

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)

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 Astoria

Mailing address

1095 Duane Street

Address Line 1

Address Line 2

Astoria Oregon 97103

City

State

Zip Code

Website

<https://www.astoria.gov/>

Contact person name

Matt Brandmeyer

First

Last

Contact person title

Community Development Director

Contact phone

(503) 298-2410

Contact email

mbrandmeyer@astoria.or.us

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

Sean

First

Fitzpatrick

Last

Title of above named person

Mayor

Phone

(503) 325-5824

Email

sfitzpatrick@astoria.or.us

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:

RES-24-26 Authorizing TGM Application for the Greater Tongue Point Area Road Issue 07-15-2024.pdf

PDFs only. Max 2mb per file.

Project information

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

Project title

Greater Tongue Point Area 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

Greater Tongue Point Area map.pdf

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

Option 2: Project area description

At the eastern entrance to Astoria, specifically bound by Liberty Lane on the east, Old Highway 30 on the West, and from the southern right-of-way of Highway 30 inclusive of all land to the north.

ODOT region (1-5)

[ODOT Region Map](#)

Region 2

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

This project will develop an area plan for myriad transportation issues within the Greater Tongue Point Area. The area includes education facilities, maritime industrial businesses, and about 50% of buildable residential lands for the City of Astoria. Expected outcomes will provide a roadmap to local road ownership, transit and bike/ped access for workforce, and improved access to new housing developments and existing businesses.

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.

TGM funds requested for the work identified in Criterion 3	Consultant \$200,000.00	Local reimbursement 	Total TGM funds requested \$200,000.00
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Local match	Minimum Match (Calculated) \$22,890.89 <i>Approximately 11.5% of requested funds</i>
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Match to be provided	Labor, supplies and services during project \$22,890.89	Payment when Intergovernmental Agreement is signed
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Total Match to be Provided
\$22,890.89

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?

Over the last 10 years, stakeholders have trained thousands of students, employed hundreds of people, and operated with handshake agreements, adverse conditions, and struggled against transportation-based, ownership-based, and land-use based constraints. Current activities demand a better, reliable solution.

This area was seized by the US Government for use in WWII. In the 1970-80's, the GSA sold parcels without fully addressing right-of-way access and still owns roadways without the ability to provide maintenance. Since the 1990's, the City and stakeholders have worked to identify extremely complicated ownership and access issues that would allow redevelopment of the area. Recently the City resolved some of the ownership issues (not all), but resolution of legal and realistic access remains a problem.

In 2012, realigned US Hwy 30 at Mill Creek was realigned with a bridge and culvert which eliminated the only legal, viable access to the industrial portion of Tongue Point. The ownership issue and road configuration into the industrial area with several hairpin turns is not conducive for maneuvering of large vehicles. Residential development has been delayed until transportation issues are resolved.

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?

Area Plan Project Objectives:

- Create an area transportation plan supporting the development of a new neighborhood with live/work opportunities and varied transportation options (Object 2)
- Improve Safety at Maritime Rd & US Hwy 30: currently a flashing yellow light, on a curve, with a transit stop and access to a low-income residential neighborhood with over 100 units, and growing employment area. (Objective 1.2, 1.3)
- Provide pathway to local ownership of Federal portions of the road with no planned maintenance. (Objective 4.2)
- Improve Industrial Access: Configuration and maintenance of the roadway, geologic issues, and aging infrastructure do not support use by large vehicles. (Objectives 1.1, 1.2)
- Upgrade connection to Astoria River Trail, a linear park used by many locals to commute to/from work and for recreation, an asset moving pedestrians and bicyclists away from the highway. (Objectives 1.1, 1.3, 1.4)
- Develop Accessible Housing: Vacant residential land encompasses 25 acres of the 52 acres of available high-density zoned land in Astoria. Development here is required to prevent changes to the UGB to meet housing needs as addressed in the BLI. (Objective 4.1)
- GTPA serves crucial employers, training centers, and emergency responders. An area plan will provide a pathway to supportive land use updates, residential development, transportation options, and safety. (Objectives 2.1, 3.1, 3.2, 3.3)
- Leverage business opportunities to grow the workforce, adjacent housing is seen as a critical need. Nearby housing provides opportunities to walk to/from work diminishing potential greenhouse gases, improving health outcomes for the neighborhood. Opportunities for students and employees to access the area via transit in a safer, more welcoming environment would be a boon to students. (Objectives 3.1, 3.2, 3.3)
- An area plan: to maximize \$20M in Federal and State funded investment in the area. The plan will allow stakeholders to leverage strategies to unleash their own privately funded developments. This is an opportunity to support market-rate, mixed housing, locally-owned residential development to support adjacent employment growth. (Objectives 4.1, 4.2)
- Transit and pedestrian upgrades, and the sustainable nature of the shipyard and the industry it supports promote environmental stewardship. (Objective 5)

