

TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM

2014

APPLICATIONS DUE 4:00 p.m. June 13, 2014

Type of Grant:

Please indicate Category 1
or Category 2

Category 1

PROJECT TITLE: The Dalles TSP Update

PRIMARY APPLICANT JURISDICTION: City of The Dalles

MAILING ADDRESS: 1215 W 1st Street

CITY: The Dalles

ZIP: 97058

CONTACT PERSON: Dave Anderson

OTHER JURISDICTIONS INVOLVED IN THE PROJECT

| | MATCH | |
|---------------------|-----------------------|----------------------------------|
| | Yes | No |
| <u>Wasco County</u> | <input type="radio"/> | <input checked="" type="radio"/> |
| <u>_____</u> | <input type="radio"/> | <input type="radio"/> |
| <u>_____</u> | <input type="radio"/> | <input type="radio"/> |
| <u>_____</u> | <input type="radio"/> | <input type="radio"/> |
| <u>_____</u> | <input type="radio"/> | <input type="radio"/> |
| <u>_____</u> | <input type="radio"/> | <input type="radio"/> |

TELEPHONE: (541) 506-2021

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EMAIL: danderson@ci.the-dalles.or.us

ODOT REGION (1 - 5): Region 4

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

The project will completely update The Dalles Transportation System Plan (TSP). The TSP will promote a balanced, multi-modal system that addresses and accomodates a range of transportation needs, including movement of freight. The update is needed because the current TSP planning horizon is 2015 and since the last TSP was developed the City has annexed land, obtained jurisdiction of several arterial streets from ODOT, the Chenoweth IAMP was adopted, and many capital projects have been completed.

SUMMARY OF PROJECT BUDGET

PROJECT TITLE: The Dalles TSP Update

JURISDICTION: City of The Dalles

| | TGM Funds Requested | Local Match* | Total Project Cost |
|--|----------------------|---------------------|----------------------|
| Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses] | \$ 0.00 | \$ 23,100.00 | \$ 23,100.00 |
| Consultant Personal Services | \$ 128,250.00 | \$ 50,000.00 | \$ 178,250.00 |
| TOTAL | \$ 128,250.00 | \$ 73,100.00 | \$ 201,350.00 |

* This amount should be a minimum of 12 percent of the total project budget.

We will be providing a cash local match Yes No

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO/>

Initial DA

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial _____

This application was prepared by the following compensated consultant:

Consultant Name Kittelson & Associates, Inc.

Initial DA

DAVE ANDERSON
Authorized Signature

Public Works Director
Title

DAVE ANDERSON
Printed Name



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2014 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

Examples of successful applications are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Please limit application to 10 pages.

| | | |
|---|--|--|
| ORGANIZATION NAME City of The Dalles | | PHONE (541) 506-2008 |
| CONTACT PERSON NAME AND TITLE Dave Anderson, Public Works Director | | CONTACT PERSON E-MAIL danderson@ci.the-dalles.or.us |
| PROJECT TITLE THE DALLES TSP UPDATE | | |

Section One: GRANT ELIGIBILITY REQUIREMENTS

1. Clear Transportation Relationship

The focus of this project is a complete update to the City of The Dalles (City) Transportation System Plan (TSP). The plan was previously developed with public participation between 1993 and 1995 with a 2015 horizon year, was adopted in 1999, and had minor updates made in 2006 to incorporate Transportation Planning Rule (TPR) requirements. The project will develop a TSP that promotes a balanced, multi-modal system that addresses and accommodates a range of transportation needs, including movement of freight.

2. Adoption of Products to meet Project Objectives

The final product will be an updated City TSP and associated ordinances and standards (standards may include, but are not limited to items such as street design standards, traffic impact study guidelines, access management standards, and development code updates) that are adopted by the City. Where appropriate, Wasco County may also co-adopt some of the ordinances and standards.

3. Support of Local Officials

The proposed TSP update is a critical element of the Community's comprehensive plan and is viewed as an integral component of ensuring well-planned community growth and economic development. The TSP update has broad community support from many community organizations and local agencies. The attached letters offer a sampling of the support from our community. The Dalles City Council, among other local agencies, has provided a letter indicating its support of this project and has approved allocation of local matching funds.

AWARD CRITERIA

1. Proposed Project Addresses a Need and Supports TGM Objectives

The City recognizes transportation is key to our community's economic and social well-being. The importance of transportation is evidenced in the *April 2007 City of The Dalles Economic Opportunity Analysis* prepared to address statewide planning Goal 9 (OAR 660-015-0000(9)). The study found in part: *"A primary comparative advantage in The Dalles is its access to transportation and its location within the Columbia River Gorge. This makes The Dalles attractive to residents and businesses that want to live and work in a community that has small-town character and scenic beauty but still need to have access to any of several modes of transportation."*

Recognizing the essential role transportation plays, the City has identified the following key objectives and expected outcomes for the City TSP Update:

