

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR COLUMBIA COUNTY, OREGON

In the Matter of Supporting the Update of the)
Columbia County Transportation Systems Plan and)
County Staff's Application for an Oregon)
Department of Transportation and Oregon) RESOLUTION No. 18-2011
Department of Land Conservation and Development)
Transportation and Growth Management Grant)

WHEREAS, pursuant to the State Transportation Planning Rule, codified at OAR 660, division 12, local governments must adopt Transportation Systems Plans (TSPs) to ensure a system of transportation facilities and services are adequate to meet identified local transportation needs; and

WHEREAS, TSPs must be updated on a regular basis to address changes in, among other things, traffic patterns, population, land development, and transportation infrastructure; and

WHEREAS, Columbia County adopted its current TSP on June 24, 1998, through Ordinance No. 98-3. Based on data and analysis from 1995, the TSP was designed guide future development of the County's transportation system for twenty years, or until 2016. The County's TSP has never been amended or updated; and

WHEREAS, over the past decade, traffic safety has become a pressing concern on State Highway 30 through Columbia County, where traffic has increased by approximately 30%, and accidents on Highway 30 between St. Helens and Scappoose have also increased, giving that portion of highway a Safety Priority Index System number at the top 5 – 15%; and

WHEREAS, the current TSP does not include the County adopted System Development Charges, which were adopted after the TSP and are designed to address transportation impacts from new development; and

WHEREAS, since the adoption of the TSP, Port Westward has become an Urban Renewal District and a Business Enterprise Zone and significant industrial development has occurred there, such as the development of a power plant and ethanol plant at Port Westward. . The TSP must be updated to address the transportation impacts of current and future industrial development at Port Westward and at industrial sites around St. Helens; and

WHEREAS, the County is currently reviewing a county-wide Transit Plan in coordination with the cities within the County to guide the development of transit-related infrastructure and pedestrian level improvements to encourage walking and transit use. The TSP must be updated to integrate the Transit Plan, which is a critical component of the County's effort to provide multi-modal transportation options.

WHEREAS, to support the County's industrial uses, including Port Westward, which is a deep-water port on the Columbia River, the County has completed a rail study;

WHEREAS, an updated TSP will provide a framework for planning for transportation needs for the next 20 years by updating population, traffic, and accident data; ensuring consistency with the County's Comprehensive Plan and Statewide Planning Goals; seeking public input; updating the County's multi-modal planning efforts by reviewing pedestrian needs and the Safe Passages Program and updating the Bike Plan; updating road conditions and classifications and identifying needed improvements such as, signalization and access management; and identifying state and local routes that are vital to freight movement; and

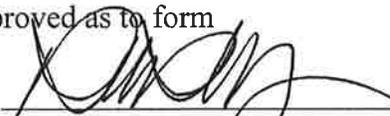
WHEREAS, the County's TSP must be updated to integrate current City TSPs for a regionally coordinated transportation system; and

WHEREAS, the County Road Department staff has prepared an application, attached hereto and incorporated herein as Exhibit A, to the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development for a Transportation Growth Management (TGM) Grant in the amount of \$104,250.00 to fund the updating of the County's TSP; and

NOW THEREFORE IT IS HEREBY ORDERED as follows:

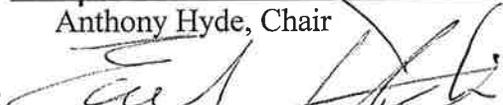
1. The above recitals are incorporated herein as findings in support of this resolution.
2. Staff is authorized to prepare and submit the application attached as Exhibit A to ODOT and DLCD for a TGM grant in the amount of \$104,250.00.

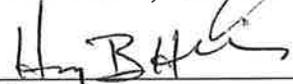
Dated this 16th day of March, 2010.

