

# 2024 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2024 Application Packet](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

***Applications must be received by July 31, 2024 at 11:59 p.m. (PDT)***

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## Applicant information

**Instructions:** Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Response instructions are on page 9 of the 2024 Application Packet.

### Primary applicant jurisdiction

City of Hood River

### Mailing address

211 2nd Street

Address Line 1

Address Line 2

Hood River Oregon 97031

City

State

Zip Code

### Website

https://CityofHoodRiver.gov

### Contact person name

Dustin Nilsen

First

Last

### Contact person title

Director of Planning and Zoning

**Contact phone**

(541) 645-4713

**Contact email**

D.Nilsen@cityofhoodriver.gov

**Name of person empowered to sign the agreement with ODOT, if different from the applicant contact**

Abigail

First

Elder

Last

**Title of above named person**

City Manager

**Phone**

(541) 645-3471

**Email**

A.Elder@cityofhoodriver.gov

**List co-applicants (if a joint project)**

List co-applicants (if a joint project)

Providing match?

**Upload your resolution or authorized letter with associated meeting minutes from the governing body of applying jurisdiction(s) here:**

Resolution 2024-15 TGM Grant.pdf

*PDFs only. Max 2mb per file.*

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**Project information**

Response instructions are on page 10 of the 2024 Application Packet.

**Project title**

Historic Columbia Highway Integrated Land Use Area and Transportation Plan

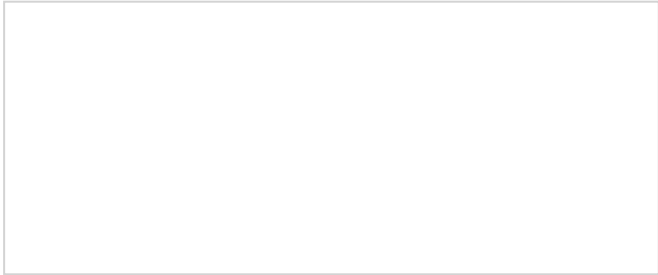
**Project area:** Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

**Option 1: Project area map**

Project\_Area\_v2.pdf

*PDFs only, 1 file maximum, 2mb file size limit.*

**Option 2: Project area description**



**ODOT region (1-5)**

[ODOT Region Map](#)

Region 1

Refer to the region map if you are unsure of your region.

**Type of grant**

Category 2: Integrated Land Use & Transportation Planning

**Summary description of project**

The purpose of the Historic Columbia Highway Integrated Land Use Area and Transportation Plan is to:

- Synchronize state and federal investments of the Historic Highway State Trail with the City's Westside Urban Renewal Area Plan which was created to support implementation of the Transportation System Plan amended in April 2021, the Hood River Multi-Jurisdictional Parks, Rec & Opens Space Plan adopted in September 2020, and the Hood River Affordable Housing Strategy in May 2022.
- Establish an adoption ready streetscape corridor, zoning overlay, and implementation plan that aligns transportation investments and corridor planning/place making strategies to create a vibrant and active multimodal corridor redevelopment area that embraces the historic nature of the Columbia River Highway, while promoting cohesive mixed use development pattern and supports the community's growth.

*Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)*

**Project cost table**

Response instructions are on page 11 of the 2024 Application Packet.

<b>TGM funds requested for the work identified in Criterion 3</b>	<b>Consultant</b> \$260,000.00	<b>Local reimbursement</b> \$0.00	<b>Total TGM funds requested</b> \$260,000.00
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**Local match**                      **Minimum Match (Calculated)**  
 \$29,758.16  
*Approximately 11.5% of requested funds*

**Match to be provided**

**Labor, supplies and services during project**

\$30,000.00

**Payment when Intergovernmental Agreement is signed**

**Total Match to be Provided**

\$30,000.00

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## **Award criteria**

### **Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)**

The application demonstrates the proposed project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM Objectives.