- The City has annexed approximately 850-acres of residential and industrial land since 2005 and desires to develop an integrated transportation system to support growth in these areas of the city.
 - TGM Objectives:
 - **Support economic vitality** in annexed areas through well-planned new growth that accommodates existing and future residents and businesses.
 - **Save public and private costs** by accommodating future transportation needs within the existing system thus minimizing the need to construct additional major infrastructure projects.
 - Outcomes: updated functional classification of roadways that serve annexed land and development of roadway upgrade projects to be included in an update of The Dalles Capital Improvement Plan (CIP)
- ODOT transferred jurisdiction of several miles of roadways (W 6th Street and W 2nd Street) to the The Dalles and the City desires to upgrade the facilities to current City and ADA standards, including provision for pedestrian and bicycle facilities.
 - TGM Objective:
 - **Provide transportation choices** by appropriately planned, designed, and managed local transportation facilities that support the movement of goods and services and encourage active transportation modes.
 - Outcomes: develop facility upgrade projects to be included in an update of The Dalles Capital Improvement Plan (CIP)
- Since the last TSP update, the City has completed many projects on the Capital Improvement Plan (CIP) and desires to update the CIP with currently planned and new transportation projects.
 - TGM Objectives:
 - **Support economic vitality** by planning for land uses and the movement of people and goods and developing project prospectus sheets that allow the City to more effectively compete for state and federal transportation grants and attract businesses which depend on direct marine, rail, and highway access.
 - *City has planned streetscape projects for 1st and 3rd Street that are on the current CIP, but not in the TSP.*
 - *Support City efforts to pursue grants and innovative funding sources (e.g., City recently submitted a TIGER VI grant for The Dalles Old US 30 Revitalization and Safety Enhancement Project.)*

- **Save public and private costs** with compact land uses and efficient transportation patterns.
 - Outcomes: City identifies and develops plans for transportation projects to a level of detail that facilitates development of fiscal plans and supports grant opportunities.
 - Recent updates to street classifications, development standards, as well as design standards in the City's Land Use and Development Ordinances (LUDO) need to be updated in the City's TSP.
 - TGM Objectives:
 - **Support economic vitality** by planning for land uses and people/goods movement.
 - **Create vibrant communities** linked by convenient transportation.
 - **Promote environmental stewardship** through transportation planning and the adoption of standards and policies that protect environmentally sensitive areas.
 - Outcomes: Creates consistency between the City TSP and City policy.
 - The Chenoweth Interchange Area Management Plan (IAMP) was adopted in July 2010 and should be acknowledged and integrated into the TSP to increase the life of the interchange and promote economic development in the interchange influence area.
 - TGM Objectives:
 - **Provide transportation choices** by appropriately sited, designed, and managed local, regional, and state transportation facilities and services that support the movement of goods and services.
 - **Save public and private costs** by accommodating future transportation needs within the existing system; reducing potential infrastructure construction needs.
 - Outcomes: Integrate Chenoweth IAMP findings and recommendations into the TSP.
 - The City desires to update the current transportation system development charge (TSDC) and list of SDC-eligible projects, which should be informed by the updated TSP. These updates will provide developers with an understanding of fees and credits (removing uncertainty that is a common barrier of development) and funding critical infrastructure items.
 - TGM Objective: **Support economic vitality** by establishing policy that will provide funding to construct infrastructure that supports existing and future residents and businesses.
 - *Cost estimates for the project list will be referenced to the Construction Cost Index so that improvement costs and funding mechanisms can be easily updated to increase the life of the TSP, CIP, and TSDC.*
 - The Port of The Dalles is making investments in transportation infrastructure and the City wants to acknowledge and build upon this momentum to spur investment in the developable land within the Port.
 - TGM Objective: **Support economic vitality** by planning transportation infrastructure to support growth of well-located and accessible industrial and employment centers.
 - Outcomes:
 - New development impacts on recommended transportation projects are covered in the cost basis.
 - Businesses locate on developable lands within the Port.
 - The North Wasco County School District 21 and Mid-Columbia Medical Center are planning to update their master plans in the near future. An updated City TSP would support access to, and growth of, these essential community agencies.
 - TGM Objective:
 - **Support economic vitality** by planning transportation infrastructure to support growth of well-located and accessible industrial and employment centers.

- **Create communities** with well-located activity centers, including schools and other government services accessible to pedestrians, bicyclists, and transit users.
 - Outcomes:
 - Land use strategies incorporated with master plans that encourage active modes and transit use for trips to schools and medical center.
 - Improved public-private coordination and partnerships to provide multi-modal transportation system connectivity.
- The City and ODOT have discussed the need to increase capacity at the Webber Street interchange and whether an IAMP is necessary to avoid major construction in the long-term. The City has identified several opportunities to utilize existing infrastructure to increase the life of the facility and/or delay the need for improvements. These strategies should be integrated with other local improvements in the TSP to minimize the need for an IAMP or major infrastructure projects.
 - TGM Objective:
 - **Support economic vitality** by planning transportation infrastructure to support growth of well-located and accessible industrial and employment centers.
 - *Webber Street interchange serves the Port and adjacent industrial lands.*
 - **Save public and private costs** by accommodating future transportation needs within the existing system thus minimizing need to construct additional major infrastructure projects.
 - Outcomes:
 - Reduce or mitigate the extent of potentially costly improvements that may otherwise be needed at the Webber Street Interchange through better use of existing and alternative facilities. Identification of associated Webber Street needs in the TSP could potentially eliminate the need for an IAMP.
- A new community transit center is planned on Chenoweth Loop near W 6th Street. The City would like to plan active transportation facilities to support community access to the transit center and assess localized intersection operations.
 - TGM Objective:
 - **Provide transportation choices** by appropriately sited, designed, and managed local, regional, and state transportation facilities and services that support the movement of goods and services.
 - **Promote environmental stewardship** through land use and transportation planning.
 - Outcomes:
 - Safe and efficient access to the transit center for all modes.
- The TSP Update will integrate and enhance the community's bicycle facility maps to reflect current infrastructure, current and future needs, and capitalize on bicycle connections and infrastructure anticipated with the forthcoming Columbia River Gorge Bike Trail.
 - TGM Objective:
 - **Provide transportation choices** to support balanced and interconnected transportation networks necessary for mobility and economic growth.
 - **Create communities** with well-located activity centers, schools and other government services that are accessible to pedestrians, bicyclists, and transit users.
 - Outcomes: Increased connectivity of local routes and integration with regional routes.
- Enhance life and reduce emissions on specific signalized corridors through coordinated signal timing and improved cross-sections.
 - TGM Objective:
 - **Promote environmental stewardship** through land use and transportation planning.