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?

The Greater Tongue Point Area Transportation Plan is necessary to complement additional planning work beginning August 2024, intended to spur housing development on 25 acres of residential zoned property. One property developer will move forward with lower-than-available density if a solution to highway access is not forthcoming, permanently denying the community of additional housing units.

Additionally, the existing private industry in the GTPA is expanding as rapidly as housing conditions allow. In addition to workforce housing needs, these businesses need safer, more accessible options for freight traffic. The original access to this area was cut off when ODOT improved Highway 30 facilities at the Mill Creek bridge.

Moreover, the development of the Greater Tongue Point Area has been a community priority declared in economic development strategies going back at least three decades and has been a Regional Solutions Priority for several years. Public and private investments totaling over \$25M currently underway demand safer access, more transportation options, clearing up ownership and maintenance issues, and bike/ped connections to Astoria for students and residents.

Without resolving safety, transit, ownership, and freight access issues, students will avoid transit and have no options to connect with the river walk and city center, businesses will not meet hiring needs or revenue projections, and limited buildable lands will not be leveraged to maximum benefit.

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?

At this time, no additional actions other than securing funding are required to move this project forward. Existing buildable land inventories highlight the unique assets of the project area. Coordinated efforts with Clatsop County are providing complementary planning which will begin in August 2024. Both the Regional Solutions Team and the Northwest Area Commission on Transportation include this project in their priority projects list. All stakeholders have been met with and approve of the proposed area transportation plan.

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?

There are three major initiatives related to this TGM planning request:

- Clatsop County is committing over \$100,000 of EPA Brownfield reuse planning funds to investigate development issues within the Blue Ridge and Eagle Point housing developments including utilities assessments, geotechnical studies, and yield studies. This work will begin August 2024.
- At this time, the final construction of the world's largest all-electric travel lift (giant boat mover) is being completed by Hyak Marine in coordination with WCT Marine and Bergerson Construction, all private companies situated in the GTPA. This infrastructure is driving demand to hire more than 50 additional employees that are in desperate need of local housing. These businesses also need improved freight and employee access.
- Clatsop Community College is seeking \$4m in match funds for existing pledged state funding to install a world class all bridges simulator at the MERTS campus which will increase access demand from students

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

Management:

Responsible Party: team of City Staff from Community Development/Planning, Public Works, Engineering divisions. The group will meet regularly with consultant team to develop product components.

Deliverable: Area Plan to be approved by City Council within the grant period.

Timeline: Throughout the project period.

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.

Public Involvement: City will appoint a stakeholder group to evaluate issues, opportunities, and alternatives and vet work products. ODOT, Clatsop County, US Department of Labor (DOL), USCG, property and business owners, residents and students in the area will potentially comprise the stakeholder group.

Responsible Party: Consultant to engage stakeholder group at multiple stages of the process. City, with Consultant assistance, will be lead entity responsible for all public meetings & outreach including web site, media, & public notices with regular updates.

Deliverable: Comments and feedback to be incorporated into final area plan, to be approved by City Council.

Timeline: Months 6-30

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.

Research: utilize and update existing and future needs assessments and develop a strategy to resolve transportation issues and support/promote future land uses. Identify any Federal or State updates required to existing codes and plans. Consultant to meet with stakeholders and staff to discuss issues, concerns, and opportunities, with focus on resolution of road ownership and configuration. Review crash statistics and conduct field work identifying issues for passenger vehicles, transit users, and freight.

Responsible Party: Consultant with support from City staff

Deliverable: Consultant to prepare and present memo for work session with Astoria Planning Commission and City Council.

