

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 The Dalles

Mailing address

313 Court Street

Address Line 1

Address Line 2

The Dalles Oregon 97058

City

State

Zip Code

Website

<https://www.thedalles.org/>

Contact person name

Daniel Spatz

First

Last

Contact person title

Economic Development Officer

Contact phone

(541) 340-9883

Contact email

dspatz@ci.the-dalles.or.us

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

Matthew

First

Klebes

Last

Title of above named person

City Manager

Phone

(541) 296-5481

Email

mklebes@ci.the-dalles.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:

CC Resolution No. 24-015 Request TGM Transportation Growth Management Grant Westside Master Plan.pdf

PDFs only. Max 2mb per file.

Project information

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

Project title

The Dalles West Side Renaissance Master 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

West Side Area Map 2024 v2.pdf

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

Option 2: Project area description

ODOT region (1-5)

[ODOT Region Map](#)

Region 4

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 Dalles West Side Renaissance Master Plan will integrate land use and transportation planning in an historically under-served, under-represented area. The study area is 2,500 acres, characterized by older residential, commercial, institutional structures; sub-standard housing; inadequate infrastructure; and fragmented, isolated sidewalks. Goals are to reduce barriers to a broad range of housing types and prices; identify in-fill strategies; increase pedestrian and bicycle accessibility, public transit and safe routes to school; plan for anticipated educational, recreational, child care, and healthcare initiatives; and improve connectivity among neighborhoods, shopping and public facilities. This study will prepare for public investments.

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 <input type="text"/>	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 \$17,000.00	Payment when Intergovernmental Agreement is signed \$6,500.00
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Total Match to be Provided
\$23,500.00

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?

This study's overarching goal is a master plan to address longstanding transportation and land-use deficiencies while preparing for six community initiatives in the study area.

Interstate 84 divides the Study Area into two sub-areas: Industrial east of the freeway, commercial and residential to the west. There are only four cross-access points including I-84 Chenoweth Interchange.

Sidewalks and bike lanes are missing or isolated, creating unsafe conditions as pedestrians and bicyclists share travel lanes with cars and trucks. Much of the study area developed prior to city annexation; as a result, older residential and commercial parcels do not conform with city development standards.

Neighborhoods and streets have grown haphazardly, with collector and arterial streets serving cross-town and local needs. The 2017 TSP identified urgent road improvements including pedestrian/bicycle connectivity. Safe-Routes-to-School (SRTS) efforts are underway but concentrated along heavily traveled West 10th and West 7th. SRTS projects do not address secondary roads.

In addition to these broad challenges, the master plan will align transportation and land use planning with six anticipated initiatives:

- New high school envisioned on Chenoweth Loop Road, a longstanding goal of North Wasco County School District with bond election anticipated November 2025. This would replace the current high school on East 10th Street, significantly altering transportation patterns.
- Completion of the Historic Columbia River Highway (HCRH) in 2028-30, anticipated to increase recreational and local bicycle usage from HCRH termination point on the west edge of the study area.
- Construction of affordable housing by Cascade Columbia Housing Corp. and NW Housing Alternatives on Chenoweth Loop Road between MCEDD Transit Center and Chenoweth Elementary.
- Renovation of former Chenoweth Middle School as an early learning center for 200 or more children. As a regional child care center, disaster and climate resiliency shelter, it will increase traffic from I-84 Chenoweth Interchange along Chenoweth Loop Road, and along West 10th Street to Irvine Street.
- Wasco County's proposed 159-acre multi-sport ballfields west of Chenoweth Creek. This will increase pedestrian, bicycle and vehicular traffic.
- Adventist Health Columbia Gorge, the region's largest hospital, plans to relocate to Webber Street within the study area. This will have a profound impact on traffic along Webber, West 6th and West 10th streets. (In a domino effect, the hospital's relocation is a primary reason Wasco County plans new ballfields described above.)

The above developments are independent of each other but pose a potential domino effect, driving intense new activity where existing services are already inadequate. This study will "connect the dots," anticipating cumulative impacts while addressing long-standing inefficiencies of traffic flow and land use.

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?

1.1

- West Side study will guide biking, pedestrian options to minimize vehicular conflict east and west of Interstate 84
- Study will identify strategies to improve public transit connections between neighborhoods, shopping, and port business park with MCEDD Transit Center as focal point
- Residential infill strategies will foster safer, efficient access to multi-income housing
- Study will review zoning & development standards to promote in-fill

1.2

- Study will use MCEDD Transit Center as focal point, serving in-town and regional transit (LINK, CAT, Mt. Adams Transit, Greyhound)
- Emergency routes will be assessed for capacity & efficiency

1.3

- Study will identify strategies to partner with MCEDD to foster mobility choices for under-served residents via new fixed route stops, linking West Side to shopping and essential services

1.4

- Sidewalk fragments will be connected to increase safety and reduce mobility barriers
- Study will map locations for new bike paths and link existing bike paths and dedicated lanes
- Study will map connection between Mill Creek Greenway and Riverfront Trail

2.1

- TAC will inform strategies to link accessible transportation with diverse housing, commercial areas, schools and parks to benefit under-served populations

2.2

- Study will plan for impact of existing and pending activity centers (affordable housing, child care, hospital, high school, HCRH, ballfields) and define strategies for pedestrian, bicyclist accessibility

2.3

- Study will expand accessible transportation options for West Side residents requiring healthcare and social services, participating in cultural events and seeking outdoor recreation

3.1

- Study will anticipate increased traffic from hospital relocation, child care, high school, HCRH, ballfields, and affordable housing project on Chenowith Loop Rd.

3.2

- Strategies will design safer, more efficient pedestrian and bicycle access from residential areas west of I-84 to industrial employment east of I-84

3.3

- Study will map and define safety, access upgrades to routes linking Chenowith Loop Rd. affordable housing, other housing arising from in-fill strategies, with high school, community college, port business park employers, Oregon Human Services, WorkSource Oregon, One Comm. Health, and Mid-Columbia Comm. Action

4.1

- Study will promote in-fill of vacant lots along cul-de-sacs, dead-ends, sub-standard private roads

4.2

- Strategies will propose low-impact public transit, pedestrian, bicycle routes on existing streets and roads to avoid major new infrastructure
- Study will assess feasibility of Chenowith Creek pedestrian/bicycle bridge connecting County's future ballpark with West Side, reducing reliance upon vehicular traffic

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?

