

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)

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 Scappoose

Mailing address

33568 E Columbia Ave

Address Line 1

Address Line 2

Scappoose Oregon 97056-3423

City

State

Zip Code

Website

<https://www.scappoose.gov>

Contact person name

Laurie Joseph

First

Last

Contact person title

Community Development Director

Contact phone

(503) 543-7184

Contact email

loliver@scappoose.gov

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

Benjamin

First

Burgener

Last

Title of above named person

City Manager

Phone

(503) 543-7146

Email

bburgener@scappoose.gov

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:

Res 25-12 to apply for TGM Grant - Downtown Improvement Plan.pdf

PDFs only. Max 2mb per file.

Project information

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

Project title

Scappoose Downtown Improvement 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

Downtown Improvement Plan Project Map_R.pdf

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

Option 2: Project area description

ODOT region (1-5)

[ODOT Region Map](#)

Region 2

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

Type of grant

Category 2: Integrated Land Use & Transportation Planning

Summary description of project

Downtown Scappoose is bisected by US30 and an active rail line and is experiencing major challenges in having a pedestrian friendly, small business-oriented downtown that encourages new investment and revitalization. Scappoose, the fastest growing City in the County, is urgently in need of a Downtown Improvement Plan. The Plan will update the Downtown Overlay (DO) code and streetscape standards; analyze reduced parking standards; propose incentives to encourage redevelopment in focus areas of downtown leading to higher density housing and mixed-use development; create 'gateway' elements to reunite the west and east sides of US30; and explore a Main Street framework to encourage economic development and entrepreneurship.

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.

TGM funds requested for the work identified in Criterion 3	Consultant \$150,000.00	Local reimbursement \$0.00	Total TGM funds requested \$150,000.00
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Local match	Minimum Match (Calculated) \$17,168.17 <i>Approximately 11.5% of requested funds</i>
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Match to be provided	Labor, supplies and services during project \$17,168.17	Payment when Intergovernmental Agreement is signed \$0.00
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Total Match to be Provided
\$17,168.17

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?

Scappoose, with a current population of 8,231, is forecasted to grow faster than any other city in Columbia County during the 2020 – 2070 planning horizon. The City has increased its acreage within city limits by more than 30% in the last ten years and is poised for additional growth with over 138 housing units coming online in the next 18 months, with still more housing moving through the planning process. This has led to increased traffic along US30 and exacerbates the severe lack of cohesiveness between the east and west sides of the historic downtown core of Scappoose. The west side of US30, in particular, has not seen any redevelopment or investment in many years. While the City has a Downtown Overlay with associated development code that governs land use, it has not spurred development that would encourage a thriving downtown core. The east side of US30 has a parallel and active rail line, which has created poor ADA connectivity between both sides of US 30. This has been a constant topic of discussion at the Economic Development Committee, whose desire is for downtown Scappoose to be a lively destination where people want to go to shop, dine, and live. This is also of great importance to City Council, who has included Goal 4.1, Develop A Downtown Strategic Plan, as a priority project for 2025 – 2026. More recently, the Council chose to call the Plan the Downtown Improvement Plan, to reflect that the Plan is to be implemented in a timely manner. Development of the Scappoose Downtown Improvement Plan (SDIP) is needed now so that the City can reevaluate the Downtown Overlay code and its boundary, provide more active transportation options, with added pedestrian and bicycle connections to the City's growing trail network and transit stops, explore solutions to parking issues, update streetscape standards in the city center, examine incentives to encourage redevelopment in focus areas of downtown in an effort to spur higher density housing and mixed uses, and explore a Main Street framework to encourage economic development and entrepreneurship. The Plan would also respond to the issue of safety at US30 crossings (in the downtown core) and the lack of cohesiveness between the east and west sides of the historic downtown core by creating options for 'gateway' elements to reunite both sides of downtown and to create a better sense of community identity. With US30 being an important freight route, it will be critical that the Downtown Strategic Plan finds an appropriate balance between meeting the needs of the state to maintain the movement of goods while also responding to the needs of the city, its citizens and businesses.

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?