Approved as to form
By: 
Office of County Counsel

BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON:

By: 
Anthony Hyde, Chair

By: 
Earl Fisher, Commissioner

By: 
Henry Heimuller, Commissioner



TRANSPORTATION GROWTH MANAGEMENT (TGM) GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application.

Sample applications and application tips are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Complete this application (please limit to 8 pages), print it out, sign, and then submit by postal mail.

The answer fields below will expand as you type.

ORGANIZATION NAME Columbia County Road Department	PHONE 503-366-3963
CONTACT PERSON NAME AND TITLE Lonny Welter, Transportation Planner	CONTACT PERSON E-MAIL Lonny.welter@co.columbia.or.us
PROJECT TITLE COLUMBIA COUNTY RTSP UPDATE	

Section 1: Project description and background

1. Provide a brief statement of project purpose and transportation relationships and benefits. If applying for a TSP update, state whether TGM has performed a TSP Assessment and if so, when, what were the key recommendations, and how do they relate to your proposed project:

Columbia County adopted its first Rural Transportation System Plan in 1998. Some of the projects/issues in the plan have been completed or resolved. Some new projects/issues have emerged that need to be addressed. Issues to be addressed are:

- Vehicle ADT has increased in South County on Hwy 30 by as much as 30% in the past 10 years. This has increased the number of accidents for the section of Hwy 30 between St. Helens and Scappoose, with a Safety priority Index System number at the top, 5-15%. This needs to be reflected in the RTSP.
- Policies such as the System Development Charges have been implemented, which need to be reflected within the plan.
- The industrial development of Port Westward area and areas around St. Helens, need to be addressed as traffic generators.
- The County is in the final phase of adopting a transit plan, which needs to be addressed by the RTSP.
- The County has conducted a rail crossing study, which needs to be addressed in the RTSP.
- The County has completed a rail study, which needs to be addressed within the RSTP.

List the key project objectives and expected outcomes and relate them to TGM objectives:

[Note: A project narrowly focused on achieving only one or a few TGM objectives in a substantial way will score higher than one that partially or indirectly addresses many.]

A revised RTSP will provide a finished multi-modal product which will be up-to-date and will take the County into the next 20 years. This revision will include:

- a. Adoption of an updated RTSP that meets the requirements of Statewide Goals, Policies and Rules and that reflects the changes since the 1998 RTSP that meets the goals and policies of the County's Comprehensive Plan and Statewide Planning Goals and Policies.
- b. Update the data, (population, ADT, accidents, etc).
- c. Obtain public input on needs for transportation in each mode in accordance with meeting Statewide Planning Goal 1 for public participation.
- d. Determine options for meeting transportation needs including funding mechanisms while balancing the TPR with Statewide Planning Goal 9 Economic Development.
- e. Ingrate City TSPs.
- f. Review pedestrian needs and Safe Passages Programs, also to balance a multi-modal approach to transportation and make pedestrian activities safer and more convenient.
- g. Update the Bike Plan for the next 20 years in order to balance the multi-modal approach to transportation issues and to offer transportation options to the public.
- h. Integrate the County's Transit Plan to include routes and future plans.
- i. Ingrate County's System Development Charges and Identify potential future revenue sources.
- j. Update road conditions and classifications.
- k. Identify state recognized freight routes and local routes that are vital to freight movement.
- l. Update the list of needed improvements for transportation, to include signalization, access management and frontage road planning.

Interim products as follows:

- a. Staff and Advisory Committee meeting
- b. Start-up/Needs/Existing Conditions
- c. Identify any compliance gaps with State and consistency with city TSPs
- d. Update all numerical data and maps
- e. Draft Technical Report
- f. One Staff and two Advisory Committee meetings

Time line: 1-4 months

Future conditions forecast as follows:

- a. 20 year transportation analysis (transit, vehicle, rail, pedestrian/bicycle, aviation, marine, and pipeline)

Draft technical report on future conditions and needs for transportation facilities

- b. Forecast available funding
- c. One Staff and one Advisory Committee meeting

