

# 2023 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2023 Application Packet](#) and [2023 Application Instructions](#) 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 27, 2023 at 11:59 p.m. (PDT)***

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## Applicant information

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

**Response instructions are on page 3 of the 2023 Application Instructions.**

### Primary applicant jurisdiction

City of Astoria

### Mailing address

1095 Duane Street, Astoria, Oregon 97103

### Website

<https://www.astoria.or.us>

### Contact person name

Scott Spence

### Contact person title

City Manager

### Contact phone

(503) 325-5824

### Contact email

[spence@astoria.or.us](mailto:spence@astoria.or.us)

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

Sean Fitzpatrick

### Title of above named person

Mayor

**Phone**

(503) 325-5824

**Email**

sfitzpatrick@astoria.or.us

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

List co-applicants (if a joint project)	Providing match?
N/A	

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

Resolution No. 23-25.pdf

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## Project information

Response instructions are on page 4 of the 2023 Application Instructions.

**Project title**

Greater Tongue Point Area Transportation Plan

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

**Option 1: Project area map**

Tongue\_Pt\_Study\_Vicinity & Area\_Map.pdf

**Option 2: Project area description**

Tongue Point Area - property abutting 54th Street on west, Columbia River on north and east, south side of Highway 30 right-of-way on south

**ODOT region (1-5)**

Region 2

[ODOT Region Map](#)

**Type of grant**

Category 2: Integrated Land Use & Transportation Planning

**Summary description of project**

Greater Tongue Point Area (GTPA) encompasses industrial, educational, residential, and recreational properties including trails, sub-standard roads, and access to US Highway 30. Since the post-war period, the area has been stymied by road ownership, maintenance, road configuration, and access issues. An area plan for the GTPA will provide strategy to resolve long-standing issues, protect interests of industrial users and housing developers, review existing zoning regulations, recommend amendments to support industrial and residential development, and plan for multi-modal transportation options to serve students, employees, and residents. The goal is to provide safe, secure options for transportation and land development.

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## Project cost table

Response instructions are on page 5 of the 2023 Application Instructions.

<b>TGM funds requested for the work identified in Criterion 3</b>	<b>Consultant</b> \$249,000.00	<b>Local reimbursement</b> \$1,000.00	<b>Total TGM funds requested</b> \$250,000.00
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<b>Local match</b>	<b>Minimum Match (Calculated)</b> \$28,613.62
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Local governments that are on the [Distressed Communities](#) list are eligible for a partial match waiver.

Click yes if your local government is on the Distressed Communities list and you need to receive a waiver.

Yes

<b>Match to be provided</b>	<b>Labor, supplies and services during project</b> \$17,500.00	<b>Payment when Intergovernmental Agreement is signed</b> \$0.00
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## Award criteria

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

The 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 10 of the 2023 Application Instructions.

#### Explain how your proposed project addresses a need and supports TGM objectives

The GTPA is the only industrial area in the City excepting the Port of Astoria. It is home to the Clatsop Community College Marine & Environmental Research & Training Station (MERTS), Federal Tongue Point Job Corps, Bergerson Construction (marine construction), WCT Marine & Construction (shipyard), new location for two US Coast Guard (USCG) Fast Response Cutters, USCG buoy tender repair operation, several homes, & two large vacant residential sites. Because of these partners, the geography that makes this area a unique asset, and potential for increase in family & high wage jobs, residential housing and regional maritime development supporting this area has been a long-time focus of the City and Regional Solutions Team.

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

The area, including US Hwy 30 right-of-way, was seized by the US Government for use as a Naval base for World War II. In the 1970-80's, the GSA sold parcels without fully addressing the issue of right-of-way access. Since the 1990's, the City and stakeholders have worked to identify extremely complicated ownership and access issues that would allow redevelopment of the area. After 20 years, the City resolved some of the ownership issues (not all), but resolution of legal and realistic access remains a problem. The City has resolved Maritime Rd and 54th St ownership issues and dedicated them as rights-of-way. In 2012, ODOT realigned US Hwy 30 at Mill Creek with a bridge and culvert which eliminated the only legal, viable access to the industrial portion of Tongue Point. The ownership issue and road configuration into the industrial area with several hairpin turns is not conducive for maneuvering of large vehicles. Residential development has been delayed until transportation issues are resolved.

