

# 2025 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2025 Application Packet](#) before filling out this grant application.

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

***Applications must be received by July 31, 2025 at 11:59 p.m. (PDT)***

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## Applicant information

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

**Response instructions are on page 9 of the 2025 Application Packet.**

**Primary applicant jurisdiction**

City of The Dalles

**Mailing address**

313 Court Str

Address Line 1

Address Line 2

The Dalles

City

Oregon

State

97058

Zip Code

**Website**

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

**Contact person name**

Jacob

First

Anderson

Last

**Contact person title**

Economic Development Officer

**Contact phone**

(509) 637-4437

**Contact email**

Jlanderson@ci.the-dalles.or.us

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

Richard

First

Mays

Last

**Title of above named person**

Mayor

**Phone**

(503) 943-0250

**Email**

rmays@ci.the-dalles.or.us

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

List co-applicants (if a joint project)

Providing match?

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

CC Resolution No. 25-013 Authorizing Grant Request Transportation Growth Management.pdf

*PDFs only. Max 2mb per file.*

## Project information

Response instructions are on page 10 of the 2025 Application Packet.

**Project title**

The Dalles West Side Renaissance Master Plan

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

**Option 1: Project area map**

West Side Area Map 2025.pdf

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

**Option 2: Project area description**

## ODOT region (1-5)

Region 4

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

## [ODOT Region Map](#)

## Type of grant

Category 2: Integrated Land Use & Transportation Planning

## Summary description of project

The West Side Renaissance Master Plan will create a coordinated land use and transportation strategy for one of The Dalles' fastest growing areas. The plan will address disconnected streets, missing sidewalks, and limited access to schools, healthcare, and new housing. It will identify multimodal improvements, land use tools, and infrastructure priorities that support compact development and safe connections. Outcomes will guide future capital investments, housing feasibility, and equitable access to essential services.

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

## Project cost table

Response instructions are on page 11 of the 2025 Application Packet.

<b>TGM funds requested for the work identified in Criterion 3</b>	<b>Consultant</b> \$225,000.00	<b>Local reimbursement</b>	<b>Total TGM funds requested</b> \$225,000.00
<b>Local match</b>	<b>Minimum Match (Calculated)</b> \$25,752.26 <i>Approximately 11.5% of requested funds</i>		
<b>Match to be provided</b>	<b>Labor, supplies and services during project</b> \$20,000.00	<b>Payment when Intergovernmental Agreement is signed</b> \$12,500.00	
<b>Total Match to be Provided</b>			

\$32,500.00

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## Award criteria

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

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

**Response instructions are on page 13 of the 2025 Application Packet.**

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

The West Side of The Dalles is experiencing rapid growth without the infrastructure or policy framework to support it. A new high school, regional hospital, early learning center, and new housing developments are all planned or underway in an area with disconnected streets, limited multimodal infrastructure, and no cohesive vision for how land use and transportation should interact. Key corridors like Chenowith Loop and West 10th Street lack sidewalks and bike lanes, creating safety risks and restricting access for youth, seniors, and low-income residents.

Without a clear plan, development is proceeding on a site-by-site basis, resulting in missed opportunities for coordinated design, cost-effective infrastructure, and walkable complete neighborhoods. This piecemeal approach undermines access to services and creates long-term challenges for safety, connectivity, and livability.

The proposed West Side Renaissance Master Plan will directly address these issues by developing a unified strategy to guide future development, transportation investments, and policy updates. It will identify where multimodal connections are most needed, recommend zoning or design changes to support compact development, and prioritize improvements that increase safety and access for all users. This project will bridge the gap between land use and transportation decisions and lay the foundation for a more connected, equitable, and functional West Side.

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

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

The primary objective of the West Side Renaissance Master Plan is to create a coordinated land use and transportation strategy that supports safe, connected, and equitable development in one of the fastest-growing areas of The Dalles. The project will identify infrastructure needs, guide infill housing, and recommend policy updates that align future development with community priorities.