- Transportation systems and land use patterns that protect valuable natural resources, promote energy efficiency, and reduce air pollution and greenhouse gas emissions.
- Outcomes: Prioritize signalized corridors and define priority project corridors where signal timing projects could effectively reduce number of stops and total vehicular delay.

2. Proposed Project is Timely and Urgent

As previously noted, the City's current TSP was previously developed between 1993 and 1995 with a 2015 horizon year. It was adopted in 1999, and had minor updates made in 2006 to incorporate Transportation Planning Rule (TPR) requirements. The updated TSP is needed to reflect 2035 population and employment forecasts.

The TSP Update is needed now to reflect multiple changes in local and regional plans. Since the last TSP was developed the following plans/policies have been updated and are not reflected in the TSP:

- City development standards have changed.
- Annexation of approximately 850 acres has occurred since 2005.
- Jurisdiction of important arterial streets has been transferred.
- The Chenoweth IAMP has been adopted.
- Capital projects have been completed and new capital project needs have become evident.
- Transportation patterns and modal needs have changed (the planning horizon of the current TSP (2015) is now shorter than the buildout year of some private development projects and master plans being proposed in the community).
- Growth in and around the Port requires planning to identify cost-effective improvements at the Webber Street interchange.

Several community initiatives could be supported by a TSP Update, including:

- The City is pursuing a Tiger VI grant for the Old US 30 Revitalization and Safety Enhancement Project. Having an updated TSP would enhance grant application credibility by offering additional demonstrated project need and prioritization.
 - This project would construct a center turn (refuge) lane along the West 6th Street segment of the project. The new turn lane will enhance safety and mobility for vehicles and freight by reducing delays and conflicts between through and left-turn vehicles in the same direction. The addition of the center turn lane will improve air quality and reduce vehicular noise generated along the project corridor by reducing the number of stops per vehicle and deceleration/acceleration associated with corridor congestion.
- ODOT is promoting the Columbia River Gorge Bike Trail and the City has opportunities to incorporate local connections to this regional attraction (a well-conceived bicycle plan could serve to integrate the Gorge Bike trail with local community needs to help prioritize improvements and understand user needs).
- A regional transit center is planned and current transportation facilities to the site do not fully support travel to and from the facility by active modes.
- Master plan updates by North Wasco County School District 21 and Mid-Columbia Medical Center create opportunities to promote transportation choices to/from these activity centers.
- The Dalles Marine Terminal was completed and became operational in the summer of 2013. This new facility allows passenger ships to dock and encourages tourism; approximately 500

visitors per week have already been realized through the new terminal. The facility was partially funded through Connect Oregon.

- The City is implementing a tube count program during summer 2014 and will be conducting 24-hour volume counts in order to update functional classification of City roadways. This traffic count information will directly augment TSP data collection, providing a rich current database.
- The City is planning to update their CIP for undeveloped, underdeveloped, and areas without rights-of-way within the UGB; the revised CIP will inform a planned update of the City's Transportation SDC methodology and project list.

3. Proposed Project Approach is Reasonable

A consultant is expected to lead the TSP update project work, including preparation of technical analysis, reports, maps and other graphics, and presentations at committee meetings and public workshops. City staff will provide data (this effort will include creating some of the inventory in a GIS format), review products, and perform support logistics to the consultant for open houses and advisory committee meetings. City staff will assume primary responsibility for presenting the plan for adoption, with the consultant in a support role.

The City has set aside **\$50,000** for cash contributions to match a percentage of the grant funds. In addition, City and Wasco County staff are committed to supporting this project.

The major tasks and deliverables for the TSP Update are outlined below. Public involvement will be conducted throughout the project and will involve the following elements:

- Technical Advisory Committee (TAC)
- Public Advisory Committee (PAC) – this group will consist of representative community members
- Public Open Houses and Virtual Open Houses
- Joint Work Sessions with City and County planning commissions, council, and commissioners
- Project web page with information for the public and a project team interface for document sharing

The TAC will provide early guidance and resolution of technical, policy, and regulatory issues. The PAC will review project information and provide guidance to the Project Management Team on products, project direction, and the draft plan. The Public Open Houses and Virtual Open Houses will be used to solicit ideas and comments on the development of alternatives and on the Draft Plan. The Joint Work Sessions will be used to keep the adopting bodies up to date on the project progress and provide guidance with regard to the goals, objectives, and evaluation criteria; alternatives development; and the Draft Plan. Specific points within the project that each of these groups will be consulted are identified in each Task below. TAC and PAC meetings will occur on the same day and will be combined with Consultant trips for Open Houses and Joint Work Sessions, whenever possible.