Issues and Areas of Concern include:

- Intersection of Maritime Road & US Hwy 30. This intersection is currently a flashing yellow light, on a curve, with a transit stop and access to a low-income residential neighborhood with over 100 units, and growing employment area. (Objective 1.2, 1.3)
- Federal ownership of portions of the road with no planned maintenance. Use of portions of existing Federal roadway infrastructure. (Objective 4.2)
- Configuration and maintenance of the roadway, geologic issues, and aging infrastructure do not support use by large vehicles. (Objectives 1.1, 1.2)
- Large trucks cannot maneuver sharp curves and use roadway through TP Job Corps site.
- Upgrade connection to Astoria River Trail, a linear park used by many locals to commute to and from work and for recreation, is a wonderful asset considering it moves pedestrians and bicyclists away from the highway. (Objectives 1.1, 1.3, 1.4)
- Construction of Mill Creek Bridge eliminated truck access right-of-way.
- The 2005 East Gateway Transportation Plan addressed transportation options and development needs at that time and will provide basis for the new plan. It is almost 20 years old & did not address the road ownership or Mill Creek Bridge issues.
- Vacant residential land in this area is in three single ownerships and encompasses 25 acres of the 52 acres of available high-density zoned land in Astoria. Development of these 25 acres is required to prevent changes to the Urban Growth Boundary to meet housing needs as addressed in the BLI. (Objective 4.1)
- GTPA serves crucial employers, training centers, and emergency responders. Create an area plan to provide a pathway to supportive land use updates, increased residential development, greater transportation options, and safety. (Objectives 2.1, 3.1, 3.2, 3.3)
- For the maritime businesses at Tongue Point to fully leverage their capabilities and grow the workforce, adjacent housing is seen as a critical need. Nearby housing provides opportunities to walk to and from work and thereby diminish potential greenhouse gases and improve health outcomes for the neighborhood. Opportunities for students and employees to access the area via transit in a safer, more welcoming environment would be a boon to students.
- An area plan is vital to maximize State-funded investment in the area. The plan will allow stakeholders to leverage strategies to unleash their own privately funded developments. This is an opportunity to support market-rate, mixed housing, locally-owned residential development to support adjacent employment growth. (Objectives 4.1, 4.2)
- The transit and pedestrian connections upgrades, and the sustainable nature of the shipyard and the industry it supports promote environmental stewardship. This project supports the tug industry, which facilitates the movement of goods throughout the Columbia-Snake River system taking long, heavy haulers off highways, and mitigating several pollutants. (Objective 5)

## **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 federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- 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 12 of the 2023 Application Instructions.**

### **Explain how your proposed project is timely and urgent**

The GTPA is a vital resource to our community and economy. Since World War II, the area has been hampered by limited access, substandard roads, unresolved ownership issues between local and Federal agencies, and inability to find reasonable and affordable solutions to the myriad of issues. The main roadway (not right-of-way) to GTPA is owned by Federal government with sporadic access easements for some property owners. No entity has assumed responsibility for maintenance of this roadway. Due to the unrealized potential and good partners in the area, this is a Regional Solutions Team priority.

Through the Connect Oregon grant and legislative action, the State of Oregon has invested over \$20 million to bring a 1,500 ton all-electric travel lift to Tongue Point. This project provides an environmentally sound platform to service many types of vessels currently unable to be serviced in the region, hiring between 50 to 100 people, and retention of the maritime skills and expertise fundamental to the many water-dependent economies in the region.

The USCG has recently relocated two fast response cutters from the 17th Street dock to GTPA. This will dramatically increase the traffic to the GTPA area over roads that have no scheduled maintenance. The Hyak property use has also increased and is planned for more economic development, especially with the new travel lift. Trucks to this facility cannot maneuver the existing hairpin road configuration and limits the full use of the maritime service area. Trucks are using the straighter roadways through TP Job Corps area without formal approvals. Road reconfiguration, upgrades, maintenance, etc. are hindered by the ownership and financial issues.