Key project objectives include:

- Develop multimodal corridor concepts that improve safety, walkability, and access to key destinations, including schools, healthcare, and future housing
- Support infill and higher-density housing by identifying transportation investments and land use tools that make compact development more viable and attractive
- Improve connectivity through a framework for street extensions, pedestrian and bicycle facilities, and cross-access between development sites
- Coordinate growth with public infrastructure and services, ensuring that development is timed and located in a way that supports affordability and livability
- Engage underrepresented communities and local partners in shaping the vision and outcomes of the plan

These project objectives directly support multiple TGM objectives, including:

- Objective 1.4: By developing safer, more accessible walking and biking connections, the plan will reduce reliance on single-occupancy vehicles
- Objective 2.3: By focusing on transportation needs tied to new schools, affordable housing, and community services, the plan will benefit historically underserved residents
- Objective 3.2: The plan will promote compact, efficient land use patterns by aligning infrastructure improvements with housing needs
- Objective 3.3: It will expand access to jobs, education, healthcare, and services by improving mobility across all modes of transportation

Together, these outcomes will ensure that the West Side grows in a way that supports community priorities, transportation equity, and long-term livability.

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

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

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

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

**Response instructions are on page 15 of the 2025 Application Packet.**

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

The West Side of The Dalles is entering a pivotal phase of development. A new high school and regional hospital are both moving forward, along with a new early learning center and high-density housing. These projects will dramatically increase activity in an area already facing infrastructure gaps and disconnected transportation networks. Without a clear plan, the City risks piecemeal decision-making that fails to meet safety, access, and community design goals.

Public and private investments are being made now. Roads are being evaluated, utilities are being extended, and development reviews are underway. Yet the area lacks a coordinated strategy to guide how these decisions relate to long-term land use and mobility needs. Waiting to act would result in missed opportunities and reactive infrastructure upgrades that are more expensive and less effective.

Regional partners have also identified this moment as urgent. Mid-Columbia Community Action Council, Mid-Columbia Fire and Rescue, Columbia Gorge Community College, and others have called for a planning framework that addresses safety, walkability, and access to essential services. Their investments in housing, workforce, and emergency services are already in motion. The City needs to ensure infrastructure keeps pace.

Completing this planning effort now ensures that land use and transportation improvements can be aligned with development as it occurs, not after. It also positions The Dalles to pursue funding opportunities for active transportation, housing infrastructure, and Safe Routes to School, all of which are strengthened by having an adopted plan in place.

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

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

The City of The Dalles has completed key planning efforts supporting this project: Buildable Lands Inventory (2023), Housing Production Strategy (2025), and Employment Buildable Lands Inventory (2024). An Economic Opportunities Analysis is in progress for 2025 completion. These studies identify the West Side as a priority for housing and employment growth while noting infrastructure gaps this plan will address. On March 10, 2025, City Council adopted Resolution 25-013, authorizing the TGM application and affirming coordination with the 2017 Transportation System Plan, 2023 Gorge Regional Transit Strategy, and 2022 Wasco County Transit Development Plan. Together these efforts create the technical and policy foundation for the West Side Renaissance Master Plan. Coordination among departments began during pre-application; staff are ready to procure consultants, form committees, and finalize scope within 30 days of award, with all required actions scheduled.

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

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

The West Side Renaissance Master Plan fills gaps left by existing plans and aligns with multiple initiatives. The 2017 Transportation System Plan identified citywide multimodal needs but lacked strategies for the West Side. The 2023 Buildable Lands Inventory and 2025 Housing Production Strategy highlight the area as critical for housing yet limited by infrastructure and access. The ongoing Economic Opportunities Analysis will identify job sites and land needs that this plan will complement. Major projects, including a new high school, hospital, and transitional housing, are moving forward and require coordinated land use and transportation planning to ensure safe connections and efficient infrastructure.