Timeline: Months 6-16

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.

Plan Development: develop plans area wide transportation plan, general design, and operation of necessary transportation facilities, identify needs, and funding. Outline feasible strategies to achieve these plans. This should include potential road reconfiguration options, properties to be acquired, code amendments, identify right-of-way utility infrastructure issues to address, and recommend ways to fund the possible resolutions.

Responsible Party: Consultant

Deliverable: Recommendations to be presented at work sessions with Planning Commission and City Council.

Timeline: Months 16-20

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.

Plan Drafts: Develop the plan and policy framework and associated regulations, standards, and procedures that affect the provision of transportation services and facilities and/or land use and supportive public improvements. Recommend amendments to Development Code, Comprehensive Plan, and/or zoning map for GTPA to encourage, support, and protect residential development, support economic development, and transportation options.

Responsible Party: Consultant

Deliverable: Consultant to present plan at work session with Astoria Planning Commission and City Council.

Timeline: Months 20-24

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.

Adoption: Finalize drafts for public hearings and adoption process.

Responsible Party: Consultant to present material to Astoria Planning Commission and City Council at separate meetings. Staff to conduct public hearing before Astoria Planning Commission with recommendation for adoption forwarded to City Council. Staff to conduct public hearing before City Council for adoption.

Deliverable: Area Plan for the Greater Tongue Point Area

Timeline: Months 24-36

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 approach is intended to be inclusive and thoughtful to all stakeholders. Safer access, increased transportation options, and connection to the downtown core are at the center of the goals for the area plan. On the micro-scale, improving transit and bike/ped options are intended to benefit health, safety, and community connectivity. At the macro-level the private industrial stakeholder partners largely support the US Coast Guard and tug and barge operations. Tug and barge operations remove freight traffic from congested highways and lowers the carbon footprint of shipping regionally and internationally. Students accessing the Tongue Point Job Corps and the Clatsop Community College MERTS campus and their needs for increased safety and mobility options are important issues addressed in our project approach and goals.

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)

Adoption hearings for the Greater Tongue Point Area are not contingent on other projects.

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 ODOT Jablonski_TGM 2024.pdf

HTP Ltr re Greater TP Area Plan (07-17-2024).pdf

ColPac EDD LOS Astoria TGM Tongue Point.pdf

CCC MERTS LOS Greater Tongue Point Area Plan.pdf

Job Corps LOS Greater Tongue Point Area Plan.pdf

AWACC Letter_TGM Grant Support Astoria Tongue Point.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

Community Development Director Matt Brandmeyer will be the project lead. He has over 20 years of experience including city and county government, he has overseen efforts to revise development standards, capital improvement plans, growth management plan updates, zone amendments and strategies to leverage economic opportunity.

City Engineers Cindy Moore and Nathan Crater will also be on the project team. Both have long tenures with the City of Astoria and have been working on issues in Greater Tongue Point for many years. These individuals have been part of other successful TGM projects listed below.

The project team has been coordinating efforts in the area for years and on the TGM application for over 15 months. Matt was hired with the expectation that he would lead this project and he is excited to do so.

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

The City of Astoria has been working in concert with the Columbia Pacific Economic Development District and Clatsop County on the scope of this project and related development efforts for over 15 months and stands ready to execute the plan if awarded TGM funds. The City has long anticipated the need for a Greater Tongue Point Area plan and will provide the necessary leadership.

Should the need for additional capacity arise, the Columbia Pacific Economic Development District is available to provide time and expertise in consultant contract, public engagement, land-use planning review, and advocacy efforts.

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
2A-16	Astoria Uniontown Reborn Master Plan	completed with code adoption; several projects started including facade renovation grant program and proposed projects design reviews including a hotel expansion. 300 character limit.
C1A2-13	Code Assistance, Astoria Riverfront Vision Code Update	completed with code adoption; several projects competed including new wayfinding signage, lighting improvements, and multiple facade restorations. 300 character limit.
2D-03	Astoria-Warrenton Travel Demand Model	completed 300 character limit.

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?

50% of buildable, high-density residential land in Astoria is within the GTPA. At this time, transportation egress is limiting the density available to developers; the plan seeks to address additional access opportunities. Employers within the project area are poised to hire 50+ employees that need new housing units to move into the area. By providing the housing immediately adjacent to job sites, residents will enjoy a healthy option for commutes and limit carbon emissions.