Objective 1: Provide better and safer connectivity in the downtown core, between the east and west sides of US30. It is very common for large tractor trailers to run red lights at very high speeds through the downtown core, which makes crossing US30 on foot, bicycle, or in a wheelchair a dangerous and extremely unpleasant experience, which people tend to avoid, if possible. Additionally, an active rail line parallels US30 on the east side of the highway, which lacks ADA compliant sidewalks, forcing wheelchair users into the traffic lane to cross the rail line. This discourages people from choosing active transportation methods in the core of Scappoose. Increasing safety at crossings (SE Maple Street and E Columbia Ave are in the downtown core) and including more enjoyable pedestrian and bicycle friendly connections between the east and west sides of US30 within downtown and to surrounding neighborhoods would ensure that the transportation system provides equitable access to underserved and vulnerable populations, as well as users within a range of ages (Comp Plan Transportation Goal 8.2 and TGM OBJ. 1). Additionally, proposed gateway elements will be a visual indicator to visitors to slow down and enjoy downtown Scappoose, which will be an important factor in creating a thriving downtown where people want to live, shop and dine (TGM OBJ. 2 and 3).

Objective 2: Review and make updates to the DO code. The DO code was first adopted in 1999 and has had several updates since then; however, the code needs updates to review the DO boundary, consider further reductions in parking standards, update downtown streetscape standards and design/aesthetic requirements to create a more inviting downtown presence, and allow for increased density for housing (TGM OBJ. 2, 3 and 4).

Objective 3: Consider incentives to target areas for redevelopment to support mixed uses and higher density housing (TGM OBJ. 2, 3 & 5). The City is in need of additional high-density housing in the downtown core and desires to explore options to incentivize key properties to develop more quickly. This would help to meet the City's housing needs for an additional 369 multi-family units by 2043, will promote energy efficiency by offering more affordable smaller footprint units in a compact, walkable/bikeable environment with access to local destinations. This will save on car trips and reduce greenhouse gas emissions by bringing more local shopping to this growing community.

Objective 4: Explore a Main Street framework to encourage economic development and entrepreneurship (TGM OBJ. 3). Establishing this framework will be critical to bringing vitality to downtown Scappoose, which will encourage growth and investment in the existing core, resulting in good use of existing infrastructure capacity and will encourage efficiency in new infrastructure investments as well (TGM OBJ. 4).

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 proposed project is vitally important to complete this grant cycle for the following reasons:
Safety at US30/rail crossings must be addressed now to reduce the possibility of injuries and fatalities due to inadequate ADA pedestrian ramps.
The City established an Urban Renewal (UR) District and UR Grant Program designed to promote the revitalization of the District, which includes the majority of properties within the DO. Without updated requirements related to design aesthetics, streetscape and parking standards, or targeted incentives to encourage higher density housing/mixed use buildings, the City is not able to require the improvements needed (since it's not in the code) or to provide what might be gap funding to get a project completed that is strongly desired by the community/City in order to build the type of vibrant downtown that is envisioned. The City must capitalize on its long-range planning effort currently nearing completion, the 50 Year Plan. With the City planning for growth over the next 50 years, it is imperative that the City be proactive and develop a Downtown Improvement Plan now to guide future development, resolve safety and connectivity issues at US30/rail crossings, update streetscape standards in the downtown core, update the DO code and establish a Main Street framework to encourage economic development and entrepreneurship in order to establish an inviting and thriving downtown. Updates to the DO code will also encourage denser housing options, resulting in needed housing.
Further, grant funding this cycle is very important since Scappoose has 553.8 acres designated as a Regionally Significant Industrial Site (RSIS), with over 300 acres that are shovel ready with all franchise utilities, public utilities and roads installed, ready and just waiting to be developed. Creating a lively, successful downtown area will be very attractive to prospective companies as it will provide quality of life for their employees and will make Scappoose more competitive in recruiting companies to locate here.

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?

None. The City is poised and ready to begin the project once grant funding has been awarded. Additionally, the Economic Development Committee volunteers, local business owners, and community members have expressed great interest in supporting the project through completion and implementation.

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?

Updated EOA (SDIP would encourage reinvestment/creation of jobs downtown) and HCA (SDIP would incentivize mixed use, providing needed housing & allow for increased density through amendments to DO code). Urban Renewal District Grant Program (UR Grant program est. in 2022) SDIP would update downtown aesthetics and streetscape standards, ensuring that grant funds go towards the City's vision for its downtown. RSIS (Approved by OBDD in January 2020) SDIP will lead to a vibrant downtown, making Scappoose more competitive in recruiting companies to locate in the RSIS area. 2024-2027 ODOT STIP (Key 23291) US 30 at SE Maple St Rail Crossing. This project is scheduled for construction in 2027 and will include upgraded curb ramps and pedestrian facilities (sidewalks) at the rail crossing to provide a safer experience for the public. This location is within the DO and will complement the safety improvement recommendations for the crossing at US 30 and E Columbia Ave made as part of the SDIP.