Full realization of the investment and potential within the GTPA, including use of newly established Enterprise Zone, is dependent on three things: adequate accessible, maintained roadways; increased housing stock for employees; and land use provisions to protect and promote varied and equally important uses.

The need for housing in Astoria has been well documented for many years including in the 2018 Clatsop County Housing Study and 2011 Astoria Buildable Lands Inventory. Clatsop County has the highest per capita homeless rate in the State. A plan for GTPA will spur development immediately for one site that has

been delayed due to transportation issues addressed here and can unlock another site for redevelopment into much needed housing. Code/map amendments would encourage mixed residential development at these sites providing for more work-force/affordable housing. This plan will address an intersection with recurring vehicles incidents that connects GTPA to Emerald Heights, a low-income neighborhood.

Without an area plan in the near future, housing will be delayed, roads will continue to degrade without clearly identified maintenance responsibility, industrial users will continue to face safety challenges with current road configuration, and existing businesses and residents will have limited multi-modal access options.

### **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 13 of the 2023 Application Instructions.**

## **Tasks and deliverables table**

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

**Management:** Project will be managed by team of City Staff from Community Development/Planning, Public Works, Engineering divisions. The group will meet regularly with consultant team to develop product components. City will appoint a stakeholder group to evaluate issues, opportunities, and alternatives and vet work products. ODOT, Clatsop County, Federal Department of Labor (DOL), USCG, property and business owners, residents and students in the area will potentially comprise the stakeholder group. It is particularly important to have participation of DOL, area property and business owners, & USCG that will be impacted by the timing, location, & maintenance of roads.

**Public Involvement:** Throughout the process public input will be sought through open house events, public meetings, and focus groups to ensure that community members, property owners, & stakeholders have contributed to the final product. Consultant to engage stakeholder group at multiple stages of the process. City, with Consultant assistance, will be lead entity responsible for all public meetings & outreach including web site, media, & public notices with regular updates.

**Preparation:** Consultant to review the existing history of the road ownership gathered by staff over last 20 years. Consultant to review existing Development Code, Comprehensive Plan, 2005 East Gateway Transportation Plan, and 2013 TSP & build on these documents. Consultants and staff to conduct scoping session to determine direction & specific plans to include public and multiple property owners on how to deal with specific needs of residential/industrial/government uses. Consultant to develop the project's policy direction such as goals and objectives, evaluation criteria, and performance measures. Consultant to make presentation on proposed project at public open house.

**Research:** Consultant to utilize and update existing and future needs and conditions from previous plans and develop a strategy to resolve transportation issues and support/promote future land uses. Consultant to identify any Federal or State updates required to existing codes and plans. 2005 East Gateway Transportation Plan is 20 years old and should be updated to address current issues. Consultant to meet with stakeholders and staff to discuss issues, concerns, and opportunities, with focus on resolution of

road ownership and configuration. Consultant to prepare and present update at work session with Astoria Planning Commission and City Council.

Plan Development: Building on existing plans, Consultant to develop plans for the location, general design, and operation of necessary transportation facilities, identify needs, and funding. Consultant to outline feasible strategies to achieve these plans. This should include potential road reconfiguration options, properties to be acquired, identify right-of-way utility infrastructure issues to address, and recommend ways to fund the possible resolutions. This task is a major objective as resolution of the complexities of the Federally owned land and lack of legal, easily accessible access to the properties is a primary issue.

Plan Drafts: Consultant to develop the plan and policy framework and associated regulations, standards, and procedures that affect the provision of transportation services and facilities and/or land use and supportive public improvements. Consultant to recommend amendments to Development Code, Comprehensive Plan, and/or zoning map for GTPA to encourage, support, and protect residential development, and support economic development. Consultant to present plan at work session with Astoria Planning Commission and City Council.

Adoption: Consultants to develop draft findings of fact and adoption code drafts. Staff to finalize drafts for public hearings and adoption process. Consultant to present material to Astoria Planning Commission and City Council at separate meetings. Staff to conduct public hearing before Astoria Planning Commission with recommendation for adoption forwarded to City Council. Staff to conduct public hearing before City Council for adoption.