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 2024.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)

Name of consultant who prepared this application

Sarah Lu	Heath
First	Last

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

7/31/2024

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

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.oregon.gov

RESOLUTION NO. 24- 26

A RESOLUTION OF THE CITY OF ASTORIA AUTHORIZING A TRANSPORTATION AND GROWTH MANAGEMENT GRANT APPLICATION FOR THE GREATER TONGUE POINT AREA ROAD ISSUE

WHEREAS, the Department of Land Conservation and Development and Oregon Department of Transportation jointly administer and are accepting applications for the Transportation and Growth Management (TGM) program to support local and integrated land use and transportation planning; and

WHEREAS, the Greater Tongue Point Area of the City of Astoria is home to the Clatsop Community College Marine and Environmental Training Station (MERTS), the Federal Tongue Point Job Corps, Bergerson Construction (a marine construction company), WCT Marine and Construction (a shipyard), two US Coast Guard Fast Response Cutters, USCG buoy tender repair operation, several homes, and two large sites zoned for residential development; and

WHEREAS, the City has worked for over 20 years to research the road issues and has identified critical problems with transportation related issues such as road ownership, road configuration, lack of road maintenance, and assurance of legal access to the Greater Tongue Point area; and

WHEREAS, the City desires to participate in the TGM program to develop a transportation and pedestrian plan that addresses possible resolutions to these issues;

NOW, THEREFORE, IT IS RESOLVED that the City of Astoria supports the application for a Transportation Growth Management grant to the Department of Land Conservation and Development and Oregon Department of Transportation in the amount of \$250,000 to prepare a land use and transportation plan for the Greater Tongue Point Area to clarify ownership, maintenance responsibilities, and identify possible solutions, and recommend zoning code and map amendments that would potentially resolve the transportation related issues and promote mixed housing development allowing for continued and future development of the area.

ADOPTED BY THE COMMON COUNCIL THIS 15 DAY OF July, 2024.

APPROVED BY THE MAYOR THIS 15 DAY OF July, 2024.

ATTEST:



Scott Spence, City Manager



Mayor

ROLL CALL ON ADOPTION:

YEA

NAY

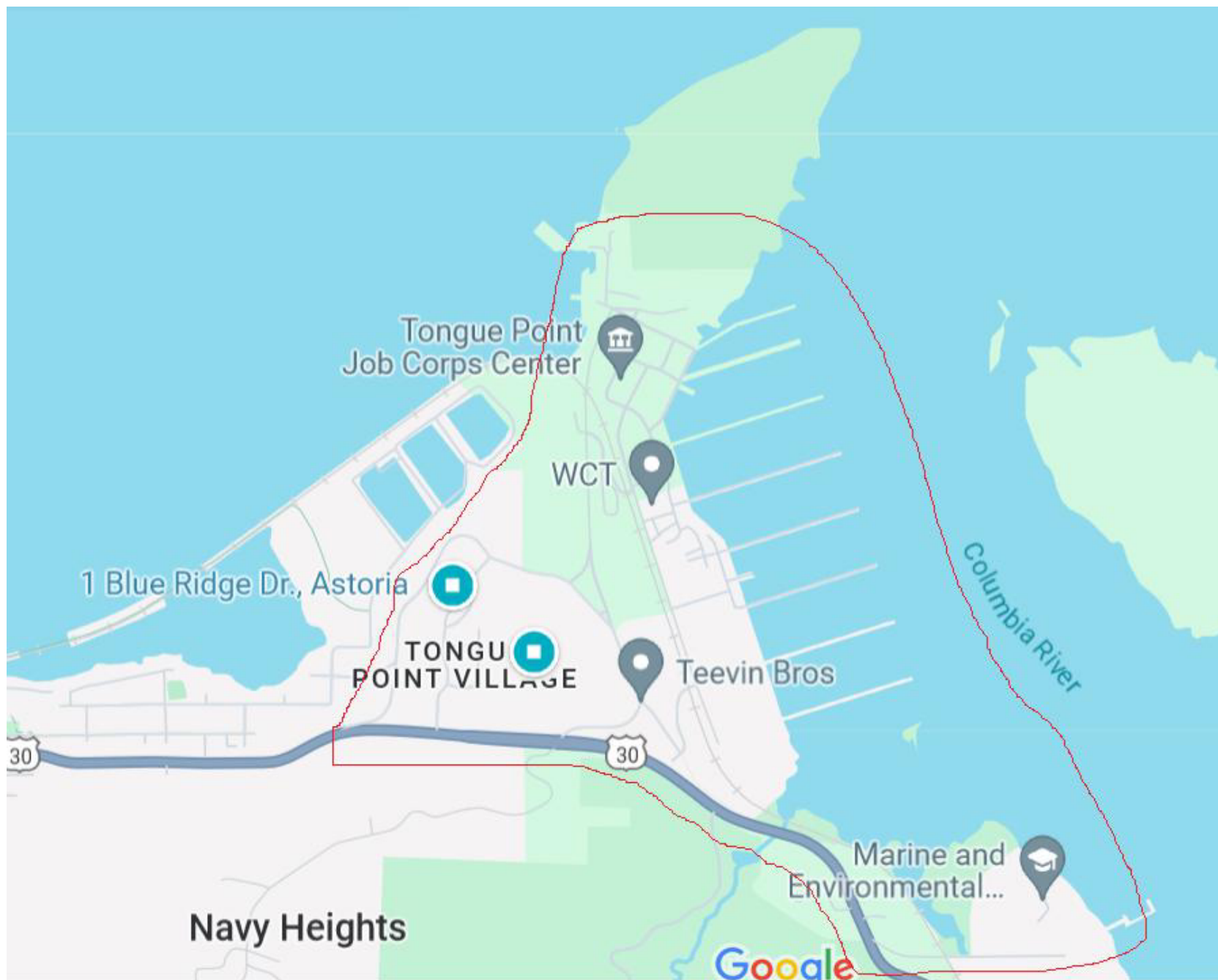
ABSENT

Councilor

Adams
Brownson
Hilton
Davis

x
x
x
x
x

Mayor Fitzpatrick





Oregon

Tina Kotek, Governor

Department of Transportation

Director's Office

355 Capitol St. NE, MS 11

Salem, OR 97301

David Helton
Lead Grant Manager
Transportation Growth Management Program
Oregon Department of Transportation
2080 Laura St.
Springfield OR 97477

Letter of Support for Astoria's Transportation and Growth Management Grant Application

Dear Mr. Helton,

As a representative from the Oregon Department of Transportation, I write regarding the City of Astoria's application to ODOT's Transportation Growth Management grant program. The Greater Tongue Point Area and working waterfronts is one of the priority projects included in the Northwest Area Commission on Transportation's Significant Projects List.

We understand that the City of Astoria is seeking to review land use considerations to successfully re-develop the area with several diverse uses. We will engage in the planning process to review existing access points, road-use agreements, and development of best-use scenarios to ensure transit, passenger, and freight accessibility and safety.

Importantly, the Greater Tongue Point Area encompasses a significant portion of residential buildable lands in Astoria. With the anticipation of hundreds of new housing units with direct access to Highway 30, it is ideal to address challenging access and potential safety challenges in the planning process.

Public and private landowners, two separate work force training centers, and city, county, state, and federal partners are working together to realize the potential of this area. At this time, major infrastructure projects are underway. And private landowners with residential property are engaged with Clatsop County to develop multi-family housing in the next 1-3 years.

We agree that an area plan to strategize how to resolve known access issues and anticipate the coming growth would benefit Astoria. We have worked with the City of Astoria on this issue for several years and have full faith in their ability to manage this grant award. We look forward to collaborating on solutions for the Greater Tongue Point Area.

Sincerely,

Bill Jablonski
Area Manager
Oregon Department of Transportation



Hyak Tongue Point, LLC
300 Railroad AVE
PO Box 870
Astoria, OR 97103

July 17, 2024

RE: The Greater Tongue Point Area Plan

To the Transportation Growth Management Grant Program Review Committee:

Thank you for your consideration of the City of Astoria's application for a Greater Tongue Point Area Plan to address urgent safety needs of the area as well as long-standing issues preventing housing development and job growth.