**Response instructions are on page 13 of the 2024 Application Packet.**

**What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?**

ODOT has been planning the State Trail alignment for the past 30 years, envisioning how the State Trail connects into Hood River. Through a series of Federal Lands Access Program (FLAP) grants, ODOT has completed advanced planning and is now currently at 50% design for the final 1.6 miles of the Trail from the end of the Mitchell Point Tunnel project (completion summer 2024). ODOT has a construction funding grant application in to Federal Highways Administration (FHWA) through the Nationally Significant Federal and Tribal Lands Program (NSFLTP) and anticipates needing to utilize a phased approach to construct the final segments. Ahead of additional future construction funding, the City, ODOT, and the County need to create consensus around the future of active transportation along the Historic Highway. While there are multiple, overlapping planning efforts that address Westcliff Drive, all have slightly different concepts for the future configuration.

Once cyclists and pedestrians leave trail, they will rely on arterial streets to navigate through HR. The City and ODOT collaborated on a design refinement project in 2021. The City would like to incorporate the recommendations in that plan into a corridor and gateway development strategy.

The Historic Highway serves as a significant element of the City transportation system as it is the only east- west arterial through the City, connecting its commercial centers, all three interstate interchanges, and two state highways. With the anticipated reconnection of the Historic Highway State Trail, the corridor provides an opportunity to bring multi-modal users (local and visiting) to and through the community.

The importance of the Historic Highway corridor and its impact on the future of Hood River motivated the City to establish an urban renewal area. Established in 2023, the Westside Urban Renewal Area shall provide financing to help with the implementation of three aspects of the Comp Plan: the Transportation System Plan amended in April 2021, the Hood River Multi-Jurisdictional Parks, Recreation & Open Space Plan, adopted in September 2020, and the Hood River Affordable Housing Strategy, adopted in May 2022.

Identified as one of the initial 5-year projects, the Integrated Land Use Plan anticipates a streetscape and corridor plan and zoning overlay/refinement to guide development. As development occurs along Cascade Avenue, it is clear to both ODOT and the City that a corridor and land use plan would help both agencies effectively navigate future development opportunities to ensure that:

- 1). Development proposals can be supported by the multimodal arterial corridor without adversely impacting the state's transportation system,
- 2). Investments are prioritized to support the housing needs and economic opportunities created through well-orchestrated corridor development, and;
- 3). Both long term and short-term developments embrace the historic nature of the highway

*Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?**

The project will establish a coordinated plan for the design and programming for the urbanized sections of Historic Highway as part of the redevelopment of the Cascade Mixed Use Corridor. This effort aligns with the TGM Objective of providing transportation options, support economic activity and growth through development and access to the State Trail as it is integrated into an urbanized growth corridor and redevelopment area.

Project Objectives:

- Capitalize on the revitalization efforts of the Historic Highway Trail with the redevelopment of the Cascade Avenue mixed-use corridor through master planning and regulatory reform;
- Create safe facilities for the anticipated increase in bicycle and pedestrian traffic along the Historic Highway through the redevelopment of streetscape;
- Enhance the mixed-use redevelopment potential, economic vitality, safety, and historic gateway identity of the West Cascade Avenue Corridor.
- Establish an adoption ready regulatory framework of clear and objective standards for development that creates Hood River's urban gateway, supports, and is supported by, the redevelopment of the Historic Highway as a multimodal transportation corridor.
- Develop a conceptual plan for the Historic Highway including planning level cost estimates and phasing of improvements and implementation, as needed;
- Create an adoption ready document to amend City and County TSP that will provide certainty on the future of the Historic Highway and immediate corridor.
- Activate new integrated mixed-use housing and economic development opportunities along the corridor that implement the City's housing needs and are supported by infrastructure investments at the federal, state, and local levels.
- Reduce development barriers through local investment in the City's Urban Renewal area with regulatory reforms that are responsive to short term needs and the long term consequences and opportunities in public and private sector investments;
- Increase sustainable and equitable access to open space amenities, housing, and businesses through directed investments to a redevelopment area that is currently served by auto oriented infrastructure and uses;
- Reestablish the connection of the City to the Historic Highway through place making efforts that recover the rich and diverse history of the route and reimagines a historic resource that has been lost to auto centric development patterns over the past 50 years;

*Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

## **Criterion 2: Proposed project is timely and urgent (up to 25 points)**

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in local conditions or in federal regulations, state requirements, or regional plans
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or

state transportation projects for which funding is expected to be obligated within the near future

**Response instructions are on page 15 of the 2024 Application Packet.**

**Why is it important to do the proposed project in this grant cycle?**

ODOT has been very successful in obtaining design and construction funding for the Historic Highway State Trail, and with projects opening, the City anticipates additional momentum to further make the project high-profile with grant programs for construction. Having planning in place as ODOT designs and submits Land Use Permits for improvements related to the State Trail will help ensure that active transportation users are accommodated through the City as the State Trail project reaches the final stages.

Given the imminent arrival of the State Trail, the need to plan, finance and implement infrastructure becomes time sensitive. In addition, the recent local investments into the Urban Renewal Area have generated momentum for producing affordable housing. That momentum is limited by the current status of Cascade Avenue and its inability to serve the redevelopment of the commercial corridor.

Through advanced planning efforts there is a window that will allow the City to plan for, rather than react to, the introduction of a regional trail system, while simultaneously coordinating investments and regulatory reforms that facilitate redevelopment in a manner that supports housing production goals through a cohesive transportation and land use plan around a multimodal historic highway.

*Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?**

ODOT has committed to undertaking a traffic impact analysis, which will help inform alternatives along the Highway. That work is not yet scheduled, but a rough scope exists, and could be completed in 9 months, prior to a TGM project kicking off. The City has already established its Urban Renewal Area, which was completed and approved in August of 2023. Together both agencies have already collaborated on a streetscape refinement and access plan that can serve as a springboard to the larger effort. No other actions are necessary to initiate the project.

*Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?**

This project relates to the Milepost 2016 conceptual design plan for the State Trail. That plan is complete. The development of the State Trail trailhead at Ruthton Park will need planning certainty to ensure that the development also helps provided needed and related transportation facilities for future State Trail users.

This project is also within the same area as the Westside Area Concept Plan, a previous TGM project. Those plan recommendations are adopted into the City's Transportation System Plan amended in April 2021, the Hood River Multi-Jurisdictional Parks, Recreation & Opens Space Plan adopted in September 2020, and the Hood River Affordable Housing Strategy in May 2022. All three plan then fed into the formulation of the Westside Urban Renewal Area created to help fund and implement capital projects.

*Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box*

to manually expand it.)

### **Criterion 3: Proposed project approach supports policy decision (up to 20 points)**

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

**Response instructions are on page 16 of the 2024 Application Packet.**

## **Tasks and deliverables table**

### **What are your proposed tasks and deliverables**

#### Task 1: Project Initiation and Coordination.

This task will establish a baseline adoption of the goals and objectives of the project. It will also identify partners, interested parties, create a project charter and shared understanding of the scope of work.

This task includes a kickoff workshop and coordination with the City and project team to track project progress, scope and schedule. An initial project schedule will be developed prior to the kickoff workshop and the schedule will be updated at key project milestones;

**Deliverables:** Project area tour, PMT kick-off, Engagement Strategy Task 1 – Project Management and Kickoff Workshop

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

#### Task 2: Existing conditions.

This task will review applicable plans and describe the existing conditions, and identify where existing plans are not consistent, and engage interested partners including the existing Historic Columbia River Highway Advisory Committee. The team will provide a synthesis of existing conditions studies and documents, including past planning efforts and the Urban Renewal Plan, as they relate to the project study area and scope of this project.

**Deliverables:** Existing Conditions Report; Synthesis of documents, including past planning efforts and the Urban Renewal Plan; Policy, Regulations and Design Standards Review; Traffic Study Addendum

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.