It is assumed that historic growth, household and economic forecasts will be used to estimate volume growth and that intersection operations analysis will be conducted at approximately 20 locations.

Task 1: Project Foundation (months 1-3)

- Tech Memo 1: Plans and Policy Review
- Tech Memo 2: Goals, Objectives, and Evaluation Criteria
- TAC Meeting #1 – Review documents and obtain feedback on goals, objectives, and evaluation criteria

- Create a project webpage with information for the public and a project team interface for document sharing. The web page will be maintained throughout the project and linked with City and sponsor agencies for promotional purposes and ease of access.

Task 2: Existing and Future Conditions (months 2-5)

- Tech Memo 3: Existing Conditions
 - Complete an existing conditions inventory and analysis of all modes of transportation
 - City will inventory the pedestrian and bicycle network in GIS
 - Conduct qualitative assessment of multimodal facilities based on Chapter 14 methods provided in ODOT's Draft Analysis Procedures Manual (APM), including ranking facilities based on Bicyclist Level of Traffic Stress (LTS) levels
 - Conduct network screening to identify locations with the highest potential for crash reduction, based on Highway Safety Manual methods
 - City will identify roadways where improvements are needed to support annexations and account for recent jurisdictional transfers
 - Assess access and operations to support The Dalles Marine Terminal
 - Estimate existing and historical transportation funding and sources
- Tech Memo 4: Future Conditions
 - Project future transportation conditions and identify deficiencies and needs
 - Project future transportation funding levels
- TAC Meeting #2 – Review documents, provide input, brainstorm alternatives to mitigate future deficiencies
- Public Open House #1/Virtual Open House #1 – Review project work completed and involve public in identifying alternatives and improvements
- Joint Work Session #1 – Review project work completed and involve public in identifying alternatives and improvements (this could be combined with Public Open House #1)

Task 3: Alternatives Analysis (months 5-7)

- Tech Memo 5: Alternatives Analysis
 - Identify alternatives to mitigate future transportation deficiencies.
 - Evaluate the alternatives with regard to operations and applying the project evaluation criteria from Task 1.
- TAC Meeting #3 – Review results of the alternatives analysis, select a preferred alternative and provide input on project priorities.
- PAC Meeting #3 - Review results of the alternatives analysis, select a preferred alternative and provide input on project priorities.

Task 4: Preferred and Cost Constrained Alternatives (months 7-8)

- Tech Memo 6: Preferred and Cost Constrained Alternatives
 - Identify the preferred alternative for the TSP as well as a cost-constrained alternative based on the funding projections and considering long-term maintenance obligations.
 - The Preferred Alternative will include the following elements (in addition to TPR requirements):
 - Projects necessary to reduce transportation barriers to key development and redevelopment areas including Port of The Dalles, influence areas near the Chenoweth and Webber Street interchanges, and downtown.
 - A prioritized list of signal retiming projects to improve operations and reduce emissions.

- Safe Routes to School pedestrian and bicycle projects will be identified and receive weighted priority on the pedestrian and bicycle project list.
- New connections to the Columbia River Gorge Bike Trail will be identified/prioritized.
- New connections to The Dalles Marine Terminal.
- Cost estimates for all projects that reference the Construction Cost Index (CCI) to facilitate updates.
- Develop a framework for prioritizing pavement rehabilitation and other major maintenance projects. Work with City maintenance staff to develop planning-level cost estimates to integrate with other capital projects.
- Prepare a future transportation funding plan based on the current and historic transportation funding information provided by the City and consistent with Step 15 of Transportation System Planning Guidelines 2008. Transportation funding details will include a recommended update to the City's System Development Charges so that the impacts of new development on recommended transportation projects are covered in the cost basis.
- TAC Meeting #4 – Review Tech Memo 6, confirm all elements to be included in the Draft TSP
- PAC Meeting #4 – Review Tech Memo 6, confirm all elements to be included in the Draft TSP
- Public Open House #2/Virtual Open House #2 – Obtain Preferred Plan and project priorities feedback
- Joint Work Session #2 – Obtain feedback on the Preferred Plan and project priorities

Task 5: Draft TSP and Implementing Ordinances (months 9-10)

- Prepare a Draft TSP that incorporates the projects identified in Task 4, in addition to the following:
 - Updated future street, pedestrian, bicycle, and transit network
 - Prioritized list of multi-modal projects (preferred and cost constrained) with CCI-referenced cost estimates
 - Project prospectus sheet for each project including project information, costs, location map, and cross-section
 - Updated Roadway Design Standards
 - Access Spacing Standards
 - Potential updated development standards/Transportation Impact Analysis (TIA) guidelines
 - Finance Plan
- Draft Implementing Ordinances
- TAC/PAC Meeting #5 – Review Draft TSP and Implementing Ordinances

Task 6: Final TSP and Adoption (months 10-12)

- Prepare a Final TSP, TSDC, and Implementing Ordinances
 - The Final TSP should be accessible on-line and include on-line maps that can easily direct the reader to the individual project prospectus sheets by clicking on the maps.
- Provide 30-day notice
- Public Hearings (City Planning Commission, County Planning Commission, City Council, and Board of County Commissioners)

Table 1 shows the estimated budget for City staff and Consultant costs for major tasks. In addition to the \$23,100 of City staff time, the City has identified \$50,000 to match the request grant funds and will conduct at least 60 tube counts that can be used in the TSP.