A West Side study is timely and urgent to address transportation and land use issues; amend plans and regulations necessitated by regulatory changes; support statewide emphasis on affordable housing; and resolve transportation and land-use issues affecting local, regional and state projects. Timing aligns with City, County and regional plans. The City adopted a Housing Needs Analysis in 2023 and will be adopting a Housing Production Strategy in 2024, informing opportunities such as code updates and land trusts. An Economic Analysis Opportunities (EOA), (anticipated December 2024) will project growth and demand for commercial and industrial lands. The West Side study will incorporate the EOA by comparing current lands supply with demand. The West Side study will also inform City coordination with the 2023 Gorge Regional Transit Strategy and 2022 Wasco County Transit Development Plan. In 2016 and 2017 the City completed a Residential Buildable Lands Inventory (BLI), Residential Land and Housing Needs Assessment and Housing Strategies Report. The 2016 Buildable Lands Inventory (BLI) identified the West Side study area as the City's residential growth area, emphasizing infill and higher densities. The inventory determined that 1,204 dwelling units could be built on vacant residential land within the study area, with more than half at Residential High-Density designation. Such density would affect infrastructure, traffic volume, public service demands and livability. Policies and programs are needed to mitigate these impacts. Major new developments are planned for the West Side, including a 75-unit public, affordable housing project for veterans, SPMI households and families. Occupancy is projected Spring 2027. A former middle school nearby is being converted into a 200+ capacity early learning center. Wasco County plans a 159-acre sports complex. The school district plans a 2025 bond measure for a new high school. Completion of the Historic Columbia River Highway is projected by 2030. A new hospital is proposed at West 10th & Webber. All of these projects could be completed within ten years. Any of them will increase traffic from the nearby Chenowith Interchange. Finally, City of The Dalles was selected for an EPA Brownfield assessment grant which can assist in environmental rehabilitation of qualifying properties. This grant will start late in 2024 and run for three years. This will be an important fiscal resource for certain tasks identified below.

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?

The Dalles City Council adopted Resolution 24-015 on June 24, 2024, authorizing this TGM proposal. City Council adoption of Safe Routes to School Plan anticipated October 2024. The Community Development Director (CDD) and Project Manager (PM) will establish technical advisory committee (TAC) within one month of grant award to fulfill activities described under project management narrative. CDD will appoint public advisory committee (PAC) within one month of grant award to review plan alternatives and offer recommendations for adoption. City will hold periodic open houses to invite comment. PM will regularly coordinate with outside agencies, including ODOT, Business Oregon, Port of The Dalles, The Dalles Area Chamber, MCEDD, School District 21, Northern Wasco Parks and Rec., Mid-Columbia Fire & Rescue, utilities, Wasco Co. and others. Plan will be adopted by The Dalles Planning Commission, Urban Renewal Board and City Council within two months of completion.

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?

Wasco Co. Transit Development Plan (2022): LINK transit route revisions will affect West Side.
Safe Routes to School Plan (2022): Completed; pending city council adoption.
Gorge Regional Transit Strategy (2023): Workforce mobility, recreation, connectivity, CO2 emissions, multi-modal mobility hub, fleet electrification.
Economic Opportunities Analysis (2024): EOA will inform industry cluster growth, diversified housing, youth workforce, business recruitment, recreation.
Housing & Residential Land Needs Assessment, Buildable Lands Inventory (2023): Data for Housing Production Strategy.
Housing Production Strategy (December 2024): Includes 2022 Density Code Amendments (higher density infill), reviews 2024 Legislative Housing Production (July 1, 2025, requirements deadline).
Urban Renewal Plan Update (October 2024): Preparatory to West Side District discussion.
EPA Brownfield grant: Site assessment resource (2024-27).
Public works: West 2nd stormwater upgrade; West 6th widening (pending)

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

Advisory committees: Within one month of notice of grant award (estimate October 2024)

- Project Manager (PM), Community Development Director (CDD) and City Engineer (CE) identify technical advisory committee (TAC) members and public advisory committee (PAC). TAC constitutes public entities, non-profits, other formal stakeholders (based in part on commitments documented in letters of support included with this proposal). CDD and CE serve on TAC, which is facilitated by PM. PAC constitutes study area residents, property and business owners
- PM confirms TAC and PAC candidates
- Upon PM's nominations, Planning Commission appoints TAC and PAC

Deliverable: Advisory committee rosters confirmed

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.

Develop statement of work: January 2025

- Project Manager (PM), assisted by Community Development Director (CDD), submit proposed statement of work for ODOT consideration
- Statement of work formalized by March 2025

Deliverable: Statement of Work (e.g.: Scope of Work) for project consultant

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.

Project consultant procurement: Within three months of ODOT's approval of statement of work

- Guided by PAC, TAC, ODOT and DLCD, PM and city legal counsel develop RFQ based upon approved statement of work, advertise through competitive procurement (Daily Journal of Commerce, OregonBuys)
- Project Manager, CDD, CE, TAC review and score consultant written proposals. Project manager schedules interviews.
- Based upon scoring, interviews and recommendations of TAC, PM and CE, CDD selects consultant and negotiates contract
- Project manager, CDD, CE on-board consultant, orient to community, stakeholders and project

Deliverable: Consultant contract

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 outreach, engagement: Project start and on-going

- As advised by PAC, TAC and project consultant, PM schedules three public workshops (project kick-off, mid-term update, draft study review and feedback)
- Project manager leads public outreach
- Project manager, consultant begin to build public awareness through city's social media
- Planning staff create bi-lingual materials
- Project manager enlists Spanish-language interpreter for public meetings
- City PIO issues periodic media releases promoting project
- City PIO establishes project page on city's website
- Consultant, PM provide updates at public workshops, public hearings

Deliverables: Public awareness, meeting rosters, public hearing minutes, media clips, bi-lingual materials

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.

Project kick-off: May 2025

- City PIO issues media release to promote bi-lingual workshop #1: Project kick-off
- As coordinated by PM: City, school district, college promote through social media
- School district promotes via parent networks
- PM speaks on local radio stations including Spanish language Radio Tierra
- PM, consultant facilitate bi-lingual workshop in Wahtonka High School. City mayor describes initial vision for West Side Renaissance Master Plan, welcomes comment. CDD describes Local Government Academy (LGA), invites participation
- TAC, PAC use feedback from workshop to refine vision for study area. Consultant drafts project vision for TAC, PAC review

Deliverables: Workshop, refined project vision, LGA enrollees

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.

Data research: June-July 2025

- Consultant reviews land use, zoning, comprehensive plan designations, property ownership, infrastructure, circulation, relevant plans, studies, demographics, real estate data
- Chamber provides geo-fencing traffic data, distinguishing residential from tourism, duration at various activity centers (shopping, etc.).
- Consultant analyzes foundation documents, policies and standards needed to implement vision
- Consultant examines land use, mobility and circulation, infrastructure and public facilities
- Consultant analyzes supply of commercial, industrial lands, based on job growth and Economic Opportunities Analysis (EOA) projections

Deliverable: Consultant's written summary of preliminary findings

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.

Scoping completed: August-September 2025

- City council, planning commission, urban renewal board, TAC, PAC review preliminary findings
- Assisted by PM, consultant conducts public survey to validate preliminary findings and identify unanticipated issues. Outreach via Columbia Gorge Community College's Latinx network, school district's parent network, Columbia Gorge ESD's parent hub, One Community Health connections to Latinx community, including bi-lingual materials in corner markets and churches, other trusted Latinx informal networks. Survey results aggregated to ensure respondent confidentiality

Deliverables: Survey results; documented feedback from council, commission, TAC, PAC informing project scope. Results posted to website

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.

October 2025

- Project Manager convenes TAC to review, revise and validate project scope
- Project Manager convenes PAC to review scope, extend continuing invitation to enroll in LGA
- Project Manager, consultant report to city council, planning commission, urban renewal board

Deliverables: Scope validated; public meeting minutes added to official record

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.

