

2024 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2024 Application Packet](#) before filling out this grant application.

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

Applications must be received by July 31, 2024 at 11:59 p.m. (PDT)

Applicant information

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

Response instructions are on page 9 of the 2024 Application Packet.

Primary applicant jurisdiction

City of Speedy

Mailing address

PO Box 200, Speedy, Oregon 97301

Website

Contact person name

Planny Plannerson

Contact person title

City Planner

Contact phone

(503) 986-3205

Contact email

elizabeth.l.ledet@odot.oregon.gov

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

William Lumbergh

Title of above named person

City Manager

Phone
(503) 986-3205

Email
manager@speedy.ci.or.us

List co-applicants (if a joint project)

List co-applicants (if a joint project)	Providing match?
Mid-Willamette Valley Council of Governments	No

Upload your resolution or authorized letter with associated meeting minutes from the governing body of applying jurisdiction(s) here:

Speedy Resolution.pdf

Project information

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

Project title

Transportation System Plan Update

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

Option 2: Project area description

All lands within the City's UGB including the areas added in 2022

ODOT region (1-5)

Region 2

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

The project will update the 22-year-old Speedy Transportation Plan (TSP) in order to develop a modern multimodal transportation plan that builds on the city's assets and meets the needs of the City for the next 20-year planning period. In addition to fulfilling all the TSP requirements outlined in OAR Rule 660-012-0020, the project expects to incorporate the Speedy Forward Plan adopted in 2023 and to provide the necessary transportation planning on the ±100 acres of residential land added to the Urban Growth Boundary in 2022.

Project cost table

Response instructions are on page 11 of the 2024 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$205,000.00	Local reimbursement	Total TGM funds requested \$205,000.00
---	-----------------------------------	----------------------------	--

Local match	Minimum Match (Calculated) \$23,463.17
--------------------	--

Match to be provided	Labor, supplies and services during project \$23,500.00	Payment when Intergovernmental Agreement is signed
-----------------------------	---	---

Total Match to be Provided
\$23,500.00

Award criteria

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

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

Response instructions are on page 13 of the 2024 Application Packet.

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

In 2022, Speedy added 100 acres of undeveloped land to the Urban Growth Boundary (UGB) through a UGB swap. The existing 2001 TSP does not account for these areas. This area will need internal connectivity and external connections to significant destinations like Speedy's downtown core, schools, employers, and services. The TSP update presents a unique opportunity to provide a variety of transportation choices accessible for future residents of this area.

The 2001 TSP primarily includes standard legacy sidewalks, crosswalks for pedestrians, and shared roadways for bicycles as its multimodal facilities. The TSP update aims to create a plan for modern, safe, comfortable, and inclusive multimodal facilities that accommodate users of all ages, incomes, and abilities. Speedy's older neighborhoods are underserved and suffer from a variety of missing or poor condition transportation and other public facilities. The lack of safe and convenient non-vehicular connections forces residents to drive for many daily activities, missing out on the health benefits of active transportation. Excessive vehicle miles traveled result in unnecessary congestion to the highway and local streets adding extra costs to maintain infrastructure planned for other uses.

In 2023, the City Council adopted the Speedy Forward Plan, which envisioned a dynamic mix of connected

existing and future activity centers. The Updated TSP will play a vital role in supporting this vision by utilizing Speedy's transportation assets, such as its well-connected street grid, and addressing barriers such as the 3 state highways that border and bisect the community. The Updated TSP will also establish crucial "last mile" connections to our County Transit provider, thereby enhancing the appeal of this transit options for regional trips. Implementation of these actions will enable residents to reach any part of the City within 20 minutes, regardless of mode choice.

The Updated TSP will include standards and projects to support the City's Vision Zero goal, adopted as part of Speedy's Forward Plan after a crash with injuries and repeated tickets for speeding in the school zone for the elementary school.

The Updated TSP will also support future economic development in the historic downtown and elsewhere. The city is currently in the process of updating design standards to guide future development in downtown, with significant new development anticipated in the near future. Downtown is strategically positioned at the intersection of two major state transportation routes: Highway 221 and Highway 155. The TSP update will enable the city to plan context-sensitive street solutions that not only support future economic development in downtown but also maintain regional mobility along key transportation routes.