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

Task 1: PROJECT MANAGEMENT

The project team (city staff, TGM staff and consultant) will hold a project kickoff meeting to review the refined scope of work, schedule, budget, and roles and responsibilities. The kickoff meeting will include a site tour to familiarize Consultant team with the study area. Consultant will prepare a summary of the kickoff meeting. Throughout the process, the project team will hold bi-weekly project management video or phone calls.

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: COMMUNITY ENGAGEMENT

Consultant will prepare a Community Engagement Plan that identifies stakeholder groups including historically underrepresented groups and describe the array of tools and activities best suited to inform and engage each group. Consultant will implement the Community Engagement Plan, to include:

- Project advisory committee (PAC) meetings
- Stakeholder/Downtown Business Owner interviews
- Community meetings and associated online engagements
- Communication tools, including a project logo and branding, key messages, project webpage content, and public information materials. Key materials will be translated into Spanish.

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. EXISTING CONDITIONS

Consultant will prepare an Existing Conditions Report that includes:

- Review and assessment of prior planning efforts
- Land inventory of parcels in the study area
- Public facilities assessment, including ADA safety/ped crossings
- Multi-modal transportation system analysis
- Downtown market analysis
- Zoning code analysis
- Parking needs analysis

Consultant will facilitate PAC Meeting #1 and prepare a meeting summary. Consultant will facilitate Community Meeting #1 and an associated online survey. Consultant will prepare a summary of Community Meeting #1 and revise the Community Engagement Plan and Existing Conditions Report accordingly.

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: LAND USE AND TRANSPORTATION ALTERNATIVES

City and consultant will agree on the number and type of land use and transportation alternatives to be prepared by Consultant. The alternatives will include:

- Vision statement(s)
- Mix and density of land uses
- Multi-modal transportation assessment and improvements
- Needed infrastructure improvements and order of magnitude cost estimates
- Urban design strategies and recommended updates to aesthetic requirements in DO code
- Incentives for mixed use development in target areas
- Main street framework

Consultant will facilitate PAC Meeting #2 and prepare meeting summary. Consultant will facilitate Community Meeting #2 and an associated online survey. Consultant will prepare summary of Community Meeting #2.

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: PREFERRED LAND USE AND TRANSPORTATION ALTERNATIVE

Consultant will use results of PAC Meeting #2 and Community Meeting #2 to prepare a preferred alternative. The preferred alternative will include revised versions of all elements of the alternatives and recommend comprehensive plan and development code amendments, TSP amendments, streetscape standards, and funding/phasing strategies needed to support the preferred alternative.

Consultant will facilitate PAC Meeting #3 and prepare a meeting summary. Consultant will facilitate Community Meeting #3 and an associated online survey. Consultant will prepare a summary of Community Meeting #3 and update the preferred alternative accordingly.

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 6: SCAPPOOSE DOWNTOWN IMPROVEMENT PLAN

Consultant will prepare the draft Scappoose Downtown Improvement Plan (SDIP). The SDIP will be composed of material developed throughout the project and additional text to create a coherent and complete draft SDIP document. Consultant will facilitate PAC Meeting #4, prepare a meeting summary, and revise the SDIP accordingly. Consultant will prepare for and present the revised SDIP at work sessions of the Economic Development Committee, Planning Commission and City Council and make final revisions to the SDIP based on guidance from these entities.

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 7: ADOPTION

Consultant will prepare draft ordinances, comprehensive plan amendments, and notices for Planning Commission and City Council hearings. Consultant will prepare for and participate in one Planning Commission hearing and one City Council hearing. Consultant will produce a final SDIP, incorporating comments from the Planning Commission and City Council.

City staff will be involved throughout the project to provide support at the local level, provide meeting space, review and provide feedback on all deliverables, coordinate public comments received, and present the final deliverables to Planning Commission and City Council for adoption.