November 2025 – March 2026

- Consultant identifies upgrades to routes connecting current and anticipated activity centers and neighborhoods with Transit Center, port industrial park
- Consultant, CE develop plan for new sidewalks linking isolated segments, bike and walking paths within and between study area's two divisions (east and west of I-84)
- Consultant, MCEDD staff identify first mile/last mile safe walking, bike connections to LINK Transit stops and MCEDD Transit Center
- Consultant assesses emergency routes: Public access to new hospital; ODF fire basecamps and emergency response; threat of urban conflagration exacerbated by cul-de-sacs, dead-ends, substandard streets; police response to school security

Deliverables: Upgrades mapped

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.

April 2026

- Project Manager, CDD, consultant update Urban Renewal Board on West Side planning progress, obtain status check on potential of establishing West Side Urban Renewal District.
- Through PM's separate role in staffing Urban Renewal, PM will continue to report any related Urban Renewal strategic discussions through duration of West Side TGM project. Any urban renewal decisions regarding a West Side Urban Renewal District made prior to West Side plan completion will inform consultant's recommendations (e.g.: potential public resources for street upgrades, sidewalks, etc.)

Deliverable: Urban Renewal decisions may inform West Side master plan.

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.

May - August 2026

- Guided by 2022 Safe Routes to School (SRTS) Plan, TAC, 2025 public workshop and survey, consultant identifies new Safe Routes to School (anticipating new high school, child care center, affordable housing, ballfields). New routes will augment those identified in school district's 2022 SRTS plan, which would be revised if needed.
- Consultant proposes West Side linkages to Riverfront Trail east of Discovery Center, including feasibility of Chenowith Creek bridge, coordinating with Wasco County as potential link between Chenowith ballfields, child care center, affordable housing on Chenowith Loop Road and new high school location. This will take into account HCRH route termination.

Deliverables: Maps, SRTS plan updates.

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.

September 2026 – December 2026

- Guided by TAC and relevant, previous strategic plans, consultant identifies route to connect Mill Creek Greenway with Riverfront Trail at West Second Street.
- In concert with MCEDD Transit and other TAC members, consultant identifies new locations for EV charging stations in West Side study area, taking into account new high school, child care center, ballfields, affordable housing on Chenowith Loop Road.
- In concert with MCEDD Transit, consultant identifies new LINK transit stops in West Side study area.
- EV stations and transit stops may be co-located where feasible and appropriate.

Deliverable: Mapped trail connection, EV stations and LINK transit stops.

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.

January 2027

- Consultant works with North Wasco Parks & Recreation District to identify potential new greenspaces in West Side study area, including implications for bike, pedestrian access and linkages to West Side housing. (District serves on TAC.)
- Consultant works with Wasco County to define strategic timeline for 159-acre ballfields west of Chenowith Creek.
- Consultant works with ODOT, MCEDD Transit to coordinate HCRH termination with connections to new bike paths identified in West Side planning project.

Deliverables: Findings to inform West Side master plan and may require update to North Wasco Park and Recreation District's master plan.

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.

February 2027 – Mid-term public update

- City PIO issues media release to promote bi-lingual workshop #2: Mid-term update
- Coordinated by PM: City, school district, college promote through social media
- School district promotes via parent networks
- Project Manager speaks on radio stations including Spanish language Radio Tierra
- City PIO posts event to website
- Consultant, PM facilitate bi-lingual workshop in Wahtonka High School. Consultant reviews draft reports and recommendations, invites public feedback, promotes second survey
- CDD invites Local Government Academy (LGA) participation
- Consultant uses feedback from workshop to refine recommendations for PM, TAC, PAC review

Deliverables: Workshop, refined recommendations, LGA enrollees

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.

March 2027 – Public survey #2

- Assisted by PM, consultant conducts public survey to review maps, other recommendations to date. Outreach via Columbia Gorge Community College's Latinx network, school district's parent network, Columbia Gorge ESD's parent hub, One Community Health connections to Latinx community, including bi-lingual materials in corner markets and churches, other trusted Latinx informal networks. Survey results aggregated to ensure respondent confidentiality.
- Consultant revises recommendations as needed as informed by survey, February workshop
- Consultant updates TAC, PAC on results

Deliverables: Survey results; revised maps and recommendations

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.

April – June 2027

- TAC, PM, consultant review the City's neighborhood center zoning overlay, review/propose incentives to encourage retail, office uses, mixed use and work/live development served by public transit, pedestrian, bicyclist facilities
- Consultant, working with MCEDD Transit, identifies multi-modal transit strategies to connect activity centers with Transit Center
- Consultant identifies infill incentives for market rate and affordable housing
- Consultant explores housing rehab and repair programs to focus on specific neighborhoods
- Project Manager aligns planning for potential West Side Urban Renewal District

Deliverables: Consultant's recommendations on infill, transit strategies, rehab/repair assistance

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.

July - August 2027

- Consultant completes strategies linking accessible transportation with West Side diverse housing, shopping, schools
- Consultant completes strategies for residential in-fill along cul-de-sacs, dead-ends, unimproved roads, other sub-standard roads accessing market-rate and affordable housing
- Consultant identifies zoning and development standard revisions to encourage in-fill
- Consultant identifies West Side pedestrian, biking and public transit routes to social services.
- Consultant identifies opportunities to leverage public and private investment for commercial property rehabilitation, including city's EPA Brownfield program
- Consultant presents recommendations to TAC, PAC

Deliverables: Recommendations for final report

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.

August 2027

- Consultant identifies any necessary updates to 2017 Transportation System Plan (e.g.: ADA sidewalks connecting currently isolated segments, street upgrades, bike routes, trail connections.)
- Consultant identifies any updates to 2024 Housing Production Strategy (no major revisions anticipated, but some projects may be re-prioritized).

Deliverable: Consultant's recommendations to be included in final report.

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.

September 2027

- Consultant drafts final report
- Project Manager convenes TAC to review draft report with overall recommendations, maps
- City PIO issues media release to promote bi-lingual workshop #3: Final review
- As coordinated by PM: City, school district, college promote through social media
- School district promotes via parent networks
- Project Manager speaks on radio stations including Spanish language Radio Tierra
- City PIO posts event to website
- Consultant, PM facilitate bi-lingual workshop in Wahtonka High School. Consultant reviews draft reports and recommendations, invites public feedback
- Consultant compiles all comments, revises draft report and prepares final draft
- TAC reviews and conveys to CDD with final recommendations

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.

October 2027

- CDD, PM present ready-to-adopt report to urban renewal board, planning commission
- Planning commission review, recommendation to The Dalles City Council for adoption
- CDD presents to The Dalles City Council
- Adoption by The Dalles City Council

Deliverable: West Side Renaissance Master Plan

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 West Side Renaissance Master Plan and resulting implementation will address land use patterns and circulation system, support climate action and foster equitable outcomes. Development standards will be examined to encourage higher residential densities, including near MCEDD Transit Center, along potential transit corridors and adjacent to shopping and employment centers. By fostering neighborhoods within walking distances of commercial services, served by a network of pedestrian and bike routes, we will help reduce auto trips. Policy implementation will reduce pressure to expand the UGB/UAB for commercial and industrial development, preserving natural and cultural resources in potential expansion areas. Attention will be given to expanding public transit and EV charging stations. Coordination with county ballfield project, park district and child care project will support new greenspace in the project area, helping address a current severe shortage of public outdoor spaces.