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

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

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

**Response instructions are on page 16 of the 2025 Application Packet.**

## **Tasks and deliverables table**

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

The West Side Renaissance Master Plan will be delivered through five major tasks over an eighteen-month period. The approach is designed to lead directly to an adoptable plan that supports policy decisions related to land use, infrastructure investments, and housing development.

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

#### **Task 1: Project Management & Public Involvement**

**Timeline:** Jan 2026 – Jun 2027

**Lead Responsibility:** City (with Consultant support)

- Manage scope, schedule, consultant coordination, and deliverables
- Establish and convene Public Advisory Committee (PAC)
- Implement equity-centered engagement strategy with multilingual and inclusive outreach
- Coordinate public events, advisory meetings, and documentation of community feedback
- Deliverables: Final scope of work, PAC roster, outreach plan, engagement summaries

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

## Task 2: Existing Conditions & Needs Assessment

Timeline: Feb – Apr 2026

Lead Responsibility: Consultant

- Analyze existing land use, transportation infrastructure, and housing context
- Identify ADA, equity, and multimodal infrastructure gaps
- Conduct mapping of sidewalk gaps, housing opportunity sites, and equity indicators
- Deliverables: Existing conditions report, needs/gaps memo, maps and analysis tools

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

## Task 3: Land Use & Transportation Concepts

Timeline: May – Aug 2026

Lead Responsibility: Consultant

- Develop integrated multimodal street and corridor concepts
- Identify transportation strategies that support infill and housing access
- Explore land use policy and code change options
- Present concepts to PAC and public for review
- Deliverables: Conceptual network plan, draft typologies, policy/code options

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

## Task 4: Master Plan Development & Implementation Strategy

Timeline: Sep – Dec 2026

Lead Responsibility: Consultant

- Draft the West Side Renaissance Master Plan
- Integrate policies, land use and transportation strategies, and implementation actions
- Develop a phased implementation strategy with funding options
- Deliverables: Draft plan, implementation matrix, optional code and policy toolkit

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

## Task 5: Adoption Support & Closeout

Timeline: Jan – Jun 2027

Lead Responsibility: City (with Consultant support)

- Support final plan refinement and prepare adoption-ready materials
- Coordinate public hearings and Council presentation
- Submit final plan, report, and supporting documents to DLCD/ODOT
- Deliverables: Final plan, Council presentation, closeout report

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

**How will the project approach support investment decisions that align with Oregon's Transportation Plan and Transportation Planning Rules?**

The West Side Renaissance Master Plan will guide coordinated land use and transportation decisions consistent with the Oregon Transportation Plan and the Transportation Planning Rule (OAR 660-012). It supports safe multimodal access (Goal 1), system efficiency (Goal 2), economic vitality (Goal 3), compact growth and reduced emissions (Goal 4), corridor safety (Goal 5), clear funding priorities (Goal 6), and cross-sector coordination with schools, health providers, and housing partners (Goal 7). The plan reduces auto dependence, aligns infrastructure with land use, and provides an adoptable framework for future zoning updates, capital investments, and equitable access improvements.

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

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

The West Side Renaissance Master Plan is a standalone effort. Adoption hearings will be held upon completion of the project and are expected to occur in mid to late 2027. The process will be led by the City of The Dalles and include public hearings before the Planning Commission and City Council.

