

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
2016 GRANT APPLICATION COVER SHEET**

APPLICATIONS DUE 4:00 PM, June 10, 2016

Type of Grant:	Category 1	ODOT Region (1-5):	Region 2
Primary Applicant Jurisdiction:	City of Woodburn		
Project Title:	Woodburn Transportation System Plan Update		
Mailing Address:	270 Montgomery Street		
City/Zip:	Woodburn, Oregon		97071
Contact Person:	Jim Hendryx		
Telephone/Email:	503 980-2445	jim.hendryx@ci.woodburn.or.us	

	MATCH	
	YES	NO
Other Local Jurisdictions involved in the project:	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

Woodburn's Transportation System Plan (TSP) was originally approved in 2005 with its proposed Urban Growth Boundary (UGB) through periodic review. After several years of legal challenges, the City adopted a smaller urban growth boundary, which was acknowledged in the past year (2015). The resulting UGB is smaller in size and includes less industrial and residential lands. Additionally, Woodburn adopted a 200 +/- acre Urban Reserve.

Several major transportation improvements have been completed since the TSP was last updated, including reconstruction of the I-5 Interchange, major improvements to State Hwy 214 (Newberg Hwy), completion of the I-5 transit center and completion of the Evergreen Road extension north of Highway 214.

The TSP Update is necessary to reflect the smaller UGB and recently completed transportation projects.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Woodburn

Project Title: Woodburn Transportation System Plan Update

Budget Breakdown (Based on your response to Award Criterion 3)

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
Consultant Services		\$119,480.00
Total TGM Funds Requested:	\$0.00	\$119,480.00
		\$119,480.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$16,292.73
Match to be Provided:	\$16,292.73

Type of Match to be Provided:

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Woodburn

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Eligibility Requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation of alternative scenarios, development of implementation measures, and public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance. 1000 character limit.

With the recent adoption of the UGB and completion of several major transportation projects (I-5 Interchange, etc), Woodburn needs to update the TSP to reflect those changes. This entails analyzing the assumptions of Woodburn's adopted Comprehensive Plan with its reduced UGB, evaluating existing and future transportation needs and updating the TSP accordingly.

Analysis is also needed on the future transportation needed to serve the industrial base on the west side of the community, which includes the Southwest Industrial Reserve (SWIR). The assumptions for, and alignment of, the south arterial (connecting between Hwy 99E and Butteville Rd) need to be evaluated in light of the Urban Reserve and reduced UGB.

Recommendations will be incorporated into the adopted TSP.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, compile data, or prepare maps are not eligible. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

The updated TSP will be adopted as an element of the Comprehensive Plan. Coordination will be an essential part of the project with Marion County and the Oregon Department of Transportation.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners) must be submitted with the application to meet this requirement. 500 character limit.

The application packet includes City Council Resolution 2079, which supports the application for the TSP update and application for this grant.



2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Woodburn

Project Title: Woodburn Transportation System Plan Update

Certifications

- 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:

Consultant Name:

Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact [Cindy Lesmeister](#) at 503-986-4349 if you have questions.

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

Applicant Title:

Printed Name:

Authorized Signature*:

*Please only include the authorized signature on the mailed hard copy. **DO NOT submit a printed, signed, and scanned version electronically.**

- I have mailed in a hard copy of my application with authorized signature.



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2016 GRANT APPLICATION FORM

Instructions: See the [Grant Application Packet](#) for how to respond to each of the Award Criteria

Completed Grant Application Form must not exceed 8 pages, less attachments. Excess pages will be discarded.

Examples of successful applications and help to develop a project approach and budget estimate are available on the TGM Grants page: <http://www.oregon.gov/LCD/TGM/Pages/grants.aspx>.

The answer fields below will expand as you type.

ORGANIZATION NAME City of Woodburn	PHONE (503) 980-2445
CONTACT PERSON NAME AND TITLE Jim Hendryx, Economic & Development Services Director	CONTACT PERSON E-MAIL Jim.hendryx@ci.woodburn.or.us
PROJECT TITLE Woodburn TSP Update	

Award Criteria

Applications may receive a total of 110 points.

- Up to 100 points are based on an applicant’s written responses to five award criteria.
- Up to 10 bonus points may be awarded for **Project Innovation**: *the application must demonstrate that the project will be innovative in subject matter, approach, or expected outcomes.* Do not write a separate response about how your project meets this criterion; scorers will award points based on the entirety of the application. By the nature of the criterion, most projects will not receive any points.