**How will the project approach lead to a successful project?**

Project approach builds on years of effort, documentation, & involvement of stakeholders. These strong relationships led to this application & will benefit development of a cohesive, serviceable area plan. Involvement of USCG, Emerald Heights, & CCC is encouraged as plan will address the larger area transportation issues. Plan & code/map amendments will identify steps to resolve issues and incentivize housing opportunities to support various GTPA facilities & provide pedestrian/bicycle options.

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

Adoption of the plan and proposed amendments to codes/maps part of continuing efforts to resolve GTPA issues.

Early 2025	Joint APC and City Council work session on overall project; public open house
December 2025	APC public hearing on plan adoption and code/map amendments; possible continuance
	to January 2026
February 2026	City Council public hearing and adoption of ordinance on plan adoption and code/map amendments; possible continuance to March 2026
May 2026	Grant close out
June 2026	End of Grant

**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 15 of the 2023 Application Instructions.**

**Upload letters of support from stakeholders here**

Combined Astoria TGM Support Ltrs.pdf

List of Support Letters.pdf

### **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 16 of the 2023 Application Instructions.**

#### **Explain how proposed project sponsor is ready and capable**

City staff have worked on road ownership, configuration, and safety issues and supported development in this area for over 20 years continuously trying to find resolution to these complicated issues. City engineers and planners have been involved with the project from the beginning and will assist the Consultants with documents including road ownership. City has successfully managed millions of dollars in grant funded projects over the years. The City is in the process of hiring a new Community Development Director who will be the primary project manager and will bring fresh eyes and approach to the project. It is anticipated that offers for this position may be made the week of this grant deadline and may be hired by the time of award announcements.

Columbia Pacific Economic Development District (Col-Pac) may provide additional support as needed. Col-Pac has been actively working with the GTPA businesses to support economic growth in the area. City staff continues to work with private and industrial developers who have identified issues and concerns that need to be addressed with a wholistic plan for the GTPA in an effort to address these interrelated needs in the urgent manner they deserve. Resolution of the road issues and the need for code updates to incentivize and support affordable housing and multi-modal transportation in this area have been included in the Comprehensive Plan, 2013 TSP, 2011 BLI, 2018 Housing Study, 2017 Advance Astoria 5-year economic development strategies plan, & 2013 Recreational Trails Master Plan.

This grant application is the product of meetings with private businesses and site users in an effort to acquire resolution to long standing problems that have become acute barriers to transportation, access, housing, and job creation. Stakeholders are ready to proceed with some resolution.

**If applicable, list local jurisdiction'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**

<b>TGM File Code</b>	<b>Project Title</b>	<b>Status</b>
2A-16	Astoria Uniontown Reborn Master Plan	completed & codes adopted; several projects started including facade renovation grant program and proposed projects design reviews including a hotel

		expansion.
C1A2-13	Code Assistance, Astoria Riverfront Vision Code Update	completed & codes adopted; several projects completed and/or started including waterfront signage and proposed projects design reviews including new hotels, housing complex, medical facility, and multiple facade renovations.
2D-03	Astoria-Warrenton Travel Demand Model	completed
2S-03	Astoria East Gateway Transportation Plan	completed & codes adopted; some projects completed; still applicable, but needs update, encompassed a much broader area and did not address GTPA road ownership issue and Mill Creek Bridge impacts.

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

Response instructions are on page 7 of the 2023 Application Instructions.

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

Vacant residential land in GTPA is 25 acres of the 52 acres of available high-density zoned land in Astoria. Development here is required to prevent UGB changes to meet housing needs. One subdivision has been delayed for over 10 years. GTPA hosts over 1,000 students, employees, & residents who need safe multi-modal access. Code/map amendments can provide clear paths for residential development to stimulate economic growth allowing students & employees to live and work in the same neighborhood.

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## Required forms

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

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

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## Certifications

Response instructions are on page 8 of the 2023 Application Instructions.