Table 1: Estimated Budget Breakdown for Major Tasks

| TASK | LOCAL COSTS | CONSULTANT COSTS |
|---|-----------------|------------------|
| 0: Project Management | \$2,000 | \$15,000 |
| 1: Project Foundation | \$1,500 | \$13,000 |
| 2A: Existing Inventory and Conditions | \$10,000 | \$28,000 |
| 2B: Future Conditions Analysis | \$1,500 | \$17,000 |
| 3: Alternatives Analysis | \$1,800 | \$32,000 |
| 4: Preferred and Cost Constrained Plans | \$1,800 | \$30,000 |
| 5: Draft TSP | \$2,000 | \$23,250 |
| 6: Final TSP and Adoption | \$2,500 | \$20,000 |
| Totals: | \$23,100 | \$178,250 |

Note: All Task cost estimates include the cost of public involvement as described in the scope of work.

4. Proposed Project has Community Support

The City has obtained letters of support from the following community organizations.

| SOURCE | ATTACHED | EXPECTED |
|---|-------------------------------------|-------------------------------------|
| 1. Port of The Dalles | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Mid-Columbia Council of Governments (MCCOG) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Columbia Gorge Community College | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. The Dalles Chamber of Commerce | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Northern Wasco County Park and Recreation District | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. Mid-Columbia Economic Development District (MCEDD) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 7. North Wasco County School District 21 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Wasco County | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 9. The Dalles Main Street | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. Northern Wasco County PUD | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 11. Mid-Columbia Medical Center | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 12. Oregon Cherry Growers | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 13. City of The Dalles – City Council | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

5. Proposed Project Sponsor Readiness and Capacity

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 the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), all of the partners are ready and able to begin the project within the TGM timetable.

The City has identified a qualified project manager, Dale McCabe, to lead the project for the City. Dale has the experience and commitment required to lead the TSP update through adoption. Dale is the City Engineer for the City and has served in that position since 1999. Dale plans to dedicate an average of 30 percent of his time to serve as the project manager on this project and has additional availability, as needed, for key project activities. As the City Engineer, Dale has experience working on similar types of projects. Dale knows the history of the City’s existing TSP, and was a part of the review team

that incorporated requirements of the Oregon TPR into the TSP in 2006. He was also heavily involved in the City's Water Master Plan (updated and adopted in 2006) as a City staff member providing information and technical review. His other contributions include development of the City's Storm Water Master Plan (adopted in 2007), and the City's Wastewater Facility Master Plan update (adopted in 2013). Dale also served on the technical advisory committee for the development of the Wasco County Transportation System Plan in 2009 and in the development of the I-84 Chenoweth Interchange Area Management Plan that was completed and adopted in 2010 for the City.

The City has identified several local groups that support the TSP update and will provide a representative for the Project Advisory Committee. These groups include, but are not limited to, the City's Traffic Safety Commission and multiple bicycle interest groups. Group members meet regularly and are already set up to provide input on transportation through a series of PAC meetings.

6. Proposed Project is Innovative

Innovative methods will be explored to increase public input, obtain qualitative ranking of bicycle and pedestrian facilities, support funding mechanisms for active transportation improvements, and improve understanding of how drivers use I-84 for local trips.

Access and transparency are essential to public involvement. An interactive website will be used to conduct public outreach and share project materials. This will supplement in-person open houses and advisory committee workshops with virtual workshops and interactive mapping programs. The online input will help the City to identify existing transportation needs and provide an opportunity for input on alternatives. By way of example, we understand the City of Madras and the City of St. Helens had great success using an Interactive Project Map on-line mapping tool to obtain input from elementary and high school students on where walking and biking improvements were needed to provide safe routes to school.

Given the strong emphasis of cycling in the region and the community's strong desire to integrate with the Columbia River Gorge Bike Trail, this project will include a qualitative assessment of multimodal facilities based on methods provided in Chapter 14 of ODOT's Draft Analysis Procedures Manual (APM), including ranking facilities based on Bicyclist Level of Traffic Stress (LTS) levels. Having a tool such as LTS should facilitate an objective needs and prioritization assessment through a holistic review of transportation options and opportunities.

The City has developed a comprehensive GIS database that includes such information as travel speeds, sign inventory, and other information. With this database, the City is primed to apply innovative analysis methods, such as Highway Safety Manual network screening and ODOT's bicycle LTS.

As part of the Transportation System Development Charge (TSDC) update, the City plans to evaluate the merits/applicability of a person-based TSDC methodology to provide a better nexus to all modes and to provide better funding mechanisms for active transportation improvements.

Finally, the City would like to investigate a potential partnership with ODOT to deploy Bluetooth data collection technology at interchanges along I-84 to determine origin-destination information to gain a better understanding of travel patterns and how much the freeway is utilized of local trips. This information will be helpful in refining travel forecasts and evaluating transportation system management tools, including those potentially needed in the Webber Street area.