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

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

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

**Response instructions are on page 17 of the 2025 Application Packet.**

**Upload letters of support here**

Urban Renewal LOS.pdf

LOS TGM application 2025 Port the Dalles.pdf

CGCC City of TD Transportation Growth Management LoS.pdf

MCCAC LOS to City of The Dalles 6.30.25.pdf

LOS for City of The Dalles TGM grant.pdf

MCEDD TD TGM LOS 2025.pdf

Letter of Support\_MCFR\_7\_22\_2025a.pdf

TGM Grant Letter of Support NWCSD.pdf

LOS COTD TGM 2025 Parks and Rec.pdf

Wasco County LOS to City of The Dalles - June 2025.pdf

*PDFs only. Max 2 mb per file.*

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

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

**Response instructions are on page 18 of the 2025 Application Packet.**

**Describe the experience and availability of key staff**

The City of The Dalles has a committed project team with deep experience in land use, transportation, and infrastructure planning. The project will be led by Jacob Anderson, Economic Development Officer, who has served as a Klickitat County Commissioner and currently serves on the Bi-State Hood River-White Salmon Bridge Authority. He has managed complex interagency projects, adopted county road standards, and directed state and federal grant programs.

Joshua Chandler, Community Services Director, will serve as principal in charge and provide strategic oversight. He has over 13 years of experience in public and private sector development, including management of comprehensive, specific, and mobility plans. He has been with the City of The Dalles since 2018 and offers strong institutional knowledge of zoning, subdivision, and housing policy.

Dale McCabe, City Engineer & Public Works Director, will provide technical review and ensure consistency with the City's infrastructure and Transportation System Plan. Dale was the project manager for the 2017 TSP update and has extensive familiarity with the City's capital improvement priorities and development review process.

All staff have capacity to begin immediately upon grant award and are committed to ensuring the project stays on schedule and aligns with local and state planning goals

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

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

The City of The Dalles has the internal capacity to fully scope the project within 15 months and manage it through completion within the three-year TGM grant window. The project team, led by the Economic Development Officer with support from the Community Services Director and City Engineer, has already developed a preliminary scope, timeline, and task framework based on recent local planning efforts and prior TGM application work.

All key staff have availability and are briefed on the project goals. The City is prepared to begin consultant procurement immediately upon execution of the grant agreement. Staff are experienced in contract management, interagency coordination, and policy adoption processes and have managed similar scoped planning efforts on time and within budget.

The project timeline has been carefully structured to include public engagement, technical deliverables, and Council adoption within an 18-month active work period, allowing additional buffer time for closeout and reporting well within the three-year grant limit.

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

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

TGM File Code	Project Title	Status
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4A-19	Westside Area Study	Cancelled 300 character limit.
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4B-14	Transportation System Plan Update	Completed 300 character limit.
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## Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2025 Application Packet.

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

Adoption of the West Side Renaissance Master Plan will guide housing and infrastructure investments to remove barriers to compact and affordable housing types. The plan will align zoning, connectivity, and multimodal improvements so future workforce housing is located near schools, services, and transit, creating walkable and bikeable neighborhoods with better access to jobs and daily needs.

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

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## Required forms

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

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

*PDFs only. Max 2 mb per file.*

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## Certifications

Response instructions are on page 20 of the 2025 Application Packet.

**Eligibility criteria**

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

**Preparation of application**

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions

This application was prepared by the following COMPENSATED consultant (indicate below)

This application was prepared by the following UNCOMPENSATED consultant (indicate below)

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

Yes  No  I am already subscribed

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

**Today's date**

7/24/2025

**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. 25-013**

**A RESOLUTION AUTHORIZING A REQUEST FOR GRANT FUNDING  
ASSISTANCE THROUGH THE OREGON TRANSPORTATION GROWTH  
MANAGEMENT (TGM) PROGRAM FOR PREPARATION OF THE WESTSIDE  
AREA RENAISSANCE MASTER PLAN**

**WHEREAS**, the City of The Dalles has completed an Employment Buildable Lands Inventory and in 2025 anticipates completion of an Economic Opportunities Analysis, both of which are in compliance with Statewide Planning Goal 9 (Economic Development), and has adopted several reports in compliance with Statewide Planning Goal 10 (Housing) and Goal 12 (Transportation), with results that are critical to the continued success and development of the community; and