Time line: 5-6 months

Financing and Funding:

- a. Existing funding and shortfalls
- Future outlook
- c. Potential revenue sources
- d. Draft report

Time line 6-7 months

Transportation System Plan up-date/inclusion:

- a. Road Plan
- b. Transit Plan
- c. Pedestrian and Bicycle Plan
- d. Aviation, Marine, Rail and Pipeline Projection
- e. One Advisory Committee meeting and one public meeting/workshop for input

Time line 2-7 months

Draft Plan and Ordinance as follows:

- a. Consultant submit draft transportation plan and proposed ordinance for staff review.
- b. One meeting with staff to review draft plan.

Time line 8-9 months

Adoption of plan and ordinance as follows:

- a. Planning Commission hearings
- b. County Board of Commissioners hearing

Time line: 10-12 months

Where joint meetings make sense or meetings can be held on the same day, the effort will be made. Committees will be composed of persons with interest and willingness to serve. The County Transportation Road Advisory Committee will be also be involved. Cross representation of business, citizens, agencies and such, will be sought to maintain a balance of interests in each group used to evaluate or contribute to this process.

- 3. List the final products that will be prepared for adoption and which government agencies (e.g., city, county, state agency, transit district, etc.) will need to take action in order for each final product to be adopted:

The Rural Transportation System Plan for Columbia County reflects the input and direction of citizens, the business sector, and agency staff, representing a wide cross-section of the community. The Columbia County Road Transportation Advisory Committee will provide direction and coordination throughout the process. A public outreach program will include press releases, announcements of meetings, public notification and two open houses to solicit input. The Cities within the County, ODOT, and County Transit "RIDER" will be contacted for comments and or additions to the RTSP. Adoption of the RTSP will be by the Columbia County Board of Commissioners

Address the timeliness award criteria in terms of project readiness and urgency. Identify ongoing initiatives or actions to be completed that may affect the project timeline:

The current Rural Transportation System Plan has aged, and its future usefulness is limited. A revision/update is needed to take us into the next 20 years, and will lay the base work for future

projects insuring all work is moving forward in a desired direction. Items not within the current RTSP include the increase of rail traffic with up to mile long trains, the new bus transit routes, and increase of vehicle accidents on Hwy 30, with the establishment of a "Safety Corridor." The RSTP may assist in determining where new traffic signals should be placed upon Hwy 30.

5. Provide additional background and context for the project that will help us understand your project:

An up-to-date RTSP is a critical component of future transportation planning. Without a comprehensive RTSP, complete with future needs identified, and planning direction provided, obtaining funds for projects is difficult. The RTSP provides the framework to guide development of the transportation system into the next 20 years. It addresses the needs, funding resources, and implementation requirements to respond to future growth in population and industry. All modes of transportation are considered, including vehicular and freight movement, public transit, walking and bicycling, service for the transportation disadvantaged, railroad, air, water and pipeline transportation. This plan provides for transportation development in the rural areas of Columbia County, and will incorporate or be consistent with city TSPs.

Section 2: Project specifics

1. Will a consultant be used on the project? Yes

If yes, describe the expected roles of consultant and local staff:

The consultant is expected to do most of the work on the project. County Staff will provide data, review the products, support the consultant in public and advisory committee meetings and take primary responsibility in presenting the proposed plan for adoption. The consultant should help in the adoption process.