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)

Not applicable

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

COTD TGM SUPPORT-MCCAC.pdf

Port of The Dalles - Letter of Support - City of The Dalles TGM.pdf

Columbia Gorge Community College - Oregon Transportation and Growth Management Program.pdf

TGM LOS from OCH.pdf

NWCSD Letter of Support.pdf

TDACC Letter of Support for City of The Dalles 7.3.2024 TGM.pdf

MCF&R - 070524_LOS_TGM_TDC.pdf

Oregon Transportation Growth Management Program Letter of Support - NWP&RD June 2024.PDF

CGESD OTGMP LOS 2024.pdf

Wasco County LOS to City of The Dalles - July 2024 signed.pdf

Letter of support MCHA.pdf

MCEDD - TD TGM LOS 2024.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

The City of The Dalles has three staff members dedicated to ensure the project meets TGM timelines. Economic Development Officer (EDO) Dan Spatz will be Project Manager, ensuring the project stays on path and leading community outreach. Community Development Director Joshua Chandler will be principal in charge and acting backup throughout the study. City Engineer Dale McCabe (Project Manager for the 2017 TSP update) will liaison with Community Development staff for transportation/circulation system matters. MCEDD’s Mobility Manager Kathy Fitzpatrick will also serve on the project’s Technical Advisory Committee. The EDO and Director have experience as project managers in strategic planning, land use and transportation studies. The EDO helped establish The Dalles’ first public transit system, served almost 10 years on The Dalles City Council, and managed Wasco County Economic Development Commission prior to becoming resource development director for Columbia Gorge Community College, where he led capital investment strategic planning and implementation. He was Project Manager on a \$16 million capital construction program at the college. The CDD director has over 13 years of land use and development experience, both in the public and private sector, and with the City of The Dalles since 2018. Both have extensive knowledge of the study area, and have participated in or managed comprehensive, specific and master plans, including economic, transit and mobility plans.

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

Our project tasks, timeline and deliverables (Award Criterion 3) demonstrate our strategy and capacity to complete scoping phase by September 2025, which is less than 15 months from July 31, 2024 TGM proposal submission. Our timeline demonstrates our capacity to complete the project within three years of project start. Project will be under way by May 2025 or earlier. While our timeline indicates planning commission and city council adoption of the West Side Renaissance Master Plan by October 2027, which is five months past the June 2027 target completion in the grant instructions, it is still well within the May 31, 2028 absolute completion date noted in the application. Moreover, we are confident of our ability to advance our completion schedule, aiming for June or July 2027. This is because we conducted much of the preparatory work as part of our 2019 TGM application. We have retained these files, which only need to be updated with current data. (For instance: Breakdown of Costs in Excel format, meeting schedules, supplemental detail.) As demonstrated by our letters of support, we already have commitments from several technical advisory committee members. We enjoy excellent relations with community partners, all of whom agree on the urgency of addressing land use and transportation needs in the West Side study area. These partners are ready and willing to assist the city in completing this project.

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
4B-14	The Dalles TSP Update	Completed 2017 300 character limit.
4A-19	West Side Area Study - Master Plan	Withdrawn 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?

This project has dual emphasis on land use and transportation. It will improve access and remove barriers (for instance, adding ADA sidewalks, bike and walking paths) linking a broad range of housing types including 75 new units of affordable workforce housing while identifying compatible in-fill strategies. MCEDD’s Transit Center at a key study area intersection is primary focal point for West Side route planning, including expanding LINK transit stops and new EV charging station locations.

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 - West Side
study.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

7/26/2024

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

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

RESOLUTION NO. 24-015
A RESOLUTION AUTHORIZING A REQUEST FOR GRANT FUNDING ASSISTANCE THROUGH THE OREGON TRANSPORTATION GROWTH MANAGEMENT (TGM) PROGRAM FOR PREPARATION OF THE WESTSIDE AREA MASTER PLAN

WHEREAS, the City of The Dalles has completed, and anticipates adopting in 2024, an Economic Opportunities Analysis and Employment Buildable Lands Inventory in compliance with Statewide Planning Goal 9 (Economic Development), and has completed several reports in compliance with Statewide Planning Goal 10 (Housing) and Goal 12 (Transportation), with results that are critical to the continued success and development of the community; and

WHEREAS, in 2023 Mid-Columbia Economic Development District completed its Gorge Regional Transit Strategy in coordination with Oregon and Washington transportation departments and local service providers, which is designed to foster a regionally coordinated, integrated public transportation system; and

WHEREAS, Wasco County completed its Transit Development Plan (LINK Public Transit) in 2022, funded in part by a Transportation Growth Management grant, to evaluate service improvement alternatives over a 20-year plan horizon; and

WHEREAS, the Oregon Department of Transportation and the Department of Land Conservation and Development provide grant funding assistance through the Transportation and Growth Management Program; and

WHEREAS, the City of The Dalles is supportive of the principals of the Transportation Growth Management Program; and

WHEREAS, the City of The Dalles desires to participate in this program to the greatest extent possible as a means of implementing the 2023 Housing and Residential Land Needs Assessment and Buildable Lands Inventory, 2024 Housing Production Strategy, 2017 Transportation System Plan, and Economic Opportunities Analysis and Employment Buildable Lands Inventory anticipated by December 2024, while also serving as a responsible community partner in coordinating these efforts with the 2023 Gorge Regional Transit Strategy and 2022 Wasco County Transit Development Plan; and

WHEREAS, the City of The Dalles has available local resources to fulfill its share of obligations related to this request should it be awarded,

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL AS FOLLOWS:

Section 1: The City Council authorizes Staff to request grant funding assistance for preparation of the Westside Area Master Plan through the Oregon Transportation Growth Management (TGM) Program to implement the 2023 Housing and Residential Land Needs Assessment and Buildable Lands Inventory, 2024 Housing Production Strategy, 2017

Transportation System Plan, and Economic Opportunities Analysis and Employment Buildable Lands Inventory, while also serving as a responsible community partner in coordinating these efforts with the 2023 Gorge Regional Transit Strategy and 2022 Wasco County Transit Development Plan.

PASSED AND ADOPTED THIS 24TH DAY OF JUNE, 2024

Voting Yes, Councilors: Randall, Long, McGlothlin, Bunyon
Voting No, Councilors: _____
Absent, Councilors: Richardson
Abstaining, Councilors: _____

AND APPROVED BY THE COUNCIL PRESIDENT THIS 24TH DAY OF JUNE, 2024

SIGNED:




ATTEST:

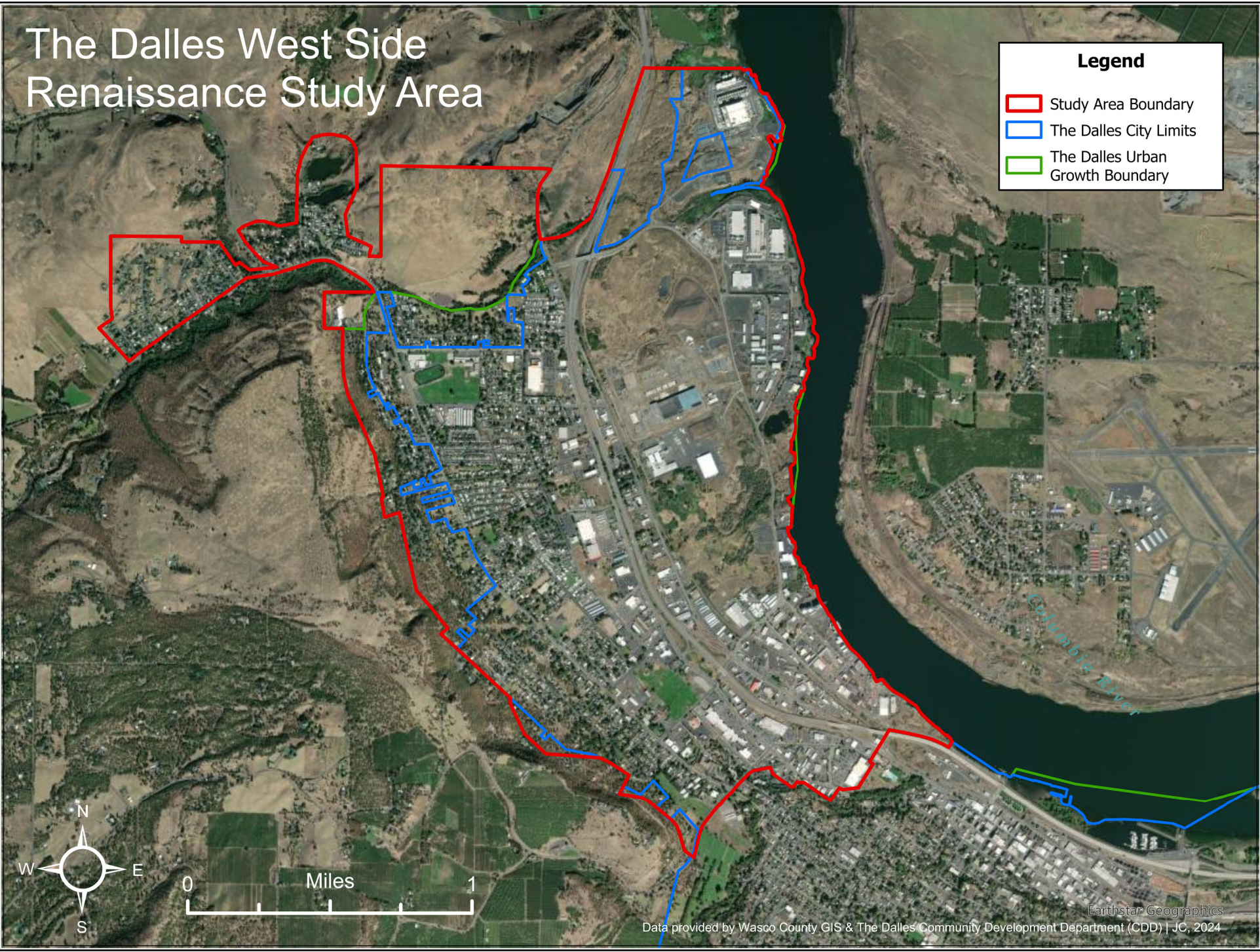
Timothy McGlothlin
Timothy McGlothlin, Council President

Amie Ell
Amie Ell, City Clerk

The Dalles West Side Renaissance Study Area

Legend

-  Study Area Boundary
-  The Dalles City Limits
-  The Dalles Urban Growth Boundary





**Mid-Columbia
Community
Action Council**

Mid-Columbia Community Action Council
Serving Hood River, Wasco, and Sherman Counties
2505 W. 7th St, The Dalles, OR 97058
606 State St, Suite 1B, Hood River, OR 97031
Tel: (541) 298-5131
www.MCCAC.com

June 25, 2024

Oregon Transportation & Growth Management Program
Oregon Department of Transportation Region 4
63055 North Highway 97
Bend, OR 97703

Attention: Devin Hearing

Mid-Columbia Community Action Council (MCCAC) is a private non-profit (501c3) organization serving Hood River, Wasco and Sherman counties. Our mission is “to build a better future for our community through partnership and equity centered programs that prevent and eliminate poverty and houselessness.” We offer housing and shelter assistance, utility assistance, weatherization and other resources.

Just a few months ago our organization relocated from its long-time offices in a 1920s-era, wood-frame house in downtown The Dalles to the Gloria Center, allowing us to consolidate a broad range of services for our clients including healthcare, behavioral health, jobs and employment assistance, housing services, dining and bike storage for shelter guests. The Gloria Center is a multi-use space with offices for MCCAC partners and direct service providers. It is also a climate resilience center, with solar power enabling us to provide vital support in times of emergency.

But in order to provide these services safely and effectively, we need better public access. The Gloria Center is located on West 7th Street in the west side area proposed by City of The Dalles for a Transportation Growth Management master plan. While the Gloria Center is intentionally placed close to services, shops and transportation facilities such as the MCEDD Transit Center, we are challenged by a lack of safe access for pedestrians, bicyclists and persons using wheelchairs. These individuals must now share the road with traffic; this is unsafe and not sustainable. While we constructed sidewalks as part of our new facility, these terminate at the property lines. This is typical of the entire west side of The Dalles: Sidewalks and bike lanes are fragmented and generally non-existent.

Land use has developed haphazardly over decades, and many homes are substandard. Long-range planning that addresses land use and transportation is essential in order for the west side of The Dalles to provide equitable services to residents in this area.

For this reason, we support the city’s Transportation Growth Management planning request and encourage your support.

Best Regards,

Kenny LaPoint
Executive Director



June 26, 2024

Oregon Transportation & Growth Management Program
Oregon Department of Transportation Region 4
63055 North Highway 97
Bend, OR 97703

Attention: Devin Hearing

Dear Devin Hearing:

The Port of The Dalles is pleased to express our full support for the City of The Dalles' 2024 Transportation Growth Management (TGM) master plan application. This initiative will focus on crucial transportation and land use planning efforts for the city's west side.

As outlined in the city's grant narratives, the study area is divided into two distinct sub-areas by Interstate 84. Our port district primarily serves the industrial acreage along the Columbia River, a region experiencing significant development pressures and increasing traffic. Currently, there are limited cross-connections to commercial corridors and residential neighborhoods in western The Dalles. This area is characterized by disjointed street layouts and insufficient pedestrian and cycling infrastructure.

The proposed west side master planning effort aims to enhance connectivity between these sub-areas while facilitating new development opportunities. Near-term projects, such as the affordable housing development on Chenoweth Loop Road, underscore the urgency of thoughtful planning. Additionally, future initiatives like the construction of a new high school, hospital, and childcare center further emphasize the need for coordinated infrastructure planning.

At the heart of our mission, the Port of The Dalles is committed to fostering economic growth by supporting businesses and job creation. We recognize that well-planned neighborhoods, safe routes to schools, and convenient access to amenities are crucial factors for businesses looking to attract and retain employees. An efficiently designed transportation system and strategic land use planning are essential elements in addressing the city's pressing need for affordable housing.

Should the City's proposal be selected for TGM funding, our port district will actively participate in the project's technical advisory committee. We are eager to contribute our expertise and collaborate closely to ensure the alignment of our strategic goals.

We encourage your careful consideration of the City's TGM application. This initiative represents a critical step towards a more sustainable and prosperous future for The Dalles.

Sincerely,

A handwritten signature in blue ink that reads "Andrea Klaas".