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

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

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

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

**WHEREAS**, the City of The Dalles desires to participate in this program to the greatest extent possible as a means of implementing the 2023 Housing and Residential Land Needs Assessment and Buildable Lands Inventory, 2024 Housing Production Strategy, 2017 Transportation System Plan, Employment Buildable Lands Inventory completed in December 2024 and Economic Opportunities Analysis anticipated in 2025, while also serving as a responsible community partner in coordinating these efforts with the 2023 Gorge Regional Transit Strategy and 2022 Wasco County Transit Development Plan; and

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

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

Section 1: The City Council authorizes Staff to request grant funding assistance for preparation of the Westside Area Renaissance Master Plan through the Oregon Transportation Growth Management (TGM) Program to implement the Housing and Residential Land Needs Assessment and Buildable Lands Inventory, Housing Production Strategy, Transportation System Plan, and Economic Opportunities Analysis and Employment Buildable Lands Inventory, while also serving as a responsible community

partner in coordinating these efforts with the Gorge Regional Transit Strategy and Wasco County Transit Development Plan.

**PASSED AND ADOPTED THIS 10<sup>TH</sup> DAY OF MARCH, 2025**

Voting Yes, Councilors:

Richardson, Randall, McGlothlin, Wring

Voting No, Councilors:

Absent, Councilors:

Abstaining, Councilors:

Bnhyon

**AND APPROVED BY THE MAYOR THIS 10<sup>TH</sup> DAY OF MARCH, 2025**

SIGNED:



Richard Mays, Mayor

ATTEST:

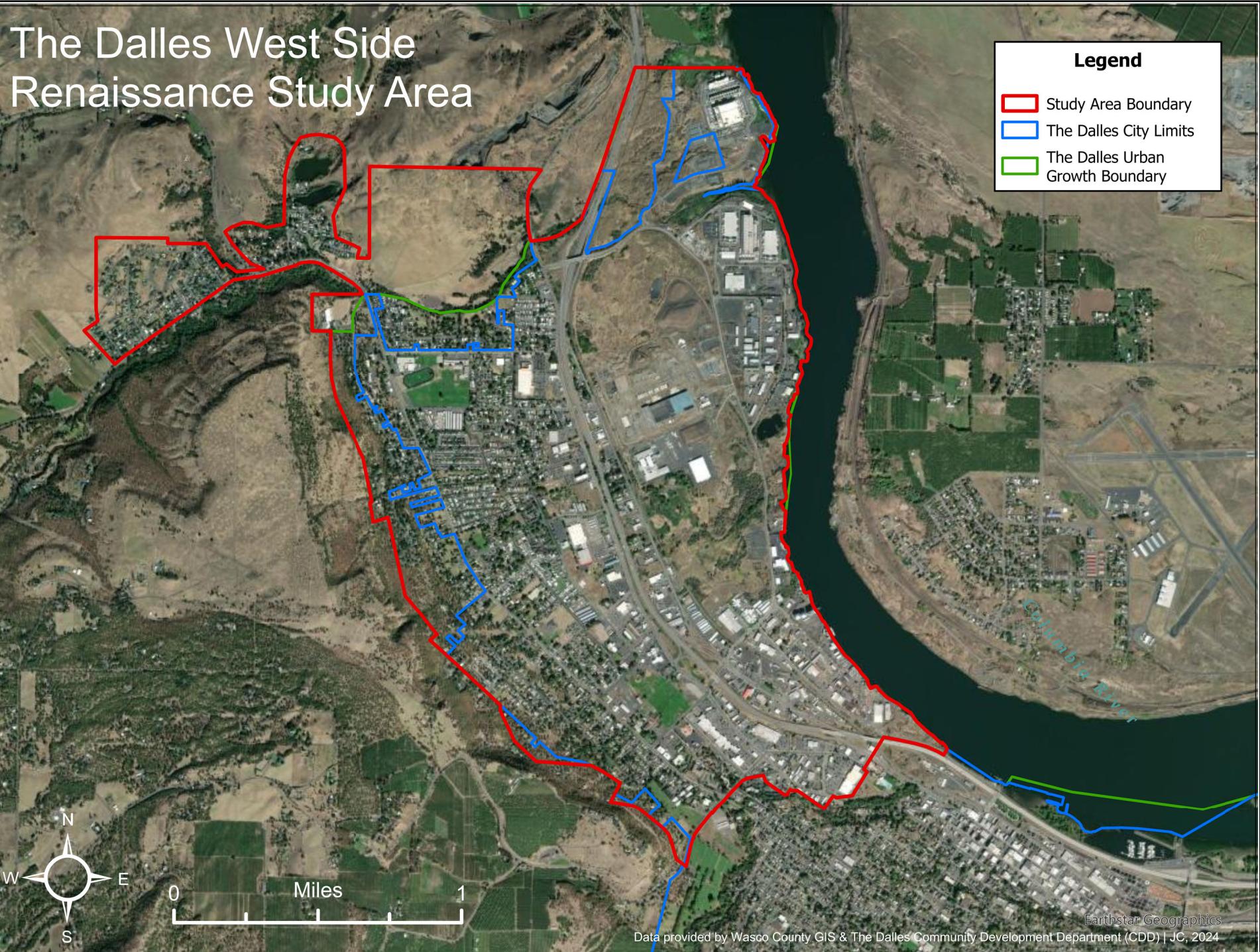


Amie Ell, City Clerk

# The Dalles West Side Renaissance Study Area

**Legend**

- Study Area Boundary (Red)
- The Dalles City Limits (Blue)
- The Dalles Urban Growth Boundary (Green)





June 11, 2025

Oregon Transportation & Growth Management Program

Oregon Department of Transportation Region 4

Attention: Devin Hearing

63055 North Highway 97

Bend, OR 97703

Dear Devin Hearing:

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

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

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

For all these reasons, Columbia Gorge Community College is pleased to support the City of The Dalles TGM application.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Lawson".

Dr. Kenneth Lawson  
President

**Oregon Transportation & Growth Management Program**

Oregon Department of Transportation Region 4  
63055 North Highway 97  
Bend, OR 97703

Dear Devin Hearing:

Mid-Columbia Fire & Rescue's partnership with the City of The Dalles began in the late 19th Century, when we were a municipal department with crews based in City Hall itself. Today we are an independent taxing district with modern facilities on the city's West Side. This is the area of focus as the City seeks ODOT assistance through the Transportation Growth Management program.

The City's goals are to reduce barriers to a broad range of housing types and prices; identify in-fill strategies; increase accessibility through pedestrian and bicycling corridors, public transit and safe routes to school; plan for anticipated educational, recreational, child care, and climate resiliency center initiatives; and improve connectivity between neighborhoods, shopping and public facilities.

Our District supports the City of The Dalles in developing future transportation plans to improve street routes in commercial and residential neighborhoods which allow unrestricted access to fire and rescue operations while meeting the requirements set forth by Oregon Fire Code.

Mid-Columbia Fire & Rescue (MCFR) supports those planning goals, which align with our District's own goals of improving emergency response times set by the National Fire Protection Association pub. 1710. Standard for Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments. Along with improvements to the transportation routes in The Dalles, improving the fire hydrant water distribution system will improve emergency response times, provide for more efficient fire suppression, and reduce property damage.

By encouraging housing and in-fill strategies, the City's West Side Master Plan will expand our tax base. Increasing pedestrian and bicycle access will increase public safety. Planning for new developments on the West Side will take into account emergency access requirements. Finally, improving connectivity will enhance our district's ability to respond to emergencies.

It will be important for the District to be directly involved in the West Side master planning process described by the City. Having MCFR represented on the City's technical advisory committee allows for collaboration with urban planners and allows for



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

in-depth discussions regarding long-term planning which support life safety improvements in our community.