As a property owner and business owner we have discussed the proposed project and necessary outcomes of this planning process. It would be beneficial for Hyak Tongue Point and its tenants to work with the City and State to improve the surrounding roads and intersections for safety and operational efficiencies.

We have full faith in the City of Astoria to manage this grant award and work well with an appropriate contractor to complete the plan. The City has benefitted greatly from recent plans including Uniontown Reborn and the River Front Vision plan. We look forward to collaborating on solutions for the Greater Tongue Point area.

The interconnected nature, and unique history, of the Greater Tongue Point area will require this type of planning to fully realize its inherent assets. Please consider funding this application so that Hyak Tongue Point and its tenants will have safe access to/from the facility and its 25+ tenant businesses will continue to grow.

Sincerely,

Bob Dorn

Robert C. Dorn
President
Hyak Tongue Point, LLC
bdorn@hyakmaritime.com
(206) 295-5107



Casey Garrett
Columbia County

Lianne Thompson
Clatsop County

Jerry Willey
Washington County

Doug Olson
Tillamook County

Sean Fitzpatrick
City of Astoria

Steve Wright
City of Seaside

John Walsh
City of St. Helens

Scott Jorgensen
City of Rainier

Liane Welch
City of Bay City

Nathan George
City of Tillamook

Peter Brandom
City of Cornelius

Marsha Kirk
City of Banks

Frank Spence
Port of Astoria

Brian Fawcett
Port of Columbia County

Sierra Lauder
Port of Tillamook Bay

Peter Roscoe
Clatsop County Private Sector

Tony Hyde
Columbia County Private Sector

Jeff Wong
Tillamook County Private Sector

Heather DeSart
Northwest Oregon Works

Kevin Leahy
VP Clatsop Community College

Dr. Paul Jarrell
Tillamook Bay Community College

Patty Hawkins
Portland Community College

P.O. Box 1535
St. Helens Oregon 97051
503-397-3099
colpac@nworegon.org
www.nworegon.or

July 25, 2024

David Helton
Lead Grant Manager
Transportation Growth Management Program Oregon
Department of Transportation
2080 Laura St.
Springfield OR 97477

Letter of Support for Astoria's Transportation and Growth Management Grant Application

Dear Mr. Helton,

The Columbia Pacific Economic Development District's Board of Directors voted unanimously and enthusiastically to support the City of Astoria's TGM application for a Greater Tongue Point Area Plan.

In a region faced with myriad constraints, the Greater Tongue Point Area represents about half of the buildable residential lands within Astoria's Urban Growth Boundary. The City of Astoria, along with Clatsop County have a need to create more workforce housing. Urgent transportation safety, service, and access issues need to be resolved to respond to imminent business growth and plan for the addition of multi-family housing.

Over 1,000 employees, students, trainees, and residents use this area and access it by car, bus, boat and foot. The major junction to the area is shared with a low-income neighborhood with over 100 units.

The State of Oregon investment of approximately \$20 million in the Tongue Point area is a testament to the ongoing potential of this area. The investment in Tongue Point facilitated the acquisition of a 1,500 ton all-electric travel lift to service a shipyard using new environmentally sound practices. The project has the potential, to add dozens of family and high-wage jobs and to build adjacent housing. However the City of Astoria and its stakeholders must address longstanding and complicated issues to fully realize this potential.

The City of Astoria has been engaging with stakeholders on this issue for several years. Stakeholders include the U.S. Coast Guard, Clatsop Community College, Tongue Point Job Corps Training Center, WCT Marine, Hyak Marine, Bergerson Construction, and many other property owners and residents. As each of these stakeholders have different and important needs, an area plan will bring partners to the table to collaborate on how to overcome obstacles, increase transportation options and safety, and remove barriers to much needed workforce housing.

The City of Astoria has the full support of our Board of Directors and we anticipate being an engaged project partner in an effort to move quickly into an implementation phase for the area plan.

Thank you for your consideration.

Sincerely,

Lianne Thompson

Chair, Columbia Pacific Economic Development District
Commissioner, Clatsop County



**Clatsop
Community
College**

July 18, 2024

RE: The Greater Tongue Point Area Plan

To The Transportation Growth Management Grant Program Review Committee:

Thank you for your consideration of the City of Astoria's application for a greater Tongue Point Area Plan to address urgent safety needs of the area as well as long-standing issues preventing housing development and job growth.