Andrea Klaas, Executive Director
Port of The Dalles



June 26, 2024

Oregon Transportation & Growth Management Program
Oregon Department of Transportation Region 4
63055 North Highway 97
Bend, OR 97703
Attention: Devin Hearing

Dear Devin Hearing:

Since our institution's founding nearly a half-century ago, Columbia Gorge Community College has been dedicated to fostering opportunity for under-served, marginalized members of our rural region. That's exemplified by our mission statement: "CGCC prioritizes equitable access to education, empowers all students through learning, and drives inclusive prosperity throughout our community."

In supporting the City of The Dalles application for Transportation Growth Management master planning support, we wish to call your attention to that last phrase, of "inclusive prosperity throughout our community," because this is particularly relevant to the west side in question. This is the Chenowith area and adjoining neighborhoods west of Mill Creek, an area characterized by poorly-planned growth patterns, inadequate transportation routes, and sub-standard infrastructure. Many residents are striving to emerge from multi-generational poverty. Many others are newer arrivals, drawn by our nation's continuing promise of opportunity for all. Columbia Gorge Community College is here to serve every one of them. Regrettably, our physical campus location can be a challenge for students, making the LINK service from Mid-Columbia Economic Development's transit center an important resource. This is a connecting point for students using the Columbia Area Transit system from Hood River, where our college also has a campus. As is often the case, students need to attend courses at both locations as they pursue their degrees or certificates. The transit center is located in the west side, making it a logical focal point of the city's planning efforts. Any improvements in west side access, such as safer routes to school, bike lanes, EV charging stations, and improved sidewalks, will ultimately make it more convenient for our west side students to expand their career horizons through enrollment at CGCC. More broadly, the city's TGM application will strengthen our community's overall economy through land use and transportation strategies that will foster prosperity on the west side.

The college also has a specific workforce training role in the effort to transform Chenowith Middle School into an early learning center. This is one of the projects described in the TGM vision. Once renovated and operational, the Columbia Gorge Early Learning Center will provide practicum training for Early Childhood Education students at CGCC. As those students graduate, they will join the early learning workforce throughout our region, thus helping resolve an acute shortage of affordable child care. For all these reasons, Columbia Gorge Community College is pleased to support the City of The Dalles TGM application.

Sincerely,

A handwritten signature in black ink, appearing to read "KL", is written over a light blue horizontal line.

Dr. Kenneth Lawson
President



Hood River Clinic and Administration 849 Pacific Ave Hood River, OR 97031 541-386-6380	School Based Health Center 1220 Indian Creek Road Hood River, OR 97031 541-308-8345	Stevenson Clinic 875 SW Rock Creek Dr Stevenson, WA 98648 509-427-4212	The Dalles Clinic 1040 Webber Street The Dalles, OR 97031 541-386-6380	White Salmon Clinic 65371 Highway 14 White Salmon, WA 98672 509-493-2133
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www.onecommunityhealth.org

July 1, 2024

Oregon Transportation & Growth Management Program
Oregon Department of Transportation Region 4
63055 North Highway 97
Bend, OR 97703
ATTN: Devin Hearing

Dear Devin Hearing:

Founded in 1986, One Community Health (formerly La Clínica del Cariño) is a non-profit, federally qualified, community and migrant health center. Our doors are open to all people in Hood River and Wasco counties in Oregon, and Klickitat and Skamania counties in Washington. We provide integrated medical, dental, and behavioral health services to over 20,000 patients.

One Community Health is located on West 10th and Webber streets in The Dalles. (We also have a facility in Hood River.) In The Dalles, our neighbors include Mid-Columbia Center for Living, Columbia Basin long-term care, and other healthcare providers. Our city's hospital has indicated intent to relocate its present campus to a county-owned property immediately to our west. All of this represents a significant concentration of healthcare providers located within the west side planning area proposed by City of The Dalles in its Transportation Growth Management proposal to Oregon Department of Transportation.

Our patients often rely upon affordable, convenient public transportation in order to see our care providers. We are deeply appreciative of public transit options made available through Mid-Columbia Economic Development Center's transit center, which is also located on the west side. We understand that the city is coordinating its TGM application with MCEDD, and we look forward to joining in that planning effort should the city's funding application be approved. We see this as an opportunity to encourage continued growth of public transit connections across our service region.

Likewise, we will be encouraging efforts by the city to improve public safety on the west side through expansion of sidewalks, bike and pedestrian access. Currently, much of West 10th Street is entirely lacking in sidewalks; the same challenge applies to nearly every street on the west side. This is a critical safety issue confronting our many patients who live in this under-served, under-represented but geographically substantial region of west The Dalles. We also recognize the acute need for affordable housing and affordable child care, two other issues which will be taken into account in the city's master TGM planning efforts.

For all these reasons, One Community Health supports the city's TGM application to Oregon Department of Transportation, and would be pleased to represent the healthcare sector by serving on the city's technical advisory committee.

Sincerely,

Jennifer Griffith

Jennifer Griffith
Chief Executive Officer



North Wasco County School District #21

Office of the Superintendent

June 30, 2024

Oregon Transportation & Growth Management Program
Oregon Department of Transportation Region 4
63055 North Highway 97
Bend, OR 97703

Attention: Devin Hearing

Dear Devin Hearing:

North Wasco County School District is pleased to support the 2024 Transportation Growth Management (TGM) master plan application by the City of The Dalles. This will focus on transportation and land use planning for the city's west side.

The school district is already engaged with the City of The Dalles in efforts to improve Safe Routes to School. As will be explained in the City's grant narratives, these focus on heavily-traveled West 10th and West 7th streets. Additional routes are needed for safe access to existing school facilities; the TGM initiative, if funded, would be instrumental in identifying such routes.

Looking to the future, our district continues to work toward construction of a new high school on the Wahtonka School campus. This is located within the TGM study area. A modern new high school, replacing the current 1940s-era structure on East 10th Street, will have a significant impact on traffic patterns in the TGM west side study area. It is vital that the City's transportation and land use planning consider this urgent school district priority and other significant, proposed west side developments, such as a child care center in the school district's former Chenowith Middle School.

In order to assist in making these connections, our district will be represented on the project's technical advisory committee, should the city's proposal be selected for TGM funding.

North Wasco County School District encourages your consideration of the City's TGM application, and welcomes the opportunity to answer any questions.

Sincerely,

Carolyn Bernal, Ed.D
Superintendent

3632 West 10th Street, The Dalles, OR 97058
541-506-3420 Fax 541-298-6018

"The North Wasco County School District is an equal opportunity educator and employer."



THE DALLES AREA
CHAMBER OF COMMERCE
"This Chamber Means Business"

July 3, 2024

Oregon Transportation & Growth Management Program
Oregon Department of Transportation Region 4
63055 North Highway 97
Bend, OR 97703

Attention: Devin Hearing

Dear Devin Hearing:

The Dalles Area Chamber of Commerce's mission is to *"Provide value to our members through advocacy and leadership, promoting a positive environment for business, tourism, community, and education. By being the voice of business, promoting collaboration and helping members grow."*

We are pleased to be a longstanding partner of the City of The Dalles. The city's Transportation Growth Management plan proposal aligns closely with our chamber mission. The result will be a master plan designed to help resolve current transportation and land use deficiencies on the west side of The Dalles, such as safety issues around bicycle, pedestrian and traffic routes to commercial areas, non-existent sidewalks, poorly served neighborhoods, and inadequate, often unsafe routes to schools. The plan will also anticipate and help the chamber plan for a significant visitor-related initiative, with completion of the Historic Columbia River Highway biking route into The Dalles. Also looking to the future, the plan will anticipate traffic impacts from such major initiatives as development of a new hospital, high school, ballfield complex, affordable housing and public childcare center. These separate but complementary initiatives hold the potential of transforming the western side of our city. Foresight in transportation growth management will help determine how these various projects function together, even if they take years to accomplish. "There's no time like the present to plan for the future."

