave	Extend EB right turn lane, channelized connection to Mt. Adams Ave from I-84 off ram, etc \$4-6 M
Klickitat Valley Health	
Streamline development of housing in Goldendale and provide a reliable commuter bus system from Goldendale throughout the Gorge.	
Alternative fuel for the busses. Renewable Hydrogen fueling stations at the WWTP in Goldendale and in HR.	

Super cute bus stops designed w/ Gorge aesthetics.	
A viable off highway bike and hike network throughout the Gorge	
City of Cascade Locks CEDS Projects	
Forest Lane Reconstruction	
Gravel Pit Road Rebuild	
Herman Creek Lane Rebuild	
Build Atwell Lane	
WaNaPa/Tollhouse Road Roundabout	
Forest Lane/WaNaPa Roundabout	
I-84 Full Interchange Access on the East End of Town	
Cascade Locks Truck Route Improvements	
City of Stevenson – Transportation Improvement Plan	
Loop Road Grind and Inlay	Engineering, grind & inlay, stormwater
School Street Grind and Inlay	Engineering, grind & inlay, stormwater
Kanaka Creek Underpass Phase 1: SR 14 to Cascade Ave	Rebase, surface road, modify drainage, prime and chipseal
Kanaka Creek Underpass Phase 2: SR 14 to Cascade Ave	Improve Underpass bridge
Roosevelt Street Overlay	Engineering, sidewalks, stormdrain, overlay
Leavens Overlay	Remove/grind deteriorated sections of asphalt; add sidewalk on west side
Iman Loop-Iman Cemetery Sidewalk	Continue sidewalk and curbing
Storm water System Repair and Upgrade	Repair and upgrade failing storm water
Lakeview Street	Rebuild and pave Lakeview, improve storm drainage
Foster Creek Road	From Rock Creek Dr. to Ryan Allen Rd, acquire ROW
Chipseal Program	McEvoy Lane, Wisteria Way, Ridgecrest Dr
Loop Road Sidewalk	Construct Sidewalk between McEvoy & Bone Road
Chipseal	Vancouver Ave
Frank Johns Sidewalk	Construct new sidewalk along east side from Loop Rd to Second St
Monda Road	Straighten out the intersection
Vancouver Sidewalk East End	Install sidewalks and curbs

Rock Creek Bridge Replacement	Bridge Replacement
Chipseal	Major St, Hillcrest and E Loop Road
Chipseal	Lasher, Roselawn
Roselawn Avenue Overlay	Engineering, sidewalks, storm drain and ramps
Del Ray Avenue	Construct new road, sidewalks, street lights, storm drains
Columbia Avenue	Construct new road, sidewalks, street lights, and storm drains, relocating water and sewer lines
Russell Avenue Rebuild Phase 2	New Street lights, sidewalk & reconstruction
2021 CEDS Transportation Project List	Submitted By
Hood River Interstate Bridge	Port of Hood River
Bridge of the Gods Maintenance	Port of Cascade Locks
Columbia Avenue Realignment in Stevenson	Skamania County
First Street Traffic Calming & Sidewalk Pedestrian Path Connection in Stevenson	Skamania County
Stevenson –Upper Russell Avenue Upgrades	Skamania County
Wasco Road Resurfacing Project	Sherman County
Maple Street Improvements at Bingen Point Industrial Park	Klickitat County
Goldendale Municipal Airport Improvements	Klickitat County
Port of Cascade Locks Recreational Trail	Hood River County
City of Hood River Intersection Improvements – Rand/ Cascade, Oak/2nd	Hood River County
Fuel Farm Upgrades at Columbia Gorge Regional Airport	Wasco County
Maupin Donkey Trail	Wasco County

Mill Creek Greenway in The Dalles	Wasco County
Regional Transportation Plan for Klickitat County	
Hood River Bridge Replacement	
Reconstruct existing rural arterials to all-weather roads	
SR -14 Oaks to Maple	Roundabout or signalized intersection
SR -14 Downtown Bingen improvements	Radar speed sign, ped crossings, sidewalk
SR-97 / SR -14 Intersection Improvement	
SR -97 Passing Lane Study	Vicinity of Brooks Park to Ski-Lodge Rd
SR-14 Rockfall protection	
SR-14 Study for width and grade	SR 141 Alt to Dock Grade
SR-14 Lyle sidewalk and curbs	
SR-97 Study passing lanes	Near Little Klickitat River
SR-141 Study: Realignment of curves	White Salmon to Northwestern Lake Rd. Vic.
SR-197	Add left turn pocket, acceleration and deceleration lane from Dallesport to Dock Rd
SR-141	Design Sidewalk and curbs -- Ash St. to SE 10th St.
SR-142	Design Sidewalk and curbs --Klickitat Av. to Durkee Rd.
Regional Transportation Plan for Skamania County	
SR – 14 Phase 3: Realign curves	Marble Rd. to Salmon Falls Rd.
SR – 14 Bridge of the God	Improve Intersection
SR – 14 Hot Spring Way / Dam	Add WB deceleration and acceleration lanes
SR – 14 Rockfall protection	
SR – 14 Corridor Feasibility Study	One lane each direction with sharp curves
SR – 14 Tunnels 1-5	Feasibility Study: Lower grade by 6", ITS
SR – 14 Study: Extend WB Climbing Lane	Half Bridge to Prindle Rd.
SR – 14 Study: Widen shoulder to 4'	Countywide
SR – 14 Realignment	East of Smith- Cripe Rd.
SR – 14 Study: Intersection improvement	Cook-Underwood Intersection
Columbia River: Replace Public Dock	
SR – 14 Feasibility Study: Industrial Land Access	Stevenson Industrial Land