**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)

**Name of consultant who prepared this application**

ROSEMARY JOHNSON

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

I am already subscribed

**Today's date**

7/25/2023

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

Rachael Levasseur

Planning Section Web Coordinator

[Rachael.LEVASSEUR@odot.oregon.gov](mailto:Rachael.LEVASSEUR@odot.oregon.gov)

RESOLUTION NO. 23-25

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

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

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

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

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

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

ADOPTED BY THE COMMON COUNCIL THIS 17 DAY OF July, 2023.

APPROVED BY THE MAYOR THIS 17 DAY OF July, 2023.

ATTEST:

  
\_\_\_\_\_  
Scott Spence, City Manager

  
\_\_\_\_\_  
Mayor

ROLL CALL ON ADOPTION:

YEA

NAY

ABSENT

Councilor

Adams

X

Brownson

X

Hilton

X

Davis

X

Mayor Fitzpatrick

X

# VICINITY MAP



Date: 7-8-2023



*Greater Tongue Pt  
Area*

7-8-1023



City of Astoria  
TGM Grant Application

## **GREATER TONGUE POINT AREA TRANSPORTATION PLAN**

### **Criterion 4: Proposed project has community support**

The existing Federal roadway (old US Hwy 30) is widely utilized, especially by those living in the Alderbrook area or working in the Tongue Point area. It is also used as an alternative route during times of Highway 30 road closures for traffic accidents and/or landslides.

Attached are letters of support:

- Hyak Tongue Point LLC
- Regional Solutions Coordinator, North Coast Regional Solutions Team
- Tongue Point Job Corps Center
- Astoria-Warrenton Area Chamber of Commerce
- Clatsop Community College
- Clatsop Economic Development Resources
- Clatsop County Board of Commissioners
- Clatsop County District 3 Commissioner
- Columbia Pacific Economic Development District's Board of Directors



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

July 7, 2023

**RE:    The Greater Tongue Point Area Plan**

To the Transportation Growth Management Grant Program Review Committee:

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

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

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

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

Sincerely,

*Bob Dorn*

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



**REGIONAL SOLUTIONS OFFICE**  
**GOVERNOR TINA KOTEK**

Date: July 19, 2023

To: Oregon Transportation and Growth Management Grant Program Review Committee

From: Nate Stice, Regional Solutions Coordinator, North Coast Regional Solutions Team

RE: Letter of Support for City of Astoria Greater Tongue Point Area Plan

Dear Review Committee,

The redevelopment of North Tongue Point has been a longstanding priority of the North Coast Regional Solutions Team for more than a decade. North Tongue Point is a World War II-era facility now home to a burgeoning shipyard and maritime support center, the U.S. Coast Guard, and the U.S. Department of Labor. Hyak Maritime, a private barge and land leasing company, and its tenants are redeveloping this area into the Pacific Northwest's premier ship repair facility. In 2024 Hyak will bring the nation's first and largest all-electric mobile travel hoist to Tongue Point. This will immediately create over 100 jobs in inspection, repair, and other maritime industry services. Further, the U.S. Coast Guard is bringing two new fast response cutters and 48 support staff to its site at Tongue Point, greatly expanding their activity.

The North Tongue Point area also offers the largest tract of contiguous residential land available for development in the city limits of Astoria. However, long-standing issues of access, ownership, and safety have hindered development. In 2020 the City of Astoria addressed property title and legal access issues and is now poised to conduct long-term, thoughtful planning to help guide access, infrastructure, and safety improvements.

The completion of the City of Astoria's Greater Tongue Point Area Plan is a critical step in making further progress toward realizing the full potential of this important and complex area of economic opportunity in our region. The North Coast Regional Solutions Team looks forward to continuing to be a partner in this effort.

Sincerely,

Nate Stice

Governor Tina Kotek's Regional Solutions Coordinator – North Coast



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

July 28, 2023

Tongue Point Job Corps Center  
37573 Old US Highway 39  
Astoria, OR 97103

To: The Transportation Growth Management Grant Program Review Committee:

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

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

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

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

Sincerely,



Kimberley Zufelt  
Center Director



ASTORIA-WARRENTON AREA  
CHAMBER of COMMERCE

July 7, 2023

Transportation Growth Management Grant Program Review Committee:

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

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

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

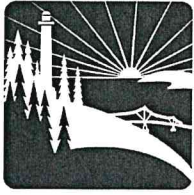
We agree that an area plan to strategize how to resolve these issues and anticipate the coming growth and development would be beneficial to Astoria, our economy, and the safety of the students and employees that utilize the area.