The chamber will be represented on the project's technical advisory committee, should the city's proposal be selected for TGM funding. As part of that role, the chamber will provide traffic data as appropriate to the planning effort, drawing upon the chamber's contracted access to two widely respected geo-fencing services. These data sources could prove useful in technical analyses portions of the master planning effort.

The Dalles Area Chamber of Commerce welcomes this opportunity to collaborate with City of The Dalles as we work to improve safety, land use efficiency, and public access to essential services on the west side of our community. We encourage your support.

Sincerely,

Lisa Farquharson
President / CEO

The Dalles Area Chamber of Commerce ♦ 404 West 2nd Street ♦ The Dalles, Oregon 97058

541-296-2231 . 800- 255-3385 . (fax) 541-296-1688



1400 West Eighth Street
The Dalles, Oregon 97058
541-296-9445 Fax: 541-296-8656

July 5, 2024

Oregon Transportation & Growth Management Program
Oregon Department of Transportation Region 4
63055 North Highway 97
Bend, OR 97703

Attention: Devin Hearing

Dear Devin Hearing:

The alliance between Mid-Columbia Fire & Rescue and the City of The Dalles dates back to the late 1800s, originating as a city department with personnel stationed right in City Hall. Presently, we operate as an autonomous tax district and have contemporary facilities situated on either side of the City. For this initiative, the emphasis is on the West Side of our community, for which the City of The Dalles is pursuing support from ODOT via the Transportation Growth Management program.

The City's goals aim to lower obstacles to accessing a variety of housing options and prices; pinpoint strategies for in-fill development; enhance accessibility via pedestrian and bike paths, public transit, and secure school routes; prepare for projected projects in education, recreation, childcare, and climate adaptation centers; and boost the connectedness among residential areas, commercial zones, and public infrastructures.

Mid-Columbia Fire & Rescue supports those planning goals, which align with at least two of our district's own goals:

- *To develop a system of response to all emergency and non-emergency situations that will have a positive impact on the lives of the community that we serve.*
- *To provide an effective fire prevention and public safety system.*

The West Side Master Plan aims to grow the city's tax revenue by promoting housing and in-fill tactics. Boosting walkability and bike-friendliness is expected to improve public safety. Future West Side development plans will incorporate considerations for emergency response access.



1400 West Eighth Street
The Dalles, Oregon 97058
541-296-9445 Fax: 541-296-8656

Additionally, better connectivity is set to improve our district's emergency response capabilities. Active participation in the master planning process for the West Side, as outlined by the city, is crucial for our district. Therefore, we will ensure our representation on the city's technical advisory committee. We are eager to embrace this opportunity.

Mid-Columbia Fire & Rescue District is pleased to support the City of The Dalles TGM application, and we encourage your consideration of their proposal.

Sincerely,

A handwritten signature in black ink that reads "Robert F. Palmer". The signature is written in a cursive style.

Robert F. Palmer
Fire Chief



602 W 2nd St. The Dalles, OR 97058
Office (541) 296-9533

June 20, 2024

Oregon Transportation & Growth Management Program
Oregon Department of Transportation Region 4
63055 North Highway 97
Bend, OR 97703

Attention: Devin Hearing

Dear Devin Hearing:

Northern Wasco County Parks & Recreation District is pleased to support the 2024 Transportation Growth Management (TGM) master plan funding proposal by City of The Dalles. This will focus on transportation and land use planning for the city's west side.

The planning area's eastern boundary is defined in part by Mill Creek Greenway, which is an important recreational and transportation resource in our community. Northern Wasco Parks & Recreation District owns and is responsible for managing the Greenway as a public hiking and bicycle route.

One of our District's goals is to link the Greenway with Riverfront Trail, an 8-mile route that stretches east from the Columbia Gorge Discovery Center along the Columbia River waterfront past downtown The Dalles. As with Mill Creek Greenway, Northern Wasco Parks & Recreation District is responsible for Riverfront Trail. Additional public access points are a longstanding priority, and especially so for the Greenway connecting point.

One of the proposed outcomes of the city's Transportation Growth Management master planning project will be the exploration of strategies to connect Mill Creek Greenway with Riverfront Trail. Another outcome will be strategies to improve public access in the West Side Study Area to Riverfront Trail by way of the port industrial area.

In order to assist in making these connections, our District will be represented on the project's technical advisory committee, should the city's proposal be selected for TGM funding.

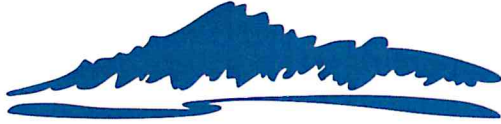
Both of these outcomes align with Northern Wasco County Parks & Recreation District's own priorities. For this reason alone, as well as for the overall goals of improving transportation and land use efficiencies as envisioned in the city's TGM application, we are fully in support of the city's request and encourage your consideration.

Sincerely,



Scott Baker

Executive Director
Northern Wasco County Parks and Recreation District



Columbia Gorge Education Service District
Dedicated to Enhancing Educational Opportunities

June 26, 2024, 2024

Oregon Transportation & Growth Management Program
Oregon Department of Transportation Region 4
63055 North Highway 97
Bend, OR 97703

Attention: Devin Hearing

Dear Devin Hearing:

Columbia Gorge Education Service District is leading a community effort to establish an affordable child care center in The Dalles. As is the case with other rural communities across Oregon, we live in a “child care desert,” where quality, reliable care is scarce to non-existent for working families.

We propose to renovate a former middle school as a regional, public, affordable early learning center. This aligns with our mission: *“To assist Hood River and Wasco County school districts and the Department of Education in achieving Oregon’s educational goals by providing equitable, high quality, cost-effective and locally responsive educational services at a regional level.”* This facility would serve more than 200 children of all ages. ESD would consolidate administrative services centered around early learning under one roof.

The facility in question is located in the west side planning area proposed by City of The Dalles for a Transportation Growth Management (TGM) master planning process. Columbia Gorge ESD is in firm support of the city’s application, and we encourage you and your colleagues to give it favorable consideration. Western The Dalles is an impoverished community. Streets and sidewalks are sub-standard; indeed, sidewalks and bike paths are for the most part non-existent. For instance, our proposed child care center will be accessed by two primary connecting routes: West 10th Street and Chenowith Loop Road. Sidewalks are lacking along both routes.

The early learning center will serve all of The Dalles and, indeed, other areas within commuting distance but with special focus on western The Dalles. Just north of the center, on Chenowith Loop, an affordable housing development is planned by Mid-Columbia Housing Authority. The early learning center will certainly be a nearby resource for that project, taking advantage of public transportation offered by the MCEDD Transit Center, which is also located on Chenowith Loop Road.