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 OTP's vision includes a framework for making transportation decisions where safety, equity and climate must be considered and balanced. Similarly, the TPR, implemented through Goal 12, requires cities to create a TSP that takes into account a range of transportation modes that conserves energy while minimizing adverse social and economic impacts for disadvantaged areas. The SDIP will recommend safety improvements at crossings, will support housing that is affordable at a range of incomes, and will increase opportunities for a compact land use form that provides important connections to the local trail network and transit stops for a more robust multimodal transportation system. Together, this will lead to positive climate outcomes and an equitable transportation system for all, including the City's most vulnerable citizens.

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)

Recommendations for safety improvements at US30 crossings within the DO overlay and streetscape standards would be incorporated into the TSP update, if the TSP update grant request is also approved during this TGM grant cycle. Adoption of the TSP update would be expected in 2029. The remainder of the components will be adopted at the completion of the SDIP project.

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

Scappoose Library Letter of Support - Downtown Strategic Plan.pdf

Port of Columbia County Letter of Support - Downtown Strategic Plan.pdf

OMIC Letter of Support - Downtown Strategic Plan.pdf

Col-Pac Letter of Support - Downtown Strategic Plan.pdf

CET Letter of Support - Downtown Strategic Plan.pdf

Scappoose Historical Society Letter of Support - Downtown Strategic Plan.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

Laurie Joseph, CFM, AICP, Community Development Director – Project Lead. Professional land use planner for 11 years. Has updated over 20+ chapters of the Scappoose development code, provided land use data for completion of 6 Master Plans. Experienced in grant writing, grant management, project management and presenting to Council, Planning Commission, and community groups. Should the grant be awarded, it will be my top priority project, along with the TSP update. Will allocate up to 40% of my time to managing and leading these projects, to completion and execution.

Chris Negelspach, P.E., City Engineer – Project Support. Professional civil engineer with over 25 years' experience in all aspects of private and public improvements including RFP and funding support, design, plan review and inspection for all capital projects for water, wastewater, streets, stormwater and parks.

NJ Johnson, MPA, City Planner/Assistant to City Manager – Project Support. Professional land use planner for 3 + years. Experienced in writing evidentiary findings for approval of land use applications, leading committees, project organization, grant writing/review and management, and presenting to Council, Planning Commission, and community groups. Runs Urban Renewal Grant Program.

All staff will allocate the necessary time to ensure a successful project outcome.

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

Although considered a small community, Scappoose maintains a full-time professional multi-disciplinary staff that is sized and resourced appropriately to handle the day-to-day duties, as well as to accomplish Council Priorities. One of the projects approved as a Council Priority for 2025-2026 is to develop a Downtown Strategic Plan (Council has since chosen to refer to it as the Downtown Improvement Plan to recognize that it is intended to be implemented in a timely manner). Since the SDIP is a Council priority for this year, planning staff have prioritized this project and allocated time to its accomplishment over the next several fiscal years until it is completed. Should the day-to-day duties require more attention than usual, the City can flex work to on-call planning/engineering consultants, as needed, in order to provide additional assistance. The City is nimble and able to handle any workload during the time period that the SDIP and TSP update is underway.

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
<input type="text"/>	<input type="text"/>	<input type="text"/>

300 character limit.

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?

Incentives for mixed-use development in targeted areas of the DO area and increased housing density allowances will remove barriers to the development of a range of housing types that are affordable at a variety of price points, and that are located within the downtown core of historic Scappoose. This will offer a compact land use form that provides opportunities for walking and biking and will be close to Columbia County Rider transit stops as well.

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

Required forms

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

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

PDFs only. Max 2 mb per file.

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)
-

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

7/30/2025

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

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.oregon.gov



SCAPPOOSE
Oregon

RESOLUTION 25-12

A RESOLUTION OF THE COUNCIL OF THE CITY OF SCAPPOOSE AUTHORIZING THE CITY MANAGER TO MAKE APPLICATION TO THE DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT'S TRANSPORTATION GROWTH MANAGEMENT (TGM) GRANT PROGRAM TO DEVELOP A DOWNTOWN IMPROVEMENT PLAN

Whereas, the Scappoose City Council adopted as part of its 2025 – 2026 Council Goal's, Goal 4.1 – Develop a Downtown Strategic Plan; and

Whereas, the City of Scappoose desires to participate in the Transportation Growth Management (TGM) grant program to the greatest extent possible as a means of acquiring needed funding to hire a consultant to assist in the development of a Downtown Improvement Plan; and

Whereas, the City last adopted a Downtown Plan via Ordinance 682 on April 5, 1999, which needs to be updated to reflect current conditions and to provide a path forward for downtown revitalization and to encourage a vibrant and healthy downtown core in support of mixed-use development and economic growth.