**Task 3: Community Involvement Outreach.** Consultant will create a Diversity Equity & Inclusion and Public engagement plan (PEP) to incorporate updated scope and anticipated outcomes. The team will revise the public engagement plan to create a draft PEP that incorporates the proposed public engagement approach. Draft PEP will include descriptions of the following elements:

- Goals and objectives for public involvement;
- Proposed public engagement schedule correlated to major design milestones;
- Communications and social media support assumptions;
- Recommendations for managing and updating the project website and online engagement;
- Interested party meetings;

**Deliverables: DEI and PEP Engagement Memo, Summary, Survey, and Project Webpage**

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

**Task 4: Corridor Concepts Alternatives Analysis Design**

This task will take input from the previous task and create conceptual designs for the Historic Highway Corridor streetscape and zoning overlay and produce an alternatives analysis with the feasible options. This task establish criteria to evaluate preliminary concepts (e.g. access, safety, streetscape environment, community identity, feasibility, site and building typology etc.) in order to select a preferred concept.

**Deliverables:**

1. Document Community Goals
2. Rating Criteria and Evaluation Approach, draft and final
3. (3) Preliminary Concepts,
  - a. Typical street sections for key streets
  - b. Plan view layout for intersection and street layout in study area
  - c. Building typologies for various zones
4. Traffic Analysis
5. Evaluation of Preliminary Zoning Concepts and Renderings
6. Economic Feasibility assessment.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

**Task 5: Preferred Concept Approval and Implementation Action Plan**

**Develop Preferred Concept Plan:** Develop a preferred corridor plan based on evaluation of preliminary concepts and community feedback. Concept to include:

- a. Final street cross section
- b. Final Street network
- c. Final set of clear and objective standards for site and buildings that will guide private property corridor development
- d. Design approach/summary and plan view graphic of the study showing the extents of infrastructure improvements to support the preferred corridor concept

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update

and which entity or entities will need to take action to adopt them.

#### Task 6 – Zoning Amendment Transportation System Plan Update

Prepare draft document for an zoning code and TSP amendment that would incorporate the outcomes of this project. This may include changes to maps, the transportation project lists, and text changes.

Deliverables:

1. Draft and Final City of Hood River TSP (2011) Redlines in Microsoft Word format
2. Legislative Adoption Hearings Before Planning Commission and City Council.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

### **How will the project approach support investment decisions for Safe Systems, Climate Action, and Equitable Outcomes?**

The project will connect a mixed-use redevelopment corridor to a regional active transportation system to enhance bicycle and pedestrian access between the State Trail and Hood River. The project supports climate action by providing transportation choices that do not rely on carbon-intensive modes, increasing opportunities to develop space efficient housing and integrated employment opportunities along a multimodal corridor. The project establishes a community design and layout that efficiently and safely moves all users through a thoughtfully designed area that efficiently utilizes the limited buildable lands hood river has available. The project anticipates a Diversity Equity and Inclusion analysis that aligns with previous DEI plans created as part of the Urban Renewal Area and City's Housing Production Strategy. Careful and inclusive community participation efforts throughout the project is intended to generate equitable outcomes and a sustainable legacy.

*Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

### **If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)**

The proposed project is not part of a larger project that requires adoption hearings.

*Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

### **Criterion 4: Proposed project has community support (up to 5 points)**

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

**Response instructions are on page 17 of the 2024 Application Packet.**

#### **Upload letters of support here**

Letter of Support for TGM - Cascade and Westcliff - Megan Ramey.pdf

TGM\_2024\_CHR\_AC\_LOS.pdf

City of HR TGM LOS July 2024\_CAT.pdf

*PDFs only. Max 2 mb per file.*

## Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

**Response instructions are on page 18 of the 2024 Application Packet.**

### Describe the experience and availability of key staff

Dustin Nilsen, Planning Director

25 years of land use experience Dustin oversees the Planning and Building Departments, provides executive support for the City's Urban Renewal Agency, and is VP of the Oregon Cities Planning Director's Association. Dustin's planning work includes corridor redevelopment Projects for the USA EPA Brownfields program, US 30 Colfax Avenue, Form-Based Codes and TOD Plans, various Comp Plan and regulatory Updates. Dustin is an AICP certified planner, has a dual Master's in Urban & Regional Planning, and a Batcheler's in Geographical and Sustainability Sciences from the University of Iowa.