WASHINGTON

COLUMBIA RIVER

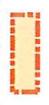
OREGON

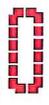
| | |
|--|-----------------|
| City of The Dalles Public Works Department | |
| CITY OF THE DALLES | |
| VICINITY | |
| T. STEPHENS | Date: 6/10/2014 |

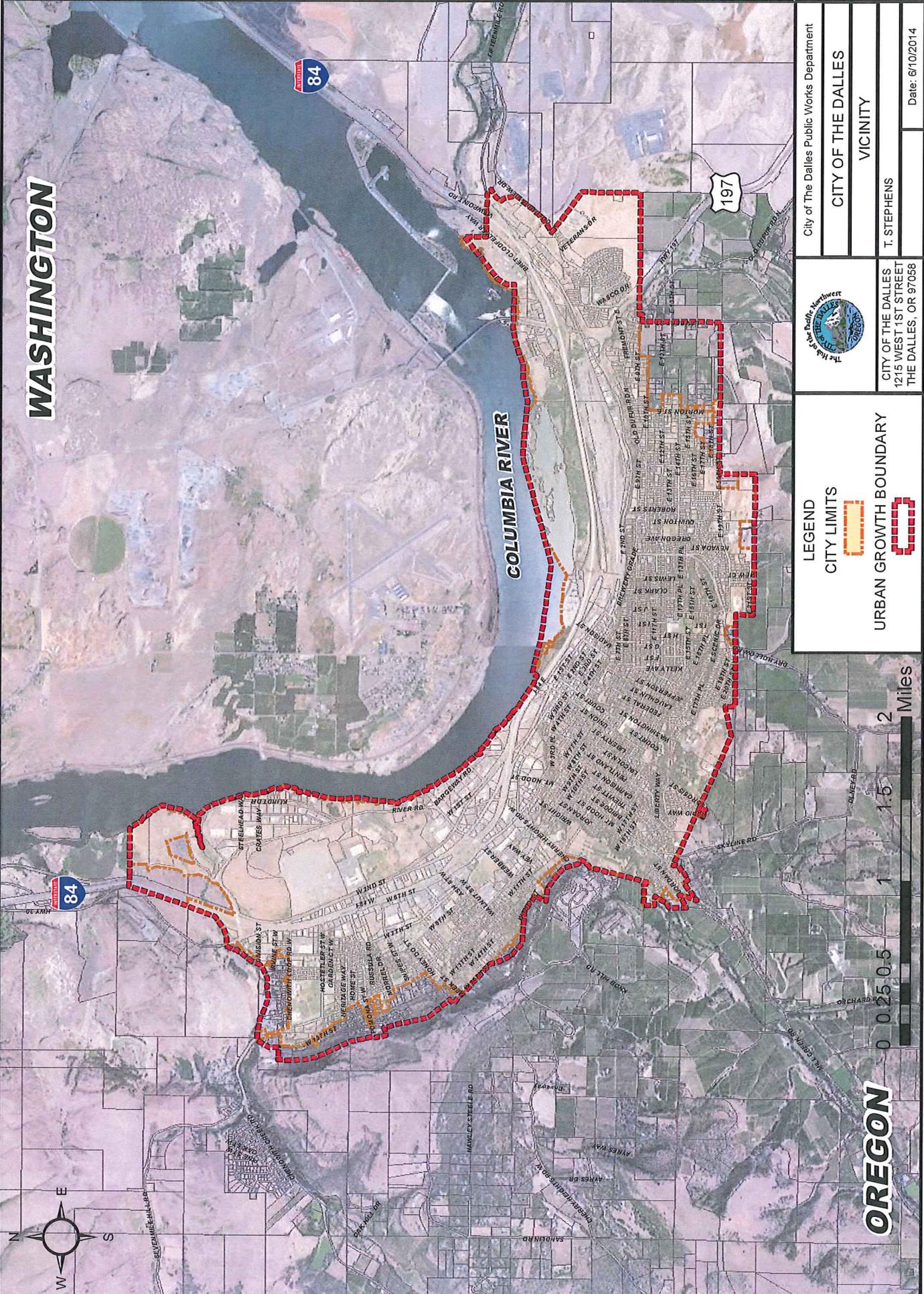
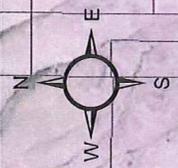


CITY OF THE DALLES
1215 WEST 1ST STREET
THE DALLES, OR 97058

LEGEND

CITY LIMITS 

URBAN GROWTH BOUNDARY 





Columbia Gorge Community College

building dreams, transforming lives

Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 9731

To whom it may concern:

This letter is in support of City of The Dalles' application for a 2014 Transportation and Growth Management grant. An updated Transportation System Plan (TSP) for the City of The Dalles is integral to the growth and future viability of our community. The current plan is almost obsolete and a new plan is needed to address population and employment forecasts for 2035.

An updated TSP will allow for integration with existing local plans, help spur growth and economic development, address connectivity/accessibility issues, and capitalize on best practices for us to use locally.

Updating the TSP with regard to connectivity/accessibility is of special interest to Columbia Gorge Community College, as we serve over 10,000 square miles in rural Oregon and Washington. Transportation continues to be a challenge for our more than 200 employees and nearly 4,500 students.