2. Outline the major project tasks, expected timeline, and general methods. Include a discussion of data and analysis needs and an overview of the expected public involvement process (e.g., technical and citizen committees, workshops, surveys, project Web page). Describe how coordination with other planning efforts will be handled. If TGM funds are proposed to leverage another outside source of funding for the project, you must identify discrete tasks that TGM will fund that will be completed within the TGM timetable:

a. Start up will include meeting with County Staff and review existing documents such as the County Comprehensive Plan, Rural Transportation Plan, ODOT Freight Plan, ODOT Access Management Plan, Hwy 30 Safety Corridor Plan, and City development plans. Review and schedule.

b. Inventory will include evaluation of existing data on roads, bike facilities and pedestrian facilities, as well as population estimates and land use inventories. Consider whether existing data is sufficient to use in the study and analysis, or if more data is needed. Gather needed data with help of County Staff.

c. Study existing conditions and organize in a manner that utilizes existing technologies such as CAAD and GIS programs that the County already has in place. Update or direct County Staff on updating those programs.

d. Forecast conditions using citizen groups and the Columbia County Transportation Road Advisory Committee to determine likely scenarios for the future in conjunction with existing policies in the Comprehensive Plan as well as what is found in the Vision Statement and Strategic Plan.

e. Bike Plan update will require meeting with biking groups and other interested stakeholders/persons to assess existing facilities and to determine how to meet needs for today and for the future. Objective is to provide sufficient bike ways to residents and visitors in moving around the County, especially between neighborhoods and commercial and government facilities.

f. Draft a RTSP and Ordinance with recommendations as to actions based upon all work preceding and with the purpose of final adoption by the County Board of Commissioners as a supporting document to the Comprehensive Plan. Help the staff in presenting the RTSP and Ordinance to the decision as required.

g. Adoption of the Final RTSP and Ordinance by the County Board of Commissioners.

3. In addition to data and analysis that will be gathered or performed as part of the project, list any, such as mapping, wetland inventory, traffic counts, or buildable lands inventory, that must be completed *before* the project can begin. Include who will be responsible for completing them, and an estimate for when they will be completed:

Maps showing:

- a. Traffic counts – Consultant – data from County and ODOT.
- b. Road conditions and Classifications – Consultant - data from County Staff.
- c. Accident data – Consultant – data from ODOT

4. Provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant:

Budget breakdown:

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Start-up	\$200	\$4,500
2. Inventory	\$3,000	\$7,500
3. Compliance Review	\$1,000	\$4,500
4. Existing Conditions	\$1,000	\$11,250
5. Future Conditions Forecast	\$1,000	\$16,000
6. Multi Modal Plan (Bicycle, Auto, Freight, Transit, Aviation, Rail, Pipe)	\$2,500	\$18,250
7. City TSP Integration	\$1,000	\$7,500
7. Draft Plan / Ordinance	\$1,050	\$18,000
9. Adoption	\$1,000	\$5,000
15.	\$0	\$0
Totals:	\$11,750.00	\$92,500.00

5. Describe the experience and capability of the proposed project manager to manage the project.

Lonny Welter, Columbia County Transportation Planner, has worked for the County for 13 years, coming on board as the current RTSP was going through its final phases. He is a member of the Oregon Freight Advisory Committee, the Columbia County Transportation Safety Committee, and County staff for the Northwest Oregon Area Commission on Transportation and the Columbia County Transportation Road Advisory Committee.

6. Project Area

8.5-by-11-inch map of the project areaX Map attached

Description:

According to the U.S. Census Bureau, the county has a total area of 688 square miles, of which 657 square miles is land and 32 square miles (4.59%) is water.

Columbia County is bordered by the Columbia River on north and east side, with Clatsop County to the west and Washington & Multnomah Counties to the South. The incorporated Cities are Clatskanie, Columbia City, Prescott, Rainier, Scappoose, St. Helens, and Vernonia, with St. Helens being the largest city and also the County seat.

The County maintains 389 miles of paved road, and 164 miles of gravel road, with some mileage within City limits and/or UGBs. The main state highways are Highway 30 (which parallels the Columbia River), Highway 47 (which travels from Clatskanie through Vernonia and out the County's southwest corner), and Highway 202 (which travels from Highway 47 in the center of the County to the west).

As determined by the 2010 census, the County has a population of 49,351, with the highest density between St. Helens and Scappoose.