Jacob Harner, Associate Planner

Jacob provides current and long-range transportation and planning experience teams in Washington and Oregon. He holds a Master of Infrastructure Planning and Management (MIPM) degree from the University of Washington, where he also earned a Bachelor of Arts. Jacob brings a comprehensive skill set in land use and transportation planning, most recently managing a team through the legislative adoption process the incorporated transportation improvements recommended in The Heights Streetscape Plan in the City of Hood River TSP.

Will Norris, Urban Renewal Administrator

Will plans, directs and oversees the operations of the Urban Renewal Agency and is technical advisor to the City Manager. Will has worked as part of the professional team with Metro, previously serving as the City's Finance Director and Deputy City Manager. Will has project management experience in all the City's Urban Renewal Zones and was instrumental in the creation of the Westside URA. Will has a master's degree from Willamette University.

*Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

### Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years

Although considered a rural community, Hood River maintains a full-time professional planning department that is sized and resourced to implement an approved biannual work plan. One of the priority projects approved as part of the official workplan is the update to the Cascade Avenue Corridor, which is a part of the Historic Highway. The Council Work Plan establishes the key priorities for Hood River's City Council and helps ensure that the organization is aligned with Council's priorities to the community. By collaborating with its Urban Renewal Agency, which includes full-time professional staff, the city adds depth to its available multidisciplinary project management team. Combining community support and local professional staff with subject matter experts in transportation, engineering, and community design, the city has demonstrated its ability to deliver innovative projects that can serve as a model for other cities in Oregon.

*Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

If applicable, list applicant’s TGM projects within last 10 years and their status

If applicable, list local jurisdiction’s TGM projects within last 10 years and their status

TGM File Code	Project Title	Status
1D-15	Westside Area Concept Plan	Accepted by Council <small>300 character limit.</small>

## Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2024 Application Packet.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or work to link the location of future workforce housing to walkable/bikeable areas with good transit?

One of 3 main categories of projects within the Westside UR Plan is for the development of affordable housing, both rental and homeownership. This work was built upon the City's recently adopted Affordable Housing Production Strategy. The integrated land use plan will guide Urban Renewal funding for the creation of 150-300 units of rental and owner-occupied housing for households at or below 120% of Area Median Income and the zoning overlay will support the development of needed housing supported by targeted investment in the multimodal transportation corridor.

*Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

## Required forms

Title VI: Racial & Ethnic Impact Statement form  
Racial-Ethnic-Impact-Statement 2.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

*PDFs only. Max 2 mb per file.*

## Certifications

Response instructions are on page 20 of the 2024 Application Packet.

**Eligibility criteria**

- This application demonstrates a clear transportation relationship
- This application demonstrates adoption of products to meet project objectives
- This application demonstrates the support of local officials

**Preparation of application**

- This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions
  - This application was prepared by the following COMPENSATED consultant (indicate below)
  - This application was prepared by the following UNCOMPENSATED consultant (indicate below)
- 

**Would you like to receive TGM news and updates?**

Yes  No  I am already subscribed

*Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.*

**Today's date**

7/24/2024

**If you encounter any issues with the submittal process, please contact:**

Rachael Levasseur  
Planning Section Web Coordinator  
[Rachael.LEVASSEUR@odot.oregon.gov](mailto:Rachael.LEVASSEUR@odot.oregon.gov)