Projects are selected primarily based on scores for the TGM award criteria; also considered are the grant amounts requested, the estimated amounts TGM believes may be required for a project, the amount of grant dollars available for award within an ODOT region, and the balance of grant dollars between Category 1 and Category 2 projects. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

1. Proposed Project Addresses a Need and Supports TGM Objectives Up to 40 points

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives (as listed on pages 3-4 of the Application Packet).

Woodburn’s Transportation System Plan (TSP) was originally approved in 2005 with its proposed Urban Growth Boundary (UGB) through periodic review. After several years of legal challenges, the City adopted a smaller urban growth boundary, which was acknowledged in the past year (2015). The resulting UGB is smaller in size and includes

less industrial and residential lands. Additionally, Woodburn adopted a 200 +/- acre Urban Reserve.

Several major transportation improvements have been completed since the TSP was last updated, including reconstruction of the I-5 Interchange, major improvements to State Hwy 214 (Newberg Hwy), completion of the I-5 transit center and completion of Evergreen Road extension north of Highway 214.

The TSP acknowledges the critical importance of the I-5/Woodburn Interchange alternatives and the associated Oregon Highway 214/219 improvements which are now completed, but is not linked to subsequent documents that address and preserve the long-term capacity of the I-5 Interchange and Highway 214/219 Improvements.

- The City of Woodburn, in conjunction with Oregon Department of Transportation and Marion County Oregon, developed and adopted the Woodburn Interchange Area Management Plan in June, 2006.
- The City of Woodburn incorporated the Interchange Management Area Overlay District into the Woodburn Development Ordinance.

Additionally, the City has updated the zoning ordinance (Woodburn Development Ordinance (WDO)) and adopted the Highway 99 E. Corridor Plan, the Woodburn Transit Plan and the Parks Master Plan.

Local conditions have changed significantly since the TSP was last updated. Updating the TSP will address the following issues (some of which have been completed and some of which are still on a future agenda):

- The recently completed I-5 Interchange, associated improvements to Highway 219/214, the new transit facility and the Evergreen Road extension north of Highway 214
- Access management in and around the interchange
- The Interchange Area Management Plan and the Interchange Management Area Overlay District, in light of the modified, reduced UGB and the vehicle trip budget
- Road design for rural/urban roads along edge of the UGB (example: Butteville, Parr, and Cooley roads)
- Realignment for the Butteville/219 intersection
- The extension of South Woodland Ave. to Butteville Road, as well as the extension of Willow Ave. to Woodland Ave, south of Hwy 219, or some other alternate location for connection from the UGB Southwest Industrial Reserve (SWIR) zoned property to Highway 219
- An evaluation of multi-modal needs for bicycle, pedestrian, intra-city and inter-city transit service, in conjunction with the new Transit Facility at the interchange
- Completion of the Transit System Master Plan, which identifies an increasing demand for public transportation
- Incorporation of the following information:
 - The 2012 adopted 99E Corridor Study, including local street and pedestrian connectivity to the 99E corridor;
 - A Woodburn Development Code update; and
 - The Transit System Master Plan.

The plan is intended to achieve the following TGM objectives (final products that contribute to achieving these objectives are noted):

- Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility and economic growth
 - I-5 Interchange improvements significantly improved access at the I-5 Interchange
 - Transit facility provides commuters with a variety of transportation options to Salem or Portland not previously available
 - 99E Corridor Study focuses on local street and pedestrian connectivity
 - Transit Master Plan identifies increased demand for public transportation and pedestrian safety
 - Woodburn Development Code includes alternative cross-sections to those identified in the current TSP
 - Transportation Capital Improvement Program reflecting I-5 interchange improvement
- Promote environmental stewardship through land use and transportation planning
 - Recognize transit facility and electric charging stations for rapid or long-term charging for commuters using regional transportation services both north and south along the I-5 corridor

This is the third submittal for TGM funding. Previously, we asked TGM to perform a TSP assessment. Their findings were as follows:

- Woodburn's TSP should be updated to include new 20-year planning horizon, including revising population projections.
- Bicycle and pedestrian elements are limited in scope and need additional work to make the TSP a true multi-modal plan to serve the Woodburn's transportation needs.
- One critical update should be a plan to fund and construct sidewalks in areas of Woodburn that currently do not have them.
- Updates implicating the state highway system, such as the Hwy 99E Corridor Plan and the Woodburn Interchange Area Management Plan, should be coordinated with ODOT Region 2 staff.
- The City should continue to work with ODOT Region 2, including ODOT freight and ODOT rail divisions, to incorporate additional updated multi-modal access and corridor management strategies.
- Woodburn should revise the planned and funded project lists to coincide with the new 20 year planning horizon to remove projects already completed or no longer appropriate to City's priorities and add new transportation projects planned for next 20 years.
- The City should examine the need for increased spending, if funding is available, on road construction and maintenance
- The City should study and incorporate into the TSP, where necessary, key areas such as access management, traffic safety, safe routes to school, street connectivity, bicycle and pedestrian trail system connectivity and secure funding for road, street and sidewalk upgrades.
- Woodburn should encourage completion and incorporation of any necessary studies and

work for alternative modes of transportation and other Smart Growth/TGM principles to help plan for and create a more vibrant, walkable, and connected community.