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

Provide the necessary transportation planning for the approximately 100 acres of residential land added to the UGB in 2021. This local objective supports TGM Objectives 1, 1.1, 1.2, 3, 4, and 4.1.

These local objectives support TGM Objectives 1, 1.1 - 1.4, 2, 2.2, 3, 4, 4.1, 5, and 5.1

- Incorporate the multimodal concepts outlined in the Speedy Forward Vision Plan into the Updated TSP.
- Develop safe and inclusive multimodal facilities that accommodate users of all ages, incomes, and abilities and advance Speedy's Vision Zero goals.
- Develop context-sensitive street solutions that not only support future economic development in the historic downtown, but also maintain regional mobility along these key transportation routes.
- Leverage the existing system of gridded streets and multimodal connectivity within the City's unique, compact urban area to implement a 20-minute transportation community.
- Support regional transit options by establishing "last mile" connectivity from the transit stops and various destinations within the City.

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

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

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

Response instructions are on page 15 of the 2024 Application Packet.

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

here are three key reasons why there is an urgent need to update the 2001 TSP at this time.

- The 2022 UGB swap has led to significant changes in the local transportation conditions that need to be addressed in the Updated TSP prior to annexation: Approximately 150 acres of future residential land were removed from the UGB to the north of Highway 18 and 100 acres were added to the UGB to the south of Highway 18. This area represents the largest contiguous supply of land available for future housing. However, since this area is not currently included in the 2001 TSP, it lacks transportation planning to support future housing production. The area added to the UGB creates the potential for more direct multimodal connections to existing schools, jobs, and services compared to the previous UGB configuration. Since this area is more desirable, the City has begun receiving inquiries about when it will annex the area and what the infrastructure requirements will be.
- It is important to update the 2001 TSP while there is momentum and community buy in from 2023 Speedy Forward Plan.
- As noted in the response to Award Criterion #1, safety has become an issue in Speedy. Despite our name, the City Council wholeheartedly supports “Twenty is Plenty” and has adopted a Vision Zero Goal. Enforcement is important, but the City wants to change the physical environment before the 2021 serious crash in a school zone becomes the 2027 fatal crash.

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?

City Council adopted the Speedy Forward Plan in 2023. The plan which established a comprehensive framework consisting of goals, planning guidelines, and action items that have direct implications for the Updated TSP

The City completed a Housing Needs Analysis and Buildable Lands Inventory as part of the Speedy Forward Plan process.

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 City is presently engaged in updating the design standards within the downtown and new development is anticipated in this area in the near future. The design standards project began in 2023 as a follow-up to the Speedy Forward Plan and is scheduled to be completed in 2025. The Updated TSP will inform this effort and vice versa.

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

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

Response instructions are on page 16 of the 2024 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

Project Kick-Off and Policy Framework (Month 1-3)
 Meetings to start project. Prepare Community profile including demographics, commute patterns, mode choices Review the transportation goals, policies, and standards outlined in the 2001 Transportation System Plan (TSP) to establish the project's policy direction, including goals and objectives, evaluation criteria, and performance measures. Evaluate code. Introduce Project to City Council. \$50,000 Consultant

Community and Stakeholder Engagement (Month 2-13)

Consultant will create an engagement plan with input from the City. The engagement strategy will specifically target local business associations, the school district, vulnerable populations, and affected public agencies. Consultant will execute the engagement plan which is anticipated to include community walking and biking tours, interviews, public open houses, online engagement options such as interactive GIS mapping activities, flyers or mailers, and community newsletter articles. \$20,000 Consultant

Transportation System Existing Conditions and Future Needs Analysis (Months 4-5)

Prepare an existing conditions analysis which will need to include, but not limited to following:

- Vulnerability index to measure impacts of the transportation system on protected classes
- An analysis of enhanced measures, practices and facility options for enhanced pedestrian and bicyclist safety
- Intersection inventory and assessment
- Infrastructure inventory assessment (streets, sidewalks, and pathways)
- Create goals for lowering greenhouse gases and pollution reduction as well as draft policy

\$50,000 Consultant

Transportation Projects and Funding Strategy (Months 6-7)

Consultant will develop and vet a project list based on performance measures and identify new and existing funding sources. Consultant will develop a list of capital projects prioritized according to the goals objectives, evaluation criteria, and performance measures established by the TAC using the consultant's recommendations. \$30,000 Consultant