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

Sincerely,



7-22-2025

David Jensen  
Fire Chief  
Mid-Columbia Fire and Rescue

PEOPLE • PARKS • PROGRAMS



NORTHERN WASCO COUNTY  
PARKS & RECREATION DISTRICT

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

June 18, 2025

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

Attention: Devin Hearing

Dear Devin Hearing:

Northern Wasco County Parks & Recreation District is pleased to support the 2025 Transportation Growth Management (TGM) master plan funding proposal by City of The Dalles. This will focus on transportation and land use planning for the city's west side.

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

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

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

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

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

Sincerely,



Brewster Whitmire  
President



July 18, 2025

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

**Attention: Devin Hearing**

Dear Devin Hearing,

On behalf of The Dalles Area Chamber of Commerce, I'm pleased to offer our full support for the City of The Dalles' Transportation and Growth Management (TGM) grant application.

At the Chamber, we work every day to advocate for and support a vibrant local economy that enhances quality of life for residents, businesses, and visitors alike. The proposed West Side Master Plan directly supports our mission by addressing long-standing challenges and creating a more connected, safe, and livable community.

From our lens, this plan isn't just about sidewalks and zoning—it's about thoughtfully preparing for the growth we know is coming. The addition of a new hospital, high school, ballfield complex, public childcare center, and affordable housing presents a generational opportunity. Coordinated planning will ensure these investments complement each other and serve our community well into the future.

We're especially excited about how this plan connects with tourism and recreation, including the final leg of the Historic Columbia River Highway State Trail into The Dalles. It's exactly the type of forward-thinking initiative that blends livability and economic vitality.

If awarded, The Dalles Area Chamber of Commerce is committed to participating on the project's Technical Advisory Committee and offering geo-fencing and traffic data to help guide the process with real-world insights.

We appreciate the City's leadership in advancing this important work, and we strongly encourage your support for their grant request.

With appreciation,

**Lisa Farquharson**  
President/CEO  
The Dalles Area Chamber of Commerce



July 16, 2025

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

Attention: Devin Hearing

Dear Devin Hearing:

The Port of The Dalles is pleased to support the 2025 Transportation Growth Management (TGM) master plan application by the City of The Dalles. This plan will focus on transportation and land use planning for the city's west side.

As described in the city's grant narratives, the study area is bisected by Interstate 84 (I-84), creating two sub-areas: property located to the east of I-84 and property located to the west of I-84. Locally in The Dalles, the port district is responsible for industrial acreage situated east of the freeway, an area experiencing substantial development pressure and heightened traffic volumes. Notably, there are limited cross-connections to the commercial corridors and residential neighborhoods situated west of the freeway. This commercial/residential area, west side The Dalles, is an area characterized by poorly planned street patterns and isolated (often non-existent) sidewalks and bikeways.

As proposed by the city, the west side master planning effort would identify opportunities for improved connectivity between the two sub-areas while planning for anticipated new developments. Some of these projects are anticipated fairly soon, such as an affordable housing development on Chenowith Loop Road. Other initiatives are more distant but still would have a profound impact on traffic circulation patterns, including a new high school, hospital, and child care center. The locations and approximate size of these facilities are known factors; the TGM master plan can incorporate this information as we plan for the future.

All of this aligns with the port's core mission: To support the creation, retention, expansion, and recruitment of businesses and jobs that will enhance the economy of the district. New businesses need well-planned neighborhoods, safe routes to schools, and convenient access to services as recruitment and retention measures for their employees. New business development and local business expansion add to the local tax base, providing the port and other local taxing districts the resources needed to support their operations. This process will ensure the west side of The Dalles has a well-planned transportation system and an efficient land use plan to support expected future community needs in housing, education, health, and childcare.

Our port district will be represented on the project's technical advisory committee, should the city's proposal be selected for TGM funding. In that capacity, we will offer guidance and coordination with the port's own strategic planning.

We encourage your consideration of the City's TGM application.