- Woodburn should advise that revisions to the Transportation Planning Rule (TPR) – specifically OAR 660-012-0060 and the Oregon Highway Plan (OHP) - have both been updated since the last update of the City’s TSP.
- The City should investigate Oregon Safe Routes to School Program to identify and remove barriers and hazards to children walking or biking within two (2) miles of a school.

2. Proposed Project is Timely and Urgent

Up to 25 points

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

- address pressing local transportation and land use issues;
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing or implementing other high priority community initiatives, including supporting a Governor’s Regional Solutions Team priority; or
- 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.

Integration of the local transportation system with the Woodburn Interchange, Highway 214/219, the transit facility and the north Evergreen Road extension capital improvements will insure that the greatest benefit of this investment is realized. An effort to extend the functional service life of the I-5 Interchange, highway and transit facility has already been incorporated into the City’s land use planning Woodburn Development Ordinance by the establishment of a peak hour vehicle trip budget for undeveloped or redeveloping properties in the Interchange Management Area Overlay District. Updating the Woodburn TSP provides the City the opportunity to review and strategize to preserve the long-term capacity of the I-5 Interchange, Highway 214/219, transit facility improvements and how it can best leverage the limited available revenues for improving our local transportation system.

The TSP would be updated with the intent to incorporate information from the Transit System Master Plan Update and alternative modes of transportation. It would focus on pedestrian safety and connectivity of pedestrian routes, thus contributing to fewer daily trips.

The transit facility will provide Woodburn commuters with alternatives to current privately-owned vehicles as a means of travelling to destinations of employment outside of Woodburn.

Woodburn recently completed a 99E Corridor Plan and planning criteria from this project should be incorporated into the Woodburn TSP update. This plan identified local street and pedestrian connectivity to the 99E corridor as being essential to support future improvements to 99E and redevelopment of commercial properties along 99E.

The Woodburn Development Code was recently updated and adopted alternative street cross-sections to those identified in the current TSP.

3. Proposed Project Approach is Reasonable

Up to 20 points

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

Task 1 – Project Start-up/Identify Needs/Analyze Existing Conditions

Objective: Review existing City, county and state plans as they relate to transportation needs. Compile environmental, demographic, and land use-related information. Summarize existing transportation conditions, including existing facilities, traffic counts, and finances. Assess the adequacy of existing data and perform additional inventory as needed, including field surveys to locate existing bikeways, sidewalks, and curb cuts and to measure the dimensions of sidewalks and streets. Compile safety records to identify hazardous locations. Perform an existing conditions traffic analysis focused on performance of highway intersections. Establish a technical advisory committee (TAC) and a citizens' advisory committee (CAC).

Schedule: Month 1-3

Task 2 – Future Conditions Forecast

Objective: Use Interchange improvements and the transit facility, 99E Corridor Study, and Transit Master Plan Update to identify growth locations in the community and forecast future traffic conditions. Project future revenues. Prepare a detailed planning level design for UGB expansion and road extension of Woodland Avenue to Butteville Road for industrial land use.

Schedule – Months 4-6

Task 3 – Plan Alternatives

Objective: Develop and evaluate plan alternatives, with particular attention to a connected local street and bicycle/pedestrian network and realistic funding assumptions. Hold a public open house to obtain public comment on the alternatives. The Planning Commission and City Council will then select the components of the preferred alternative during a joint work session open to the public.

Schedule: Months 7-9

Task 4: Draft and Final TSP and Ordinances

Objective: Refine the preferred alternative into the draft TSP. Include application of highway segment designations. Prepare draft implementing ordinances and CIP revisions. Solicit public comment at an open house, then finalize a draft plan.

Schedule: Months 10-12

Task 5: Adoption

Objective: Take the draft plan and ordinances through the hearings process for both Planning Commission and City Council.

Schedule: Months 12-14

4. Proposed Project has Community Support

Up to 5 points

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

The Woodburn City Council recognizes the need to update the Woodburn Transportation Plan and has adopted a resolution of support for applying for the TGM grant.