Draft TSP, Presentations and Draft Findings (Months 6-8)

Create a draft of the TSP for review by the TAC. TAC will provide comments and recommendations to inform a hearings-ready draft. TAC will issue a recommendation to Planning Commission for approval. \$35,000 Consultant

Adoption (Months 9-13)

City Planner will coordinate the adoption process in accordance with City procedures for a Comprehensive Plan Text Amendment. Planner will schedule the required hearings before Planning Commission and City Council, prepare the staff report, the Post Acknowledgement Plan Amendment, and the final adoption ordinance. Consultant will attend all public meetings/public hearings. Consultant will be available to assist staff with the final adoption process as needed. \$20,000 Consultant

How will the project approach support investment decisions for Safe Systems, Climate Action, and Equitable Outcomes?

Speedy adopted a Vision Zero goal in 2023 as part of Speedy Forward Plan; this project will consider measures, practices and facility options for enhanced pedestrian and bicyclist safety. The impacts of the transportation system on underserved populations will be considered; this is crucial in Speedy where 50% of the population is Hispanic.

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

N/A

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

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

Response instructions are on page 17 of the 2024 Application Packet.

Upload letters of support here
Speedy Letters of Support.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 18 of the 2024 Application Packet.

Describe the experience and availability of key staff

The City of Speedy has a strong track record of effectively utilizing grant funds to complete projects on time and within budget. City Manager Bill Lumbergh has successfully administered nearly \$2.5 million in grant-funded projects in his five-years in Speedy. City Planner Planny Plannerson from MWVCOG led several successful TGM projects while at the City of Planwell. Both Mr. Lumbergh and Ms. Plannerson are able to dedicate the required time to this project.

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

City Planner Planny Plannerson knows TGM projects require a lot of staff time. Ms. Plannerson will lead the scoping process and manage the project through City Council adoption. MWVCOG can offer GIS mapping and public engagement support if needed. City Engineer Peter Gibbons from Initech will also participate in the project and other Initech employees are available if needed.

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

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2024 Application Packet.

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

As discussed throughout this application, a major motivator for the project is the need to provide transportation planning for the 100 acres of undeveloped residential land added to the UGB in the 2022 UGB land swap. It is critical to have the updated plan in place prior to annexation to support future housing production.

Required forms

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

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

Certifications

Response instructions are on page 20 of the 2024 Application Packet.

Eligibility criteria

This application demonstrates a clear transportation relationship

This application demonstrates adoption of products to meet project objectives

This application demonstrates the support of local officials

Preparation of application

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

Would you like to receive TGM news and updates?

Yes

Today's date

6/7/2024

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

Rachael Levasseur

Planning Section Web Coordinator

Rachael.LEVASSEUR@odot.oregon.gov

RESOLUTION No. 2022/23-24
City of Dayton, Oregon

RESOLUTION SUPPORTING THE MID-WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS FILING APPLICATIONS ON BEHALF OF THE CITY OF DAYTON FOR TRANSPORTATION GROWTH MANAGEMENT GRANTS TO PROVIDE AMENDMENTS TO THE CITY'S COMPREHENSIVE PLAN

WHEREAS, the City currently has a Planning Atlas and Comprehensive Plan to identify the City's transportation needs (Chapter 10), and

WHEREAS, the current Chapter 10 – Transportation, of the Comprehensive Plan was last updated in 2001.

WHEREAS, the City of Dayton recently completed an Urban Growth Boundary swap resulting in approximately 106 acres of land identified for future residential use.; and

WHEREAS, the State is awarding grants through the Transportation Growth Management (TGM) program to assist cities in updating their Transportation System Plans; and

NOW THEREFORE BE IT RESOLVED:

1. **THAT** the City Council authorizes the Mid-Willamette Valley Council of Governments to make an application to the Department of Land Conservation and Development Department (DLCD) Transportation Growth Management (TGM) program for grant funds to support the revisions to the Dayton Comprehensive Plan and to make any applicable changes to the other regulating documents for the City of Dayton.
2. **THAT** the City Manager is given authority to sign any documents needed to apply for/and execute this grant.

ADOPTED on the 20th day of June 2023.