Sincerely,

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

Andrea Klaas, Executive Director



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

June 30, 2025

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

Dear Devin Hearing:

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

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

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

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

For this reason, we support the city’s Transportation Growth Management planning request and encourage your support. Please feel free to reach out to me if you have any questions.

Sincerely,

*Sarah Kellems*

Sarah Kellems  
Director of Development and Partnerships  
Mid-Columbia Community Action Council (MCCAC)  
[skellems@mccac.com](mailto:skellems@mccac.com)



June 11, 2025

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

Dear Devin Hearing:

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

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

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

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

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

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

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

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

Sincerely,

A handwritten signature in blue ink that reads "Jessica Metta".

Jessica Metta  
Executive Director



## North Wasco County School District #21

*Office of the Superintendent*

June 11, 2025

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

Attention: Devin Hearing

Dear Devin Hearing:

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

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

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

The early learning center will serve all of The Dalles and, indeed, other areas within commuting distance but with special focus on western The Dalles. Just north of the center, on Chenowith Loop, an affordable housing development is planned by Mid-Columbia Housing Authority. The early learning

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

*“The North Wasco County School District is an equal opportunity educator and employer.”*

center will certainly be a nearby resource for that project, taking advantage of public transportation offered by the MCEDD Transit Center, which is also located on Chenowith Loop Road.

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

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

Sincerely,



Carolyn Bernal, Ed.D  
Superintendent  
North Wasco County School District

**3632 West 10<sup>th</sup> Street, The Dalles, OR 97058  
541-506-3420 Fax 541-298-6018**

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

IMPROVING OUR COMMUNITY



COLUMBIA GATEWAY URBAN RENEWAL AGENCY  
CITY OF THE DALLES

July 15, 2025

Transportation and Growth Management Program  
Oregon Department of Transportation and  
Oregon Department of Land Conservation and Development  
635 Capitol Street NE, Suite 150  
Salem, OR 97301

To Whom It May Concern:

On behalf of the Columbia Gateway Urban Renewal Agency, I am writing to express our support for the City of The Dalles' application for Transportation and Growth Management (TGM) funding to develop the West Side Renaissance Master Plan.

Although the eastern portion of the planning area lies within the existing Columbia Gateway Urban Renewal District, the Agency's support is not limited to current boundaries. The West Side was included in the District's original geography and remains central to the long-term development and connectivity of the city. The Agency supported previous TGM proposals in 2019 and 2024, and we reaffirm our support for this 2025 submission.

The West Side is experiencing significant development pressure, with new housing, public facilities, and educational investments underway or planned. Yet the area continues to face systemic infrastructure challenges, disjointed land use patterns, and limited access to safe and efficient transportation options. These conditions reinforce the need for a comprehensive master plan that can guide future investment in a thoughtful, equitable, and implementable way.

The proposed plan will support infill development, multimodal improvements, and integration of recent planning work, including the City's Housing Production Strategy, Buildable Lands Inventory, and forthcoming Economic Opportunities Analysis. It aligns with the goals of the Urban Renewal Agency to promote redevelopment, economic opportunity, and improved quality of life.

We respectfully urge the Transportation and Growth Management Program to fund the City's 2025 proposal. The Agency stands ready to support implementation of the West Side Renaissance Master Plan as a key component of The Dalles' continued growth and revitalization.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Richardson'.

Dan Richardson  
Chair  
Columbia Gateway Urban Renewal Agency

**BOARD OF COUNTY COMMISSIONERS**

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

*Pioneering pathways to prosperity.*

July 16, 2025

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

Dear Devin Hearing:

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

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

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

As a community partner with a long tradition of working closely with City of The Dalles, Wasco County supports these goals and encourages your consideration of the city's 2025 TGM application.

Sincerely,

Scott Hege, Chair  
Wasco County Board of Commissioners

## 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:**

Printed Name:

Title:

Agency Name:

---

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