Meanwhile, the school district hopes to build a new high school on the west side. The county envisions a multi-sport recreational complex nearby. A new hospital is proposed in the same area. The city’s master planning efforts will take these and other various elements into account, uniting transportation and land use planning with the goal of coordination across multiple entities and multiple projects over a period of several years. This will be a vital first step as our community seeks the resources to improve transportation in all its facets: Pedestrian, bicycles, vehicular and public transit while encouraging provident land use planning that encourages affordable housing.

We invite your support of the city’s TGM application.

Sincerely,



BOARD OF COUNTY COMMISSIONERS

511 Washington St, Ste. 101 • The Dalles, OR 97058
p: [541] 506-2520 • f: [541] 506-2551 • www.co.wasco.or.us

Pioneering pathways to prosperity.

July 22, 2024

Oregon Transportation & Growth Management Program
Oregon Department of Transportation Region 4
63055 North Highway 97
Bend, OR 97703
Attention: Devin Hearing

Dear Devin Hearing:

Wasco County is pleased to support the City of The Dalles' West Side master plan application through the Transportation Growth Management (TGM) program. This initiative will focus on the Chenowith area and adjoining neighborhoods west of Mill Creek.

Much of the west side of The Dalles is characterized by inefficient land use, inadequate transportation routes, and sub-standard infrastructure. There are relatively few sidewalks, existing in isolated segments. There are even fewer bike lanes. Land use patterns are also fragmented, an unfortunate legacy of haphazard growth over many decades, prior to annexation into the City of The Dalles.

In its TGM application the city proposes a west side master plan to identify challenges as well as short-range and long-range strategies to overcome these challenges. The city's goals are to reduce barriers to a broad range of housing types and prices; identify in-fill strategies; increase accessibility through pedestrian and bicycling corridors, public transit and safe routes to school; plan for anticipated educational, recreational, child care, and climate resiliency center initiatives; and improve connectivity between neighborhoods, shopping and public facilities.

As a community partner with a long tradition of working closely with City of The Dalles, Wasco County supports these goals and encourages your consideration of the city's 2024 TGM application.

Sincerely,

Steve Kramer, Chair
Wasco County Board of Commissioners



July 25, 2024

Oregon Transportation & Growth Management Program
Oregon Department of Transportation Region 4
63055 North Highway 97
Bend, OR 97703
Attention: Devin Hearing

Dear Devin Hearing,

Mid-Columbia Housing Authority (MCHA) and Columbia Cascade Housing Corporation (CCHC) work together to promote affordable housing throughout the Gorge. We serve Sherman, Wasco, and Hood River Counties in Oregon and Klickitat and Skamania Counties in Washington. Our mission is to promote adequate and affordable housing, economic opportunity, and a suitable living environment, free from discrimination to those who have barriers due to income or disability.

A long-planned CCHC priority is an affordable housing development on Chenowith Loop on the west side of The Dalles. The Chenowith area is an under-represented, multi-cultural neighborhood of The Dalles which has historically been poorly served in many respects: sub-standard housing, inadequate infrastructure, lack of green space, and inefficient connections to commercial centers. Streets pose a special hazard to pedestrians and bicyclists who share the roads with cars and heavy traffic. Interstate 84 divides the area between residential neighborhoods and the port industrial area, a major source of employment. Cross-connections between the two areas are inadequate.

We recognize the need for safe public access as we work to develop affordable housing. Our Chenowith Loop development, when complete, will be on the same street that serves Chenowith Elementary School, MCEDD Transit Center, and a potential future location of The Dalles High School. Sidewalks are largely lacking along this street.

The City of The Dalles intends to identify land use and transportation strategies to help resolve these concerns through its Transportation Growth Management proposal to Oregon Department of Transportation. This master planning process for the west side will identify barriers and strategies to overcome those barriers, increasing land use efficiency and transportation safety.

As a community partner, we are pleased to support the City of The Dalles TGM application and encourage your consideration. In addition, we will serve on the city's technical advisory committee to help provide guidance on relevant land use and transportation planning.

Sincerely,

Karen Long
Interim Executive Director
Mid-Columbia Housing Authority
Columbia Cascade Housing Corp





July 25, 2024

Oregon Transportation & Growth Management Program
Oregon Department of Transportation Region 4
63055 North Highway 97
Bend, OR 97703
Attention: Devin Hearing

Dear Devin Hearing:

Mid-Columbia Economic Development District (MCEDD) is pleased to offer this letter of support and commitment on behalf of the City of The Dalles 2024 Integrated Land Use and Transportation Planning proposal for The Dalles' West Side Renaissance Master Plan.

MCEDD is committed to supporting a safe, efficient, equitable, and accessible regional transportation system to enhance the livability, resilience, and economic vitality of the Mid-Columbia region. The MCEDD 2022-2027 Comprehensive Economic Development Strategy details transportation action strategies that include coordinating transportation priorities and investments and aligning transportation and land use planning efforts among regional partners to support the Mid-Columbia's economies and communities.

MCEDD operates and manages The Link Public Transit, which serves the City of The Dalles and Wasco County with fixed route, regional intercity, and dial-a-ride services. The Dalles Transit Center, located in the heart of The Dalles' West Side area on Chenowith Loop Rd, is one of the region's central transit hubs for multiple public and private transportation providers. This location is accessed by important transportation corridors on the West Side, making the Transit Center a natural focal point of the City's West Side Renaissance Master Plan proposal to ODOT.

In the West Side planning effort, the City will link many of the project's activities and outcomes with The Dalles Transit Center's role, using the Transit Center as a key reference point for accessible sidewalk improvements, bike lanes, and pedestrian pathways. From a land use perspective, the City will evaluate in-fill strategies, aligning these with necessary improvements to sub-standard streets in the West Side study area. The Dalles Transit Center is an essential resource to support the expansion of a variety of housing types for multiple income levels and to anchor transit-oriented development to improve transportation access for residents.

The West Side study area identified in the City's proposal is currently challenged by a lack of safe access for pedestrians, bicyclists and persons using wheelchairs. Pedestrians must share the road with

traffic; this is unsafe and not sustainable. In a one-mile radius of the Transit Center and Chenowith Elementary school, less than 50% of the roadways have sidewalks. Walking and biking facilities are disconnected and in poor condition. First-mile/last-mile connectivity must be improved to support public transit services. Land use has developed haphazardly over decades, and many homes are substandard. Long-range planning that addresses land use and transportation is essential for the City of The Dalles to provide equitable services to the marginalized, under-represented residents of this impoverished area of The Dalles.

MCEDD commits the MCEDD Senior Project/Mobility Manager to a formal role in this planning process through the project's Technical Advisory Committee. MCEDD staff will offer guidance to support project deliverables related to transit and mobility planning, using MCEDD's 2023 Gorge Regional Transit Strategy, MCEDD's 2022 Wasco County Transit Development Plan, MCEDD's planning for fleet electrification and multimodal hubs, and the 2022 North Wasco County School District's Safe Routes to School plan as references.

We look forward to partnering with City of The Dalles on this TGM project and we encourage ODOT's consideration of the City's proposal.

Sincerely,



Jessica Metta
Executive Director

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:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
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:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
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.

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.