Now, therefore, be it resolved:

The Scappoose City Council hereby authorizes the City Manager to apply to the Transportation Growth Management (TGM) grant program from the Department of Land Conservation and Development on behalf of the City to develop a Downtown Improvement Plan.

PASSED AND ADOPTED by the Scappoose City Council and signed by me, and the City Recorder, in authentication of its passage on this 21st day of July 2025.





CITY OF SCAPPOOSE, OREGON

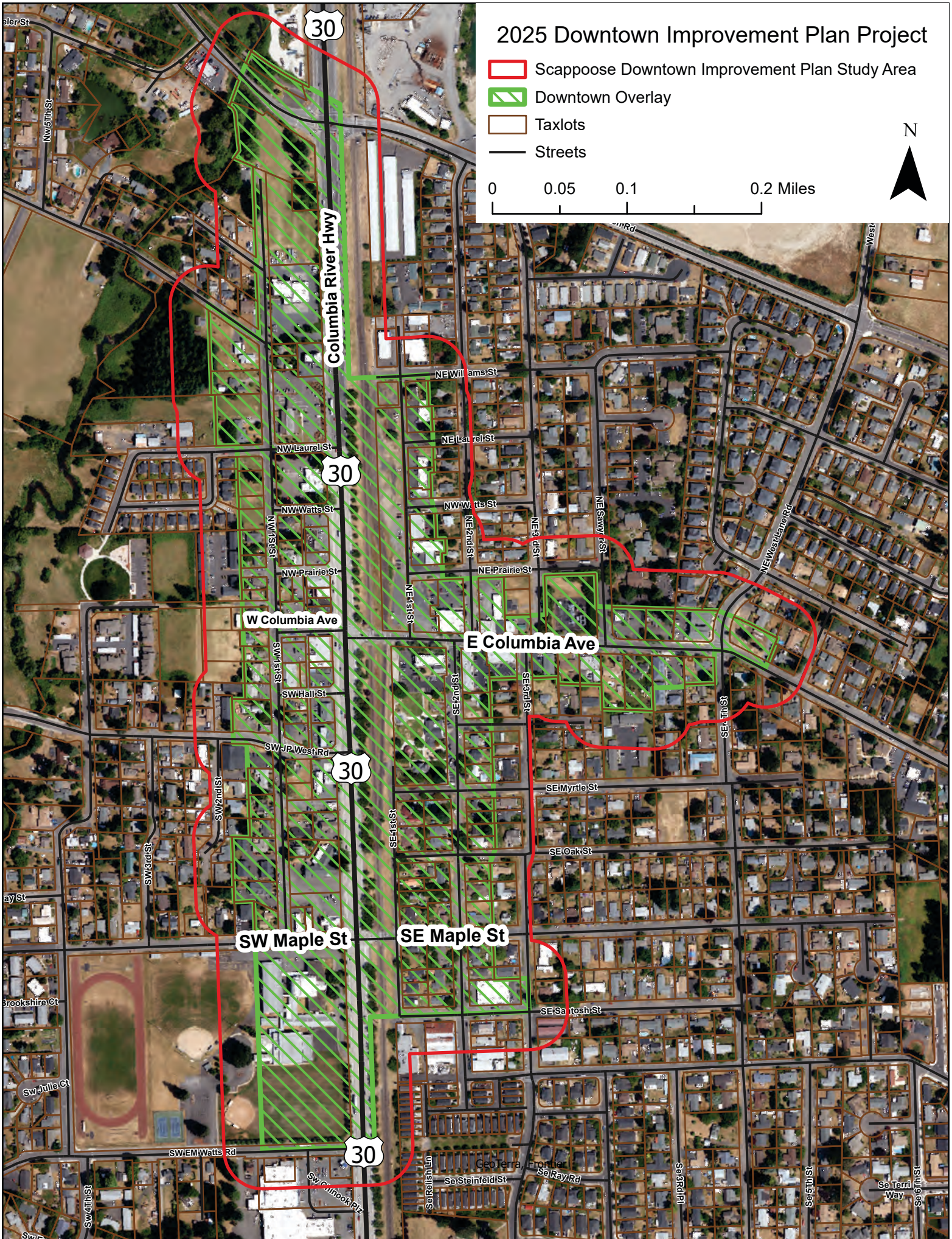
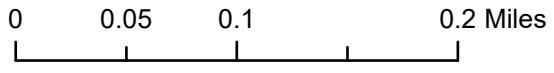
Joseph A. Backus, Mayor