## RESOLUTION NO. 2024-15

### A RESOLUTION AUTHORIZING AN APPLICATION TO THE STATE OF OREGON'S TRANSPORTATION GROWTH MANAGEMENT PROGRAM TO FUND THE DEVELOPMENT OF AN AREA PLAN FOR THE HISTORIC COLUMBIA RIVER HIGHWAY aka CASCADE AVENUE

**WHEREAS**, the State of Oregon's Transportation Growth Management Program (TGM) is accepting applications from local governments for integrated transportation and land-use planning projects; and,

**WHEREAS**, TGM grants provide funding to help local communities plan for streets and land use in a way that leads to more livable, economically vital, and sustainable communities and increases opportunities for transit, walking and bicycling; and,

**WHEREAS**, the Historic Columbia River Highway and Cascade Avenue are major infrastructure projects that access not only the National Scenic Area but represent the only arterial street that serves much of the last undeveloped land in the City and Urban Growth Area (see attached map); and

**WHEREAS**, the City of Hood River has approved an Urban Renewal Area that will direct investments to Transportation, Housing, and Open Space Facilities; and,

**WHEREAS**, the existing City of Hood River Transportation System Plan (TSP), Comprehensive Plan and Zoning Ordinance could be improved to include a refined street plan and zoning concept that integrates the redevelopment of the Historic Highway, provides pedestrian-friendly development, and a redevelopment approach that forwards the goals of the recently established urban renewal area; and,

**WHEREAS**, advancing community goals can best be achieved by comprehensively planning for the future development of the Cascade Corridor and recognizing that it may be appropriate to amend the existing TSP, Comprehensive Plans and Zoning Ordinances to support those goals; and,

**WHEREAS**, the City of Hood River will partner to provide matching funds through in-kind staff labor and services or a monetary match;

**NOW, THEREFORE, BE IT RESOLVED**, that the City of Hood River authorizes Paul Blackburn, Mayor, to submit, on behalf of the City of Hood River, an application to the State of Oregon's TGM program to fund development of an Cascade Avenue and Historic Highway Plan and to negotiate and execute any necessary contracts associated with the application and resulting awards.

Approved by the City of Hood River City Council on this 29 day of May, 2024, to take effect immediately.

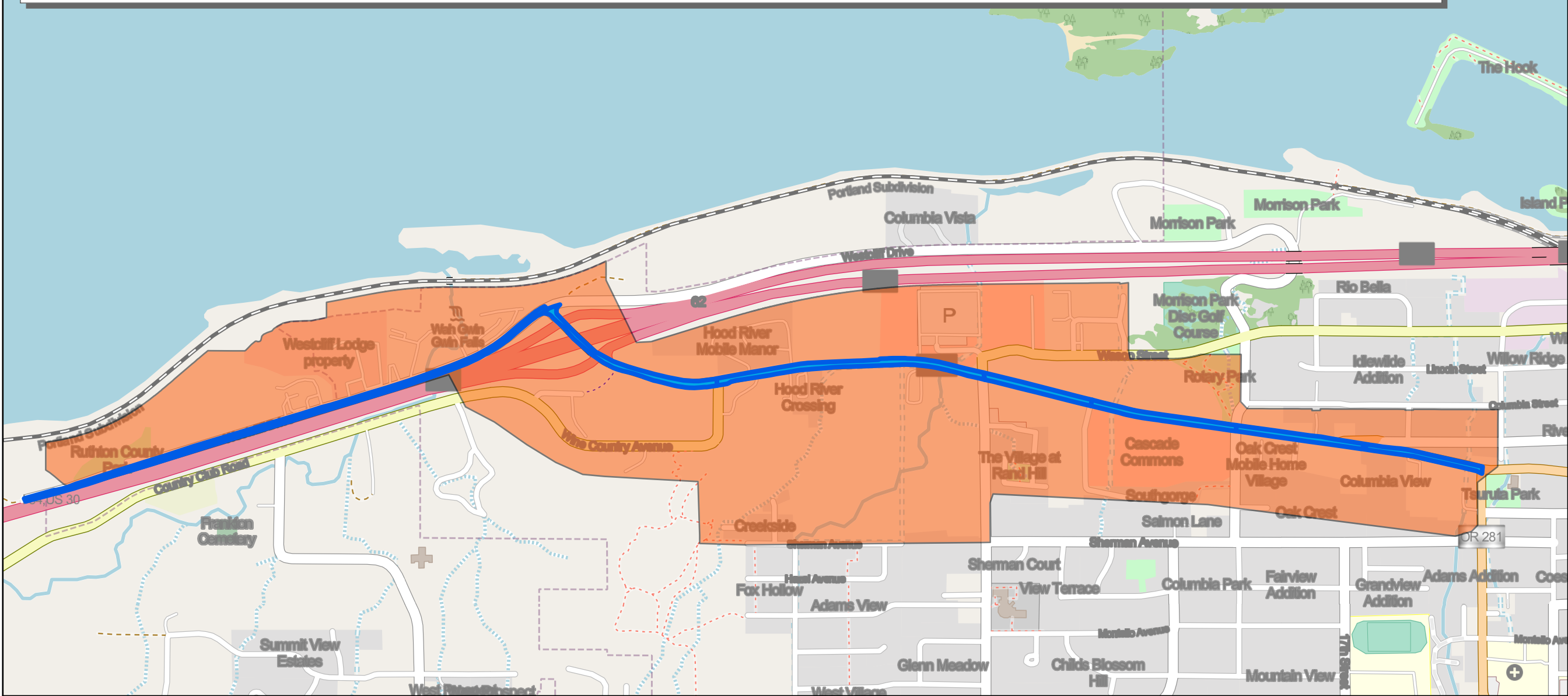
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Mark Zanmiller, Council President