LIST ATTACHED LETTERS OF SUPPORT

1. Click here to enter text.
2. Click here to enter text.
3. Click here to enter text.
4. Click here to enter text.
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7. Click here to enter text.
8. Click here to enter text.

5. Proposed Project Sponsor Readiness and Capacity

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

A consultant will do most of the project work. City staff will provide data, review products, and perform support logistics to the consultant for open houses and advisory committee

meetings. City staff will take primary responsibility for presenting the plan for adoption, with the consultant in a supporting role.

Key City staff will be:

Randy Scott, Public Works Director for the City of Woodburn

Eric Liljequist, City Engineer for the City of Woodburn

Jim Hendryx, Economic Development Director for the City of Woodburn

COUNCIL BILL NO. 3005

RESOLUTION NO. 2079

A RESOLUTION AUTHORIZING APPLICATION FOR A TRANSPORTATION AND GROWTH MANAGEMENT GRANT FROM THE STATE OF OREGON

WHEREAS, the Oregon Department of Transportation and the Department of Land Conservation and Development jointly administer the Transportation and Growth Management Grant (TGM) Program; and

WHEREAS, the TGM program is established to expand transportation choices by linking land use and transportation planning with the end result of creating vibrant, livable places in which people can walk, bike, take transit or drive where they want to go; and

WHEREAS, jurisdictions are required to have Comprehensive Plans that address 20 years of future growth and comply with the Statewide Planning Goals and Guidelines. Woodburn last updated the Comprehensive Plan in 2005; and

WHEREAS, a key component of the Comprehensive Plan is the Transportation System Plan (TSP), which identifies needed transportation improvements to accommodate projected growth. The TSP was also updated with the 2005 Comprehensive Plan; and

WHEREAS, after several years of legal challenges, Woodburn's Comprehensive Plan was finally acknowledged this past January 2016. The resulting Comprehensive Plan is appreciably smaller (350 acres), including less industrial and residentially zoned lands; and

WHEREAS, several major transportation improvements have been completed since the TSP was last updated, including reconstruction of the I-5 Interchange, major improvements to State Hwy 214 (Newberg Hwy) and completion of the I-5 Transit Center; and

WHEREAS, the current TSP assumes these projects have not been completed, calling for other improvements to compensate and setting limitations on development due to maximum trip caps throughout the Interchange Management Area (IMA); and

WHEREAS, local conditions have changed significantly since the TSP was last updated. Updating the TSP is necessary to reflect existing conditions and accurately identify future needs, **NOW, THEREFORE**,

THE CITY OF WOODBURN RESOLVES AS FOLLOWS:

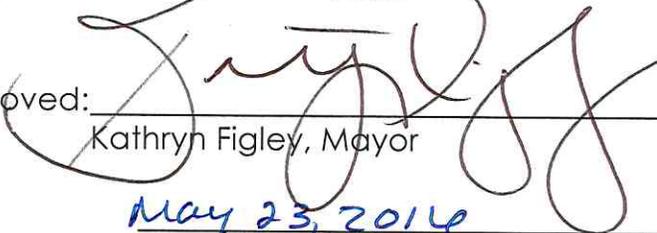
Section 1. The Woodburn City Council fully supports applying for this grant and sees the necessity of updating the Transportation System Plan.

Section 2. The City of Woodburn's Economic and Development Services Department is authorized to apply for a Transportation and Growth Management Grant.

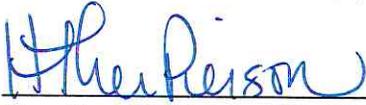
Section 3. The City is required to provide 12% matching funds for this program, for which in-kind services and/or a cash match shall be provided.

Section 4. Updating the Transportation System Plan is eligible for funding through the Street System Development Fund and those funds can be used for the grant match.

Approved as to form:  5/18/2016
City Attorney Date

Approved: 
Kathryn Figley, Mayor

Passed by the Council May 23, 2014
Submitted to the Mayor May 23, 2014
Approved by the Mayor June 8, 2014
Filed in the Office of the Recorder June 8, 2014

ATTEST: 
Heather Pierson, City Recorder

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

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

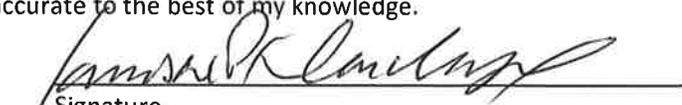
Indicate all that apply:

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

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, on a separate sheet of paper, provide 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.

I HEREBY CERTIFY on this 6th day of June, 2016, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.


Signature

Printed Name: Jim Hendryk

Title: Economic & Development Services Director

¹ "Minority persons" 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.

City of Woodburn

Transportation System Plan Update

TGM Grant Project Area Map