In Favor: Frank, Hildebrandt, Mackin, Maguire, Marquez, Sandoval-Perez, Wildhaber

Opposed: None

Absent: None


Abstained: None


Trini Marquez, Mayor


Date Signed

ATTEST:


Rochelle Roaden, City Recorder


Date of Enactment



COLUMBIA
ECONOMIC
TEAM

Board

Tony Hyde

Board President

Knife River

Bob Short

Board Treasurer

CalPortland

Nina Carlson

Board Secretary

NW Natural

Joe Backus

City of Scappoose

Robert Blumberg

Wauna Credit Union

Sean Clark

Port of Columbia

County

Casey Garrett

Columbia County

Commission

Marc Farmer

Clatskanie PUD

Deborah Hazen

Clatskanie Cultural

Center

Betsy Johnson

Transwestern Aviation

Greg Hinkelman

City of Clatskanie

Dan Lockett

Global Partners

Dr. Karen Sanders

Portland Community

College

Michael Sykes

Columbia River PUD

John Walsh

City of St. Helens

Staff

Paul Vogel,

Executive Director

Wela Negelspach,

Administrative & Program

Manager

PO Box 1653

St. Helens, OR 97051

(503) 410-1061

columbiaeconomicteam.com

July 5, 2023

Mr. David Helton

Lead Grant Manager

Transportation Growth Management Program

Oregon Department of Transportation

2080 Laura St.

Springfield OR 97477

Re: Letter of Support for St. Helens Transportation and Growth Management Grant Application

Dear Mr. Helton,

On behalf of the membership and Board of Directors of the Columbia Economic Team, we offer our full support of the City of St. Helens' Transportation and Growth Management (TGM) Grant application to update the City's current Transportation System Management Plan (TSP). A TGM grant would substantially aid the city in addressing the community's rapid growth, unique economic needs, and align priorities and planning with the downtown Riverfront strategic redevelopment plan currently being implemented. Additionally, as the county seat of government, this planning will enhance the accessibility, livability, and vitality of both the greater St. Helens area, and the broader surrounding community as well.

Columbia Economic Team (CET) is a non-profit membership organization solely responsible for comprehensive economic development throughout Columbia County. The mission of the organization is to promote the creation, retention, growth, and attraction of business and industry throughout the county according to these strategic goals:

- Expand, retain, and recruit businesses and industries participating in existing or new industry clusters.
- Increase per capita income, diversify the economy, and promote sustainable economic growth and family-wage jobs.
- Coordinate the delivery of professional economic development services by leveraging relationships, partnerships, and the collaborative efforts of existing organizations.
- Provide leadership to ensure a climate in which businesses thrive while attracting diverse new investment.

The mission and responsibility of CET extends from tourism to small business development to industrial recruitment, workforce, transportation, and housing – all of which mandate a vested interest in, and our support of, the City of St. Helens planning and application for this grant.

Since the adoption of its 2011 TSP, the city has undertaken the development of five supplemental corridor plans to address the needs of the growing City and its initiative to redevelop and revitalize the downtown Riverfront District. An updated, integrated TSP will help the city, our organization, and developers plan for the future, support economic vitality, and provide businesses a direct framework through which to address the challenges that come from growth. Growth is essential. If you're not growing, you're dying, as a community. Our daily and strategic partnerships with the city are expressly to support planned, intelligent growth that meets common sense requirements as well as market trends of all types.

In addition to the revitalizing downtown St. Helens, corridors and key intersections critical to the efficient operation of the City's transportation system will be studied; pedestrian and bicycle access, trails, parking, a feasibility study for a waterfront ferry and its impacts to the transportation system network, and the creation of an ADA transition plan will also be new elements planned update for the TSP update.

These all are critical planning and engineering elements that are vital to commercial, industrial, and retail businesses – both small and large. As a partner with the City of St. Helens in establishing a Small Business Development Center (SBDC), and Growing Rural Oregon (GRO)/GRO Greater St. Helens entrepreneurial ecosystem initiative, and St Helens Main Street Alliance, Columbia Economic Team is highly attuned to the ability to accommodate growth, redevelopment, workforce, housing and the movement of people and goods. Post-pandemic, we are experiencing significant increase in private investment in businesses and sectors of all types throughout the county, but especially in St. Helens. The update to the TSP is critical to addressing and accommodating this growth and investment – and preventing transportation from being a bottleneck or obstacle.