7. Submit letters or resolutions of support for the project from local officials that clearly indicate an understanding of the intended project outcomes and support of the project objectives. Submit letters of support from other interested parties if they are relevant to adopting and/or implementing the proposed plan.

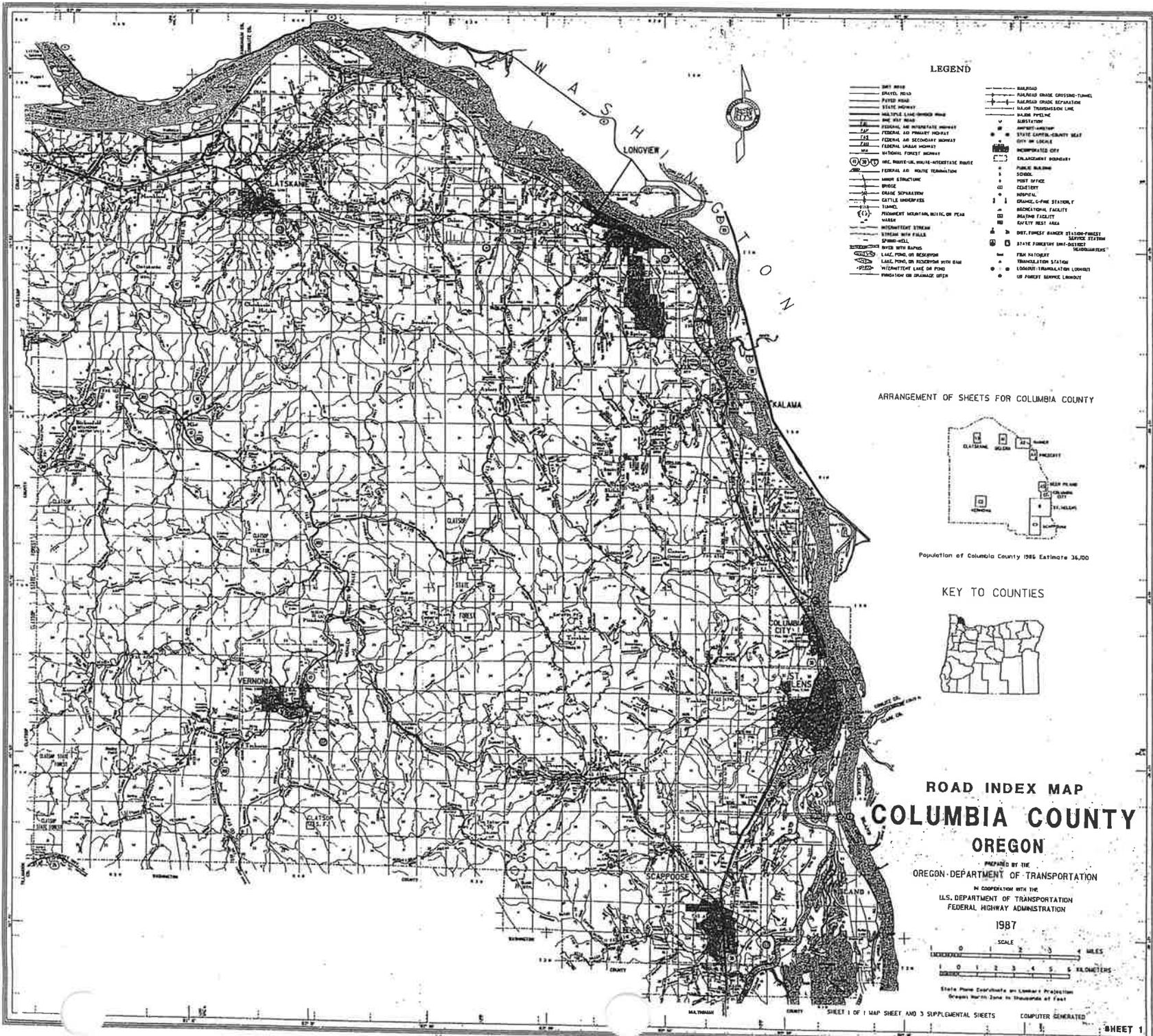
To demonstrate basic grant eligibility, you must, at a minimum, submit a letter of support from the mayor or city manager if grantee is to be a city or county commission chair or county executive if a county. However, your score will be higher on Grant Award Criterion #5 if you submit a detailed resolution of support from the local elected body(s) who will adopt the proposed plan.