The TSP also aims to assist several of the college's community partners, including the Port of The Dalles, North Wasco County School District, and Mid-Columbia Medical Center with future plans for growth and economic development. Part of the college's mission is strengthening our community, and we take pride in our partnerships that help us meet this part of our mission, including our partnership with the City of The Dalles.

By fully funding this grant application, ODOT will ensure that the TSP serves as a catalyst in the development and future prosperity of our community.

Sincerely,

A handwritten signature in black ink that reads "Frank Toda". The signature is written in a cursive style with a long horizontal line extending to the right.

Dr. Frank Toda, President

Northern Wasco County Park & Recreation District



414 Washington Street Suite 1D
The Dalles, Oregon
97058
Phone: (541)296-9533
Fax: (541)296-1239
E-mail: info@nwprd.org

Cindy Lesmeister
Transportation and Growth Management Specialist
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem OR, 97301

June 9, 2014

Dear Cindy Lesmeister,

I am writing this letter to state my wholehearted support for The City of Dalles in applying for the Transportation and Growth Management grant to update the City's current Transportation System Plan. The funding is essential to completing this important project, which will provide significant benefits to the citizens of The Dalles, Wasco County and the State of Oregon.

The City's current plan is outdated and was initially developed in the time frame of 1993-1998. The new plan is needed to address integration with current local plans, growth and economic development as well as connectivity and accessibility.

With the planned and funded new Community Transit Center the City will be able to capitalize on local and regional services that will be provided by the center.

- Planning and developing supporting active transportation facilities as well as assessing localized intersection needs.
- Update the community's bicycle facility maps to reflect current infrastructure, future needs, and to capitalize on the bicycle connections and infrastructure anticipated with the forthcoming Columbia River Gorge Bike Trail.
- The City will also support transportation connections to the Mid-Columbia Medical Center and much more.

Essentially, this project will be a huge asset to the community as we strive to fulfill our mission of "building community through people, parks and programs."

We are pleased to again be working as a partner with the City of The Dalles in such a worthy endeavor. Please feel free to contact me with any questions.

Best Regards,

Scott Green;
Executive Director



June 4, 2014

Cindy Lesmeister, Transportation and Growth Management Specialist
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem OR, 97301

RE: Transportation and Growth Management Grant Application to update the City of The Dalles' Transportation System Plan

Dear Cindy,

I am pleased to provide a letter of support on behalf of Mid-Columbia Economic Development District (MCEDD) for the City of The Dalles' (City) application to the Transportation and Growth Management Grant Program to update the City's Transportation System Plan (TSP). MCEDD provides technical and business assistance, as well as regional coordination services within our five-county, bi-state region, which includes The Dalles area and Wasco County.

MCEDD provides staff for the Gorge TransLink Mobility Manager project to coordinate regional transportation options and public transit services. MCEDD's Mobility Manager actively participates on the Lower John Day Area Commission on Transportation to develop regional transportation project priorities for inclusion in the Statewide Transportation Improvement Plan.

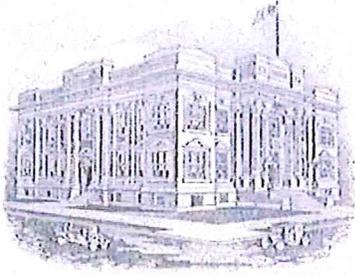
The TSP update is critical for the City to be able to efficiently address current and projected transportation needs based on updated employment and population forecasts, the latest Economic Opportunity Analysis, and changes made to the City's transportation network since the TSP was developed in the mid-1990s. The updated TSP will provide an important foundation for the City and its economic development partners to pursue funding for projects to prepare developable industrial lots; revitalize historic downtown The Dalles; enhance mobility and access to local medical and educational services; and facilitate connections to the new The Dalles Transit Center, The Dalles Riverfront Trail, and the Historic Columbia River Highway State Trail. The TSP will essentially enable the City to address economic development, public health, safety, equity, and recreation objectives through greater integration with existing local plans, updated needs projections, and best practices.

The City of The Dalles' TSP Update is important to MCEDD as it will guide future transportation system development in The Dalles. We encourage the Transportation and Growth Management Program to support this effort. In addition, MCEDD intends to participate in the TSP update process as appropriate.

Sincerely,



Amanda Hoey
Executive Director



WASCO COUNTY

Board of County Commissioners

511 Washington Street, Suite 302
The Dalles, Oregon 97058-2237
(541) 506-2520
Fax: (541) 506-2521

Scott Hege, *Chair of the Board*
Rod Runyon, *County Commissioner*
Steve Kramer, *County Commissioner*

Cindy Lesmeister
Transportation & Growth Management Specialist
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301-6867

June 30, 2014

Re: 2014 Transportation and Growth Management Grant Application – City of The Dalles

The City of The Dalles is the center of commerce in Wasco County – an important player in economic growth for Wasco County. A sound Transportation System Plan is essential not only to the growth of the local economy but also the safety of both citizens and visitors to The Dalles.

The City of The Dalles current TSP expires at the end of 2015 and is based on population and employment forecast developed in the 1990's and updated in 2006. Since that time there have been many changes: annexations, jurisdictional transfers, transportation projects, LUDO updates, etc., which need to be addressed in the TSP.