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

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

Sincerely,

David L. Reid, Executive Director



# Clatsop Community College

Astoria, OR 97103

July 17, 2023

RE: The Greater Tongue Point Area Plan

To the Transportation Growth Management Grant Program Review Committee:

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

As the Vice President for Finance & Operation here at Clatsop Community College, we have discussed the proposed project and necessary outcomes of this planning process. It would be beneficial for the college to work with the City and State to improve the surrounding roads and intersections for safety and operational efficiencies.

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

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

Sincerely,

Shari Montazeri  
Vice President of Finance & Operations  
Clatsop Community College  
1651 Lexington Ave.  
Astoria, OR 97103  
Phone # (503) 338-2420

She/Her/Hers



**July 19, 2023**

**Transportation Growth Management Grant Program Review Committee,**

**As the Executive Director of CEDR (Clatsop Economic Development Resources), Clatsop County's Economic Development Organization, Clatsop County Enterprise Zone Manager and AVP Clatsop Community College Center for Business, Community and Workforce Development, I am writing in support of your consideration of the City of Astoria's application for a Greater Tongue Point area plan that will address long standing and urgent safety needs of the area that has stymied economic and critical housing development.**

**I have full faith in the City of Astoria to manage this grant as I have worked with them over my 12 years as CEDR Director on many successful projects.**

**We have received approval from the Enterprise Zone sponsors for a long-term property tax abatement supporting Hyak Tongue Point and WCT Marine with the installation of a 1500 ton capacity electric mobile boat lift, the only one of its kind on the West Coast of the United States, which will be a game changer in creating many more family wage jobs, and with the grant approval of this area plan on how to resolve these issues will bring more opportunity for the future, and most importantly safety in transportation for our workforce, students, community and citizens.**

**Our economy is in transition, with the Forest and Wood Products and Seafood Products sectors still very important to our regional economy, but we need to continue to diversify our job base, and this area in East Astoria is a key to the future of not only Astoria and Clatsop County's economy, but also our entire region!**

**Please let me know if I can provide any more information to support the grant request.**

**Sincerely yours,**

**Kevin Leahy**

**Executive Director, CEDR, Clatsop County Enterprise Zone Manager & Associate President  
Clatsop Community College Center for Business, Community and Workforce Development  
[k Leahy@clatsopcc.edu](mailto:k Leahy@clatsopcc.edu) Direct 503-338-2342**



# Clatsop County

## Board of Commissioners

800 Exchange St., Suite 410  
Astoria, OR 97103  
(503) 325-1000 phone / (503) 325-8325 fax  
[www.co.clatsop.or.us](http://www.co.clatsop.or.us)

July 18, 2023

To the Transportation Growth Management Grant Program Review Committee:

We are writing to support the City of Astoria's application for a Greater Tongue Point Area Plan to address urgent safety needs of the area as well as long-standing issues preventing housing development and job growth. The resources from the TGM Grant will allow multiple partners to work together to address the complex issues in an area that has great economic and community significance to us.

From Clatsop County's perspective, we see great value in an area plan that can help strategize how to resolve these issues. We believe the coming growth and development in the Tongue Point Area will be beneficial to Astoria, our economy, and the safety of the students and employees that utilize the area. The County has made investments to support the continued viability of the Tongue Point area because we understand how important it is to the well-being of our community and economy.

We have full faith in the City of Astoria to manage this grant award and work well with an appropriate contractor to complete the plan. The City has benefitted greatly from recent plans including Uniontown Reborn and the River Front Vision plan. Clatsop County has been and intends to continue to be an active partner in collaborating with the City and our partners on solutions for Greater Tongue Point area.

The interconnected nature, and unique history, of the Greater Tongue Point area will require this type of planning to fully realize its inherent assets. Funding from the Transportation Growth Management grant will allow the City of Astoria and its partners to create a robust plan that engages a wide range of voices and that can facilitate a wide range of solutions.