Attest:

Susan M. Reeves, MMC
City Recorder/HR

2025 Downtown Improvement Plan Project

-  Scappoose Downtown Improvement Plan Study Area
-  Downtown Overlay
-  Taxlots
-  Streets





**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

Meagan Fawcett

Wauna Credit Union

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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

Director, Columbia County Tourism

Jason Moon

SBDC Director

Sierra Trass

Keep It Local Director/Small

Business Specialist

Chrissy Marquardt

Director, Operations & Engagement

PO Box 1653

St. Helens, OR 97051

(503) 410-1061

columbiaeconomicteam.com

July 23, 2025

David Helton

TGM Lead Grant Manager, ODOT Region 2

Transportation Growth Management Program

Oregon Department of Transportation

355 Capitol St. NE MS 42

Salem, OR 97301

RE: Support for City of Scappoose, TGM Grant Application to Complete a Downtown Strategic Plan

Dear Mr. Helton,

With the unanimous approval of the Columbia Economic Team (CET) Board of Directors and membership, I am writing to express our full and enthusiastic support for the City of Scappoose's application for Transportation Growth Management (TGM) grant funding to complete a Downtown Strategic Plan.

As the singular economic development organization serving Columbia County, CET's mission is to promote the creation, retention, growth, and attraction of business and industry throughout our county. This Downtown Strategic Plan initiative aligns with CET's core functions of business retention & expansion, small business advisory, marketing & support, and tourism development. In 2024/25, downtown revitalization emerged as one of the top two priorities from CET's comprehensive Business Retention and Expansion (BRE) Project, which engaged 75 business owners across Columbia County. The data clearly demonstrate that vibrant downtowns are crucial for the economic health and business success of our communities.

Scappoose has tremendous economic potential within Columbia County, combining substantial industrial development with a growing residential base that supports local commerce. The city's strategic location near major employment centers—including OMIC R&D and PCC/OMIC Training Center, as well as substantial industrial and soon-to-increase commercial lands—creates timely and unique downtown activation opportunities. However, as thoroughly discussed in the city's recent 50-Year Vision process, multiple transportation corridors and modes present downtown cohesivity challenges. On the heels of that extensive community-wide visioning, the Downtown Strategic Plan has momentum. It will help unlock potential by addressing those challenges and creating an innovative framework to transform underutilized and somewhat disconnected downtown assets into thriving economic contributors. This Downtown initiative reflects an extensive public process, public input, and ideation that the city is exploring through new lenses.

The Columbia Economic Team supports the City's grant proposal for the following compelling reasons:

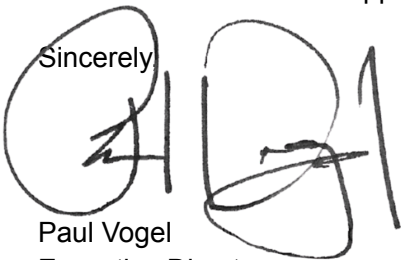
1. **Avoid reacting to every idea; instead, proceed by PLAN.**
Speaks for itself, and the intent of this initiative and application.

2. **Provide Transportation Choices:** Well-planned downtown cores create transportation choices by establishing highly accessible, walkable, interconnected networks that reduce dependency on single-occupancy vehicles while supporting multi-modal connections. The Plan's focus on connecting downtown to Scappoose's expanding trail network will create recreational and commuting opportunities that enhance quality of life, a key factor in attracting and retaining the workforce. These connections will serve current residents and the growing number of employees at nearby industrial and educational facilities, creating a transportation network and even a hub that supports access, approachability, economic development, and community vitality.
3. **Support Economic Vitality and Growth:** Downtown strategic planning directly addresses critical small business development needs identified through CET's extensive community research. The Plan's focus on attracting and retaining businesses, supporting entrepreneurs and start-ups, and creating development incentives will provide the foundation for sustainable economic growth in Scappoose's core. Mixed-use development opportunities and updated design standards will make the vibrant, authentic community character that today's businesses and workforce seek. The Plan's assessment of parking standards and potential public parking solutions will remove barriers that currently limit business development and customer access.
4. **Save Public and Private Costs:** Strategic downtown development represents one of the most cost-effective approaches to community economic development, leveraging existing infrastructure while creating compact, efficient land use patterns. The Plan's focus on redevelopment incentives and streetscape improvements will catalyze private investment, multiplying the impact of public dollars. By establishing clear development standards and strategic priorities, the Plan will streamline future development processes, reducing both public administration costs and private development timelines, thereby creating a more attractive environment for business investment.