At a higher level, this grant funding will not only support the creation of a vibrant downtown, but also address the future development of lands in the Urban Growth Area, we hope to provide much needed consistency, and a framework that sets for stage for the various modes of transportation to a growing region that accommodate everything from supply chain to walking area local and visitor destinations.

Thank you in advance for your consideration of this important funding and planning facilitation request from our community. We stand prepared to expand further if given the opportunity and strongly urge your favorable decision.

Sincerely,

Paul Vogel
Executive Director



COLUMBIA COUNTY

Board of Commissioners Office

Commissioners

Margaret Magruder
Kellie Jo Smith
Casey Garrett

Administration

Jacyn Normine
Kathy Coddington

Communications

Mark Pacheco



ST. HELENS, OR 97051

230 Strand St., Room 338
Direct (503) 397-4322
Fax (503) 366-7243
columbiacountyor.gov

July 10, 2023

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

Letter of Support for St. Helens Transportation and Growth Management Grant Application

Dear Mr. Helton,

The Columbia County Board of Commissioners fully supports the City of St. Helens' application for the Transportation and Growth Management (TGM) grant to update the city's Transportation System Plan (TSP). Columbia County recognizes the importance of this grant in addressing the growing transportation needs within our communities.

Over the years, the City of St. Helens has experienced significant growth, adding new neighborhoods and various commercial projects. However, the last update to their TSP dates back to 2011, and since then, the city has undertaken multiple supplemental corridor plans. The need for an updated and comprehensive TSP that considers traffic pressures, pedestrian and bicycle infrastructure, and parking has become critical, particularly in the downtown area.

As St. Helens continues to grow, with anticipated development within the Urban Growth Boundary, it is vital to have a cohesive and forward-thinking transportation management plan in place. The updated TSP will identify necessary transportation system improvements to accommodate projected growth. By proactively addressing these infrastructure needs, the city aims to create vibrant and livable neighborhoods, attract businesses, improve safety, and offer diverse housing and transportation options, all while preserving natural areas.

The City of St. Helens has demonstrated a strong commitment to effective transportation planning and has a proven track record of successful implementation. The proposed TGM grant will provide the necessary financial support to update their Transportation System Plan comprehensively. Given the city's proactive approach, experienced team, and the significant benefits this project will bring to our largest community, Columbia County wholeheartedly recommends awarding the TGM grant to the City of St. Helens for their Transportation System Plan update.

Thank you for considering this letter of support. If you require additional information or have any questions, please do not hesitate to contact us. We appreciate the opportunity to endorse the city's grant application and look forward to this project's positive impact on the transportation infrastructure of St. Helens.

Sincerely,



Casey Garrett, Board Chair



Kellie Jo Smith, Commissioner



Margaret Magruder, Commissioner



**Community
Development
Partners**

July 5, 2023

Jessica Woodruff
Chief Development Officer
126 NE Alberta St. Suite 202
Portland, OR 97211

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

Letter of Support for St. Helens Transportation and Growth Management Grant Application

Dear Mr. Helton,

Community Development Partners fully supports the City of St. Helens' grant application to the Transportation and Growth Management program to develop an update to its current Transportation System Management Plan.

This plan update is sorely needed because the opportunities that are possible in this area can only be realized with proper planning.

With the City's location of only 30 miles north of Portland and new neighborhoods and business moving into the area, St. Helens plays an important role in accommodating future employers and providing services to residents and makes the area attractive locate and invest.

This planning effort is needed to address obstacles to development and capitalize on assets and opportunities so that businesses will continue to grow and invest in St. Helens.

I/We appreciate your support in providing a grant to help St. Helens plan for the future of City.

Sincerely,

Jessica Woodruff
Chief Development Officer



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 13, 2023

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

Letter of Support for St. Helens Transportation and Growth Management Grant Application

Dear Mr. Helton,

The Columbia Pacific Economic Development District is a private non-profit organization established to assist in diversifying and strengthening the economy and livability of Northwest Oregon. The District covers all of Clatsop, Columbia, and Tillamook counties and the western part of Washington County. Governed by a 24-member volunteer Board of Directors, ColPac convenes local public and private leaders including representatives from county commissions, cities, ports, local business and business organizations and workforce development and community colleges.