Note: these may be submitted separately from the application. Letters and resolutions of support may be submitted through April 1, 2011. Those submitted after March 11, 2011 must be submitted electronically to cindy.l.lesmeister@odot.state.or.us.

List letters and resolutions attached and expected:

SOURCE	ATTACHED	EXPECTED
1. Columbia County Commissioners	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	<input type="checkbox"/>	<input type="checkbox"/>
3.	<input type="checkbox"/>	<input type="checkbox"/>
4.	<input type="checkbox"/>	<input type="checkbox"/>
5.	<input type="checkbox"/>	<input type="checkbox"/>

6.	<input type="checkbox"/>	<input type="checkbox"/>
7.	<input type="checkbox"/>	<input type="checkbox"/>
8.	<input type="checkbox"/>	<input type="checkbox"/>



LEGEND

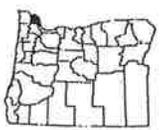
<ul style="list-style-type: none"> — DIRT ROAD — GRAVEL ROAD — PAVED ROAD — STATE HIGHWAY — MULTIPLE LANE DIVIDED ROAD — ONE WAY ROAD — FEDERAL AIR INTERSTATE HIGHWAY — FEDERAL AIR PRIMARY HIGHWAY — FEDERAL AIR SECONDARY HIGHWAY — FEDERAL LOCAL HIGHWAY — NATIONAL FOREST HIGHWAY — () U.S. ROUTE-OR. STATE-INTERSTATE ROUTE — FEDERAL AIR ROUTE TERMINATION — ARMY STRUCTURE — BRIDGE — DRAIN SEPARATION — CATTLE HINDERANCE — TUNNEL — () FLOODWENT MOUNTAIN, HILL, OR PEAK — WINDMILL — INTERFERE STREAM — STREAM WITH FALLS — SPRING-HELL — () RIVER WITH RAPIDS — LAKE, POND, OR RESERVOIR — LAKE, POND, OR RESERVOIR WITH DAM — WINDMILL LAKE OR POND — () POND OR DRAINAGE DEP. 	<ul style="list-style-type: none"> — RAILROAD — PARALLEL CROSSING-TUNNEL — RAILROAD CROSS SEPARATION — RAILROAD TRANSMISSION LINE — BLACK PINE — SUBSTATION — IMPROVED AIRPORT — STATE CAPITOL-COUNTY SEAT — CITY OR TOWNSHIP — UNINCORPORATED CITY — ENCLAVEMENT BOUNDARY — PUBLIC BUILDING — SCHOOL — POST OFFICE — COURTNEY — HOSPITAL — GRAVE-OR-FINE STATION, T — RECREATIONAL FACILITY — BATHING FACILITY — SAFETY REST AREA — DET. FOREST BANDER STATION-FIRE SERVICE STATION — STATE FOREST OR NAT-FOREST — () NAT-FOREST — TRANSMISSION STATION — () LONGHORN TRANSMISSION LOGGING — () OR FOREST SERVICE LOGGING
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ARRANGEMENT OF SHEETS FOR COLUMBIA COUNTY



Population of Columbia County 1986 Estimate 36,000

KEY TO COUNTIES



**ROAD INDEX MAP
COLUMBIA COUNTY
OREGON**

PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
1987



State Plane Coordinates on Lambert 1 Projection
Green North Zone in Thousands of Feet