CET has witnessed the transformative power of strategic downtown planning through our work supporting similar initiatives in St. Helens, where comprehensive planning has led to multiple successful Main Street revitalization projects. Additionally, CET has conducted direct and supported downtown work in Vernonia and Clatskanie. We're committed to supporting Scappoose's downtown development through our small business development programs, Keep It Local marketing initiatives, and business networking resources. Our SBRC team stands ready to provide technical assistance to downtown entrepreneurs. At the same time, our tourism development efforts will help market the enhanced downtown district(s) to local residents as well as visitors from throughout the region and beyond.

We respectfully urge your support for this transformative planning initiative. The Downtown Strategic Plan represents both an investment in community development and a critical economic development strategy that will create new opportunities for local businesses, attract outside investment, and enable Scappoose as a destination that combines economic opportunity with community character.

Sincerely,

A handwritten signature in black ink, appearing to read 'Paul Vogel', written over a large, light-colored circular scribble.

Paul Vogel
Executive Director
Columbia Economic Team
503-805-5139
paulvogel@columbiacountyoregon.com

Scappoose Historical Society
PO Box 441
Scappoose, OR 97056

June 21, 2025

David Helton
TGM Lead Grant Manager, ODOT Region 2
Transportation Growth Management Program
Department of Transportation
355 Capitol St. NE MS 42
Salem, OR 97301

Re: City of Scappoose TGM Grant to complete a Downtown Strategic Plan

Dear Mr. Helton,

On behalf of the Scappoose Historical Society, I am writing in strong support of the City of Scappoose's application for the Transportation Growth Management (TGM) grant funding to complete a Downtown Strategic Plan. Our Historical Society operates and maintains our community's historic home and assets in the downtown district. We promote local history through a variety of activities, including community outreach, public programs, talks and lectures, and historical research.

We support the City's grant proposal for the following reasons:

As a core downtown institution, we prioritize providing essential public services, ensuring accessibility for all types of mobility, and fostering connectivity to the historic district. This grant will increase our visibility, allow more visitors to reach us easily, and further our mission to serve as a central, inclusive hub in the heart of our city.

A downtown strategic plan can boost visitation to our historic home and museum, support local entrepreneurs, and attract new businesses to help revitalize our area.

This project supports the critical goal of utilizing compact land uses—such as our downtown core—to reduce long-term transportation infrastructure costs. By focusing development around a well-connected street network and enhancing walkability between the downtown, park, and historic home, we promote more efficient use of public resources. A safe and accessible walking network not only reduces reliance on vehicles but also strengthens the area's appeal for residents and visitors alike.

Sincerely,



Janet Williams
President, Scappoose, Historical Society



July 24, 2025

David Helton
TGM Lead Grant Manager, ODOT Region 2
Transportation Growth Management Program
Oregon Department of Transportation
355 Capitol St. NE MS 42
Salem, OR 97301

Re: City of Scappoose TGM Grant to complete a Downtown Strategic Plan

Dear Mr. Helton,

On behalf of the Scappoose Public Library District, I am writing in strong support of the City of Scappoose's application for Transportation Growth Management (TGM) grant funding to complete a Downtown Strategic Plan. Our library is at the center of the downtown area and is effectively the hub that draws traffic to the current downtown area. Even though we are not a retail business, we create the traffic in the Scappoose downtown. We also sponsor and produce many of the citywide events that draw people to the city core.

I support the City's grant proposal for the following reasons:

Scappoose is growing at a rate higher than the Oregon average. Unfortunately, downtown Scappoose was never formally planned and is a hodge-podge of professional and retail business. Businesses spread out from city hall with no consistent look or planning. The town is bisected by both US Highway 30 and an active railroad track which hampers accessibility for both vehicles and pedestrians. Many areas are disconnected from the downtown core. Many times during the day, it is difficult to get anywhere because of US 30 traffic backups. Most of the downtown does not have sidewalks. As Scappoose grows, there needs to be a plan for smart development and growth.