As the Dean of the Marine and Environmental Research and Training Station (MERTS) at Clatsop Community College, we have discussed the proposed project and necessary outcomes of this planning process. It would be beneficial for the college to work with the City and State to improve the surrounding roads and intersections for safety and operational efficiency.

We have full faith in the City of Astoria to manage this grant award and work with an appropriate contractor to complete the plan.

The interconnected nature and unique history of the Greater Tongue Point area will require this type of planning to fully realize its inherent assets. Please consider funding this application so that the College will have safe access to/from all facilities for its students and employees.

Feel free to contact me at 503-338-7696 or via email at kwilkin@clatsopcc.edu if you have any questions or wish for further information.

Sincerely,

Kristen Wilkin
Dean, Workforce Education and Training
Clatsop Community College
1651 Lexington Ave.
Astoria, Oregon 97103



Tongue Point Job Corps Center
37573 Old Highway 30
Astoria, OR 97103
Phone: (503) 325-2131 Fax: (503) 325-5375

July 17, 2024

To: The Transportation Growth Management Grant Program Review Committee:

Thank you for your consideration of the City of Astoria's application for a Greater Tongue Point Area Plan to address urgent safety needs of the area as well as long-standing issues preventing housing development and job growth.

As the Director of Tongue Point Job Corps Center, a large education and training facility that house 473 students and 200 employees, that live in the area, we agree that an area plan to strategize how to resolve these issues and anticipate the coming growth and development would be beneficial to Astoria, our economy, and the safety of the students and employees that utilize the area.

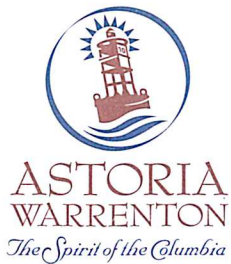
We have full faith in the City of Astoria to manage this grant award and work well with an appropriate contractor to complete the plan. The City has benefitted greatly from recent plans including Uniontown Reborn and the River Front Vision plan. We look forward to collaborating on solutions for the Greater Tongue Point area.

The interconnected nature, and unique history, of the Greater Tongue Point area will require this type of planning to fully realize its inherent assets.

Sincerely,



Kimberley Zufelt
Center Director



July 19, 2024

Transportation Growth Management Grant Program Review Committee:

Thank you for your consideration of the City of Astoria's application for a Greater Tongue Point Area Plan to address urgent safety needs of the area as well as long-standing issues preventing housing development and job growth.

The Astoria-Warrenton Area Chamber of Commerce represents some 600 local businesses and organizations and has, for the past 150 years, been at the heart of our local economy and community. We see threats to our rural economy on the immediate horizon but also unique and forward-looking opportunities arising in certain areas. Chief among these are the existing and potential industrial, maritime, educational, and residential capacities of the area around Tongue Point.

Already in place are investors, an enterprise zone, contractors, and entrepreneurs with plans, ideas, and visions for responsible growth in this area. Impeding their progress are some tricky but very solvable issues of access and safety.

We agree that an area plan to strategize how to resolve these issues and anticipate the coming growth and development would be beneficial to Astoria, our economy, and the safety of the students and employees that utilize the area.

We have full faith in the City of Astoria to manage this grant award and work well with an appropriate contractor to complete the plan. The city has benefitted greatly from recent plans including Uniontown Reborn and the Riverfront Vision plan. We look forward to collaborating on solutions for Greater Tongue Point area.

The interconnected nature and unique history of the Greater Tongue Point area will require this type of planning to fully realize its inherent assets.

Sincerely,

David L. Reid, Executive Director

CHAMBER of COMMERCE

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 persons¹ 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 type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians |
| <input checked="" 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.

Students at both Clatsop Community College and the federal Tongue Point Job Corps will have safer and more accessible access to their training campuses.

At Job Corps, 70% were younger than 20 years old. Half were African-American and about one in five were Hispanic. At program entry, 77% did not have a high school credential.

At CCC, students are 20-50% Hispanic depending on training program, far outpacing the county's Hispanic population of just under ten percent.

- 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:

¹ "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.