Sincerely,

A handwritten signature in blue ink that reads "Mark Kujala".

Mark Kujala,  
Chair, Board of Commissioners



# Clatsop County

Pamela Wev  
District 3 Commissioner

800 Exchange St., Suite 410  
Astoria, OR 97103  
(503) 325-1000 phone / (503) 325-8325 fax  
[www.co.clatsop.or.us](http://www.co.clatsop.or.us)

July 19, 2023

To the Transportation Growth Management Grant Program Review Committee

I am writing to support the City of Astoria's application for a Greater Tongue Point Area Plan to address urgent safety and development concerns in the area.

The Tongue Point peninsula has a long, fascinating history at the mouth of the Columbia River. From the Lewis and Clark Expedition which treasured the abundant wildlife to present day industrial activity, the area has been a vital part of our oldest city west of the Rockies. More recently, it was a thriving US Naval Base during and immediately after World War II. During that period various activities took place there and nearby: vessel maintenance and docking, housing development, commercial services for personnel, industrial activity, and finally, massive moored storage for "mothballed" vessels.

Today, the Tongue Point area holds great promise for our growing City and region. It is already home to a Job Corps site with the only such maritime training center in the U.S. The Hyak Marine facility is growing to be one of the largest sea-going vessel repair and maintenance shops in the Northwest. Next door to Hyak, Bergerson's headquarters site serves its innovative maritime construction services throughout the Northwest. Nearby, Clatsop Community College operates its maritime training facility.

The US Coast Guard has a large presence in our community, with an Air Station in neighboring Warrenton; two cutters with marine safety, international interdiction, and environmental duties throughout the Pacific Ocean stationed in Astoria; and a buoy tender stationed at Tongue Point. The Coast Guard presence in Astoria will expand greatly with two new "Fast Cutters" to be stationed at Tongue Point within the next two years.

Tongue Point and the nearby area represent the only developable land for industrial and residential development in the Astoria area. We are desperately in need of such development for the prosperity of our community. With land owned by various public and private entities, transportation planning is a complex process with many technical and systemic issues to be addressed.

I hope the Review Committee will look favorably on the City of Astoria's application.

Sincerely,

Pamela Wev  
Commissioner, District 3



#### Board of Directors

Lianne Thompson  
Clatsop County

Casey Garrett  
Columbia County

Erin Skaar  
Tillamook County

Jerry Willey  
Washington County

Andy Davis  
City of Astoria

Steve Wright  
City of Seaside

John Walsh  
City of St. Helens

Scott Jorgensen  
City of Rainier

Liane Welch  
City of Bay City

Nathan George  
City of Tillamook

Peter Brandom  
City of Cornelius

Marsha Kirk  
City of Banks

Frank Spence  
Port of Astoria

Brian Fawcett  
Port of Columbia County

Sierra Lauder  
Port of Tillamook Bay

Peter Roscoe  
Clatsop County Private Sector

Tony Hyde  
Columbia County Private Sector

Jeff Wong  
Tillamook County Private Sector

Heather DeSart  
Northwest Oregon Works

Kevin Leahy  
Clatsop Community College

Ross Tomlin  
Tillamook Bay Community College

Rand Brown  
Portland Community College

P.O. Box 1535  
St. Helens Oregon 97051  
503.397.3099  
info@nworegon.org

www.nworegon.org

July 21, 2023

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

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

Dear Mr. Helton,

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

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

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

The State of Oregon has invested \$20 million in the Tongue Point area to facilitate the acquisition of a 1,500 ton all-electric travel lift to service a shipyard using new environmentally sound practices. To fully realize this project's potential, including the addition of dozens of family and high wage jobs and to build adjacent housing, the City of Astoria and stakeholders must tackle longstanding and complicated issues.

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

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

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Lianne Thompson". The signature is written in a cursive, flowing style.

Lianne Thompson  
Chair, Columbia Pacific Economic Development District  
Commissioner, Clatsop County

## RACIAL AND ETHNIC IMPACT STATEMENT

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

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

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

Indicate all that apply:

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:** 7-25-23

Printed Name: Scott Spence

Title: City Manager

Agency Name: City of Astoria

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