The TSP also provides an opportunity to support connections to the local schools, hospital, and transit center as well as building upon transportation investments at the Port of The Dalles and efforts to improve the streetscape in the downtown area of the City. A current TSP will bolster applications for grants and other innovative funding sources.

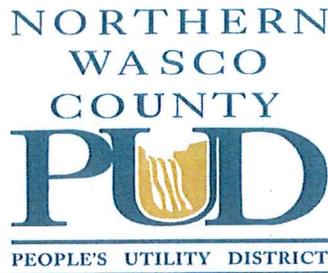
The City of the Dalles has seen a recent increase in bicycle traffic – a trend we support. An updated TSP will bring the City of The Dalles current with best practices for safety improvements for traffic, pedestrian and bicyclist's needs.

Wasco County is in full support of the City of The Dalles Application for the ODOT 2014 Transportation and Growth Management Grant.

Wasco County Board of Commissioners

Scott C. Hege
Commission Chair

Rod L. Runyon
County Commissioner
Steven D. Kramer
County Commissioner



June 9, 2014

Cindy Lesmeister
Transportation and Growth Management Specialist
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

RE: Transportation and Growth Management Grant

Dear Ms. Lesmeister:

Northern Wasco County People's Utility District provides electrical service to portions of Wasco County and all areas within the city limits of The Dalles. The District supports the City of The Dalles in acquiring a 2014 Transportation and Growth Management Grant, available through the Oregon Department of Transportation, to update the City's Transportation System Plan (TSP).

The current TSP runs through 2015 which needs to be updated to reflect the most recent Economic Opportunities Analysis and Population forecasts.

The District strives to provide adequate supplies of electricity with high reliability and affordable prices and in conjunction with the City of The Dalles looks at ways for growth and economic development. With an updated TSP, the City will be informed where development may take place and plan accordingly to provide necessary services. The following are some examples:

- Acknowledge and build upon transportation infrastructure investments the Port of The Dalles is providing to create 'developable' lots.
- Acknowledge and integrate planned City Streetscape project efforts (1st Street and 3rd Street) to revitalize downtown.
- Build upon and integrate local school district master planning efforts and related transportation needs.
- Identify infrastructure needs near the adjacent Webber Street Interchange to efficiently serve the surrounding area in the most economically viable manner possible.

The District is a community partner with the City, together provides the best services available for the residents of the City of The Dalles and the surrounding communities. The 2014 Transportation and Growth Management Grant help meet this goal and the District again fully supports the City of The Dalles in this application.

Sincerely,

A handwritten signature in blue ink that reads "Paul H. Titus".

Paul Titus
ASSISTANT GENERAL MANAGER/
DIRECTOR OF ENGINEERING



CITY OF THE DALLES
313 Court Street
The Dalles, Oregon 97058

June 9, 2014

Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

RE: Letter of Support for City of The Dalles TGM grant application

To Whom It May Concern:

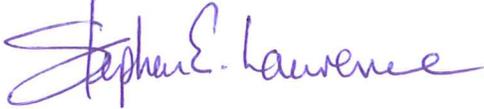
The Dalles City Council supports the TGM grant application submitted by City of The Dalles for funding assistance to update the City's Transportation System Plan (TSP). The City's current TSP was developed in the 1990s to cover a planning period that expires in 2015. Many things have changed since that time, making the current plan obsolete. While there are several objectives and needs that will be met with an update to the TSP, following are some of the key benefits to the City and its citizens that will be realized by the project.

- The City has acquired jurisdiction over roadways in several areas since the current TSP was developed. These acquisitions have occurred through annexations and jurisdictional transfers and include streets of various functional classifications, including Primary Arterials that have been acquired from ODOT. An updated TSP will, for the first time, identify needed maintenance and capital improvements over the next 20 years for these recently acquired roadways.
- The City's development standards for various street classifications have changed significantly since the current TSP was developed. The updated plan will provide needed consistency between the TSP and development standards.
- Having a valid and current TSP, that includes an up-to-date Capital Improvement Plan (CIP), is expected to support and facilitate the City's efforts to obtain outside funding for transportation system improvement projects. Currently, the City is hampered from obtaining funding for large projects on some of the City's busiest streets because jurisdiction over those streets was acquired after the development of the current TSP and needed projects are not included in the plan. A local citizen advisory committee recently identified the lack of an up-to-date Transportation CIP in the TSP as a potential barrier to development in The Dalles.
- An updated TSP will identify and expand transportation system needs to better accommodate both bicycle and pedestrian traffic, including ADA access. This will be especially important in anticipation of construction of a Transit Center in The Dalles and the Columbia River Gorge Bike Trail that will end in The Dalles, both of which are projects currently underway.
- An updated TSP will provide an updated street inventory for the City, including designation of functional classifications based upon current and anticipated traffic use (as required by federal standards). The inventory will also identify the current condition of each City street segment.
- The updated TSP will evaluate funding available for street maintenance and capital projects and recommend a sustainable street maintenance program.

- The Chenoweth Interchange Area Management Plan (IAMP) has been completed since the current TSP was developed. The updated TSP will acknowledge and incorporate the Chenoweth IAMP findings and requirements, and seek to address issues related to the adjacent “Webber Street Interchange Management Area”.

On behalf of The Dalles City Council, I thank you for your consideration of this important funding request.

Respectfully submitted,



Stephen E. Lawrence
Mayor