We support the City's Transportation and Growth Management (TGM) grant application to develop a much-needed update to the City's Transportation System Plan.

The City of St. Helens has added many neighborhoods and well-known retailers since the last TSP. The City has developed multiple, supplemental corridor plans since the last TSP update in 2011. As St. Helens continues to grow, particularly in the downtown area, the pressure to develop a future plan that addresses the pressures of traffic, walking and biking, and parking has grown critical. In addition to the downtown area, there are pressures to develop land in Urban Growth Boundary, and a comprehensive and cohesive transportation management plan is essential to planning for the increased housing and jobs anticipated over the next 20 years.

While Highway 30 and the railroad presents restrictions between east and west St. Helens, the updated TSP will identify transportation system improvements that are needed to support anticipated growth, including key intersection improvements, truck routes, and roundabouts. The plan will help to create livable neighborhoods and attract businesses that will help support diverse housing and transportation choices, and natural areas.

On behalf of our Board of Directors, I ask you to award the City this TGM grant to update the Transportation System Management Plan.

Sincerely,

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

Lianne Thompson
President



location
147 s. main avenue
warrenton or 97146

mailing
po box 1149
warrenton or 97146

office 503-861-0119
fax 503-861-0220

toll free 1-888-887-4990
tdd 1-800-927-9275

www.nwoha.org

July 11, 2023

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

Letter of Support for St. Helens Transportation and Growth Management
Grant Application

Dear Mr. Helton,

The Northwest Oregon Housing Authority (NOHA) fully supports the City of St. Helens' grant application to the Transportation and Growth Management program to develop an update to its current Transportation System Management Plan.

This plan update is sorely needed because the opportunities that are possible in this area can only be realized with proper planning.

With the City's location of only 30 miles north of Portland and new neighborhoods and businesses moving into the area, St. Helens plays an important role in accommodating future employers and providing services to residents and makes the area attractive to locate and invest.

This planning effort is needed to address obstacles to development and capitalize on assets and opportunities so that businesses will continue to grow and invest in St. Helens.

We appreciate your support in providing a grant to help St. Helens plan for the future of the City.

Sincerely,

A handwritten signature in blue ink that reads "Jim Evans".

Jim Evans
Interim Executive Director



265 Strand Street
St. Helens, OR 97051

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

RE: Planning Commission Letter of Support for St. Helens TGM Grant Application

To whom it may concern:

The St. Helens Planning Commission would like to offer our full support of the City of St. Helens application to the Transportation and Growth Management (TGM) Program to update the City's outdated Transportation Systems Plan (TSP). If funded, the TGM grant will help address St. Helens' rapid housing development and unique economic development needs. Updating the TSP will help prioritize limited transportation funding and ultimately improve livability not only for the St. Helens community, but nearby communities as well.

The St. Helens Comprehensive Plan calls for updating of transportation systems plans no less than every 15 years. Our previous TSP was adopted in 2011. Anticipated budget constraints in upcoming years ahead may hinder the City's ability to remain in compliance with our own policy, but a TGM grant would help ensure compliance.

Since the City's TSP update in 2011, the City has seen the development of over 425 multi-family dwelling units located along key transportation corridors. For a City of under 15,000 residents, this is a rapid increase in higher-density housing. The City has also facilitated the adoption of the 2015 Corridor Plan, the 2015 Parks & Trails Master Plan, and the 2019 Riverfront Connector Plan since the adoption of the 2011 TSP. An updated TSP which integrates these plans will help prioritize projects and successfully acquire funding for key capital projects across the City.

Key TSP update study areas include integration of the existing plans, key intersection and corridor improvements, downtown parking needs, assessment of multi-modal transportation improvements (including off-street trails planning), and a capital improvement plan update.

As the City's Planning Commission, we are eager to engage in the planning process and to provide feedback on priorities and recommended transportation improvements. We encourage you to see the importance of funding the City's TSP update for the livability of our residents and for the economic vitality of our local businesses.

Sincerely,



Dan Cary
Vice Chair
St Helens Planning Commission

RACIAL AND ETHNIC IMPACT STATEMENT

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

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

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

Indicate all that apply:

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

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

Indicate all that apply:

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

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

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