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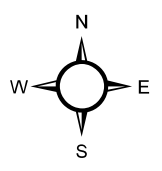
Jennifer Gray, City Recorder

# Project Area: Historic Columbia Highway Integrated Land Use Area and Transportation Plan



0 0.38 0.75 1.5 Miles

-  Historic Columbia Highway Integrated Land Use Area and Transportation Plan
-  Historic Columbia Highway Corridor



July 30, 2024

RE: Letter of Support for Hood River's Historic Columbia River Highway Integrated Land Use Area and Transportation Plan

Dear TGM Selection Committee,

I would like to lend strong support to the City of Hood River's application for a TGM grant to undertake integrated transportation and land use planning along Westcliff Drive and Cascade Avenue. As ODOT works to reconnect the Historic Columbia River Highway as a State Trail, these multi-modal connections will become even more important to ensure that State Trail users, along with families in Hood River, have a way to safely and directly access downtown Hood River and core services like schools and groceries.

This plan would not only support safe and direct bicycle and pedestrian connections between two exclusive bicycle and pedestrian segments but would provide a predictable and navigable route for visitors and residents alike through the city. This supports economic development adjacent to the Historic Highway and enhances the experience for those utilizing the State Trail, integrating the trail into the rest of the Hood River active transportation network.

Sincerely,

*Megan Ramey*

Founder, Bikabout

Safe Routes to School Manager, Hood River County School District



608.215.1154

[megan@bikabout.com](mailto:megan@bikabout.com)

[www.bikabout.com](http://www.bikabout.com)





# Oregon

Tina Kotek, Governor

## Historic Columbia River Highway Advisory Committee

123 NW Flanders St.  
Region 1 Headquarters  
Portland, OR 97209-4012  
(503) 731-8200

July 30, 2024

RE: Letter of Support for Hood River's Historic Columbia River Highway Integrated Land Use Area and Transportation Plan

Dear TGM Selection Committee,

The Historic Columbia River Highway Advisory Committee strongly supports the City of Hood River's application for a TGM grant to support integrated transportation and land use planning along Westcliff Drive and Cascade Avenue, the alignment of the Historic Columbia River Highway through the City of Hood River. This committee and ODOT are working to reconnect the Historic Columbia River Highway as a State Trail, and these multi-modal connections will become even more important to ensure that State Trail users, along with community members in Hood River have a way to safely and directly access downtown Hood River.

This plan would not only support safe and direct bicycle and pedestrian connections between two exclusive bicycle and pedestrian segments but would provide a predictable and navigable route for visitors and residents alike. This supports economic development adjacent to the Historic Highway and enhances the experience for those utilizing the State Trail.

This Advisory Committee worked with Hood River in 2021 to complete design refinements along Cascade Avenue from exit 62 to 13<sup>th</sup> Street. This Plan will help the city adopt those recommendations, supported by the Advisory Committee into the City's TSP. the Committee supports adoption and will continue to work with the city to identify funding for implementation as it relates to improvements for State Trail users.

Sincerely,

Arthur Babitz, Chair

Ernie Drapela, Vice Chair



Columbia Area Transit  
224 Wasco Loop  
Hood River, OR 97031  
[www.ridecatbus.org](http://www.ridecatbus.org)

July 30, 2024

RE: Letter of Support for Hood River's Historic Columbia River Highway Integrated Land Use Area and Transportation Plan

Dear TGM Selection Committee,

The Hood River County Transportation District (dba Columbia Area Transit) strongly supports the City of Hood River's application for a TGM grant to undertake integrated transportation and land use planning along Westcliff Drive and Cascade Avenue. As ODOT works to reconnect the Historic Columbia River Highway as a State Trail, these multi-modal connections will become even more important to ensure that State Trail users, along with community members in Hood River have a way to safely and directly access downtown Hood River.

This plan would not only support safe and direct bicycle and pedestrian connections between two exclusive bicycle and pedestrian segments but would provide a predictable and navigable route for visitors and residents alike through the city. This supports economic development adjacent to the Historic Highway and enhances the experience for those utilizing the State Trail, integrating the trail into the rest of the Hood River active transportation network.

Sincerely,

A handwritten signature in black ink that reads 'Amy Schlappi'. The signature is written in a cursive style with a vertical line extending from the end of the name.

Amy Schlappi  
Executive Director  
Hood River County Transportation District  
(dba Columbia Area Transit)

## RACIAL AND ETHNIC IMPACT STATEMENT

**This form is used for informational purposes only and must be included with the grant application.**

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons<sup>1</sup> in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1.  The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- |   |  |
|---|--|
| <input type="checkbox"/> Women                                | <input type="checkbox"/> Asians or Pacific Islanders |
| <input checked="" type="checkbox"/> Persons with Disabilities | <input checked="" type="checkbox"/> American Indians |
| <input type="checkbox"/> African-Americans                    | <input type="checkbox"/> Alaskan Natives             |
| <input checked="" type="checkbox"/> Hispanics                 |  |

2.  The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

- |  |  |
|--|--|
| <input type="checkbox"/> Women                     | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians            |
| <input type="checkbox"/> African-Americans         | <input type="checkbox"/> Alaskan Natives             |
| <input type="checkbox"/> Hispanics                 |  |

3.  The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

**If you checked numbers 1 or 2 above**, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

The grant is part of the City's implementation for the Westside Urban Renewal Plan. In developing and implementing the Plan, the City's Agency adopted a Framework that adheres to principles which align with City Council adopted actions for racial justice and equity in Hood River as adopted in City Council Resolution 2020-13, Resolution for Racial and Social Equity within the City of Hood River. The Framework covers: Clarity; Transparency; Comprehensive Vision; and a Commitment to Equity - That we seek to ensure benefits accrue to communities who have historically been left behind, primarily communities of color and low-income communities; work to ensure burdens aren't disproportionately borne by those who have historically borne the burdens of government action. Emphasize both equity in process and equity in outcomes.

- By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.*

**Dated:**

Printed Name:

Title:

Agency Name:

<sup>1</sup> "Minority person" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.