Provide Transportation Choices

One of the things that Scappoose can offer is access to the outdoors. It's important to have walking and bicycling connections to the trail network. It is also important for citizens to have access to multiple means of traveling in the city. Many people either walk or bicycle to the library.

52469 SE Second St
Po Box 400
Scappoose, Oregon 97056
(503) 543-7123
(503) 543-7161 (fax)
www.scappooselibrary.org



Support Economic Vitality and Growth

Scappoose needs homegrown living wage businesses. Over 80% of residents commute to other towns for work. Most residents live out of walking distance of the city core. Shopping areas are outside of the city core and accessible only by US 30. This plan will focus on creating a cohesive city core and focus areas of downtown on mixed use development. Mixed use development in the city core will encourage and support economic development by providing a base of consumers within walking distance of businesses.

Save Public and Private Costs

Scappoose housing is growing, but is hampered by available economically developable land. One side of town is limited by wetlands. Opposite that is hilly, undevelopable land. Compact use of the core for housing will help alleviate the development issue and provide affordable housing. Traffic on US 30 has increased greatly in the past decade. Many times during the day, traffic is bumper to bumper and backed up at traffic lights which is not efficient and is dangerous. We need to devise new traffic patterns to alleviate this and to provide for alternate routes for public safety.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey Weiss", with a long horizontal flourish extending to the right.

Jeffrey Weiss
Director
Scappoose Public Library.

52469 SE Second St
Po Box 400
Scappoose, Oregon 97056
(503) 543-7123
(503) 543-7161 (fax)
www.scappooselibrary.org



July 21, 2025

David Helton
TGM Lead Grant Manager, ODOT Region 2
Transportation Growth Management Program
Oregon Department of Transportation
355 Capitol St. NE MS 42
Salem, OR 97301

Re: City of Scappoose TGM Grant to complete a Downtown Strategic Plan

Dear Mr. Helton,

On behalf of the Columbia-Pacific Economic Development District (Col-Pac), I am writing in support of the City of Scappoose's application for Transportation Growth Management (TGM) grant funding to complete a Downtown Strategic Plan. As a regional non-profit economic development organization serving Clatsop, Columbia, Tillamook, and western Washington counties, Col-Pac works to diversify and strengthen the economy and improve quality of life across Northwest Oregon.

We support the City's grant proposal for the following reasons:

Provide Transportation Choices

A well-connected transportation network is essential for mobility, equity, and economic growth. For Scappoose, linking downtown to the expanding trail network will expand safe pedestrian and bike access—especially for residents, visitors, and commuters using CC Rider transit service. This connection will enhance downtown's appeal and support a broader regional transportation ecosystem.

Support Economic Vitality and Growth

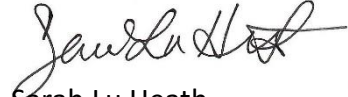
A comprehensive Downtown Strategic Plan will guide aesthetic updates, flexible parking standards, and targeted incentives to attract and retain small businesses. By encouraging mixed-use development, the plan aligns with Col-Pac's regional strategy catalyze both local entrepreneurship and family-wage job growth.

Save Public and Private Costs

Compact land uses in downtown cores and well-designed streetscapes reduce infrastructure costs over time. A walkable downtown supports interaction between residents and businesses, lowers long-term maintenance burdens, and fits within Col-Pac's regional infrastructure goals

outlined in the NW Oregon CEDS. The Plan's focus on streetscape improvements will reinforce these efficiencies while promoting community vibrancy.

Sincerely,

A handwritten signature in black ink, appearing to read "Sarah Lu Heath". The signature is fluid and cursive, with a prominent initial "S" and a long horizontal stroke at the end.

Sarah Lu Heath
Executive Director



July 23, 2025

David Helton
TGM Lead Grant Manager, ODOT Region 2
Transportation Growth Management Program
Oregon Department of Transportation
355 Capitol St. NE MS 42
Salem, OR 97301

Re: City of Scappoose TGM Grant to complete a Downtown Strategic Plan

Dear Mr. Helton,

On behalf of Port of Columbia County, I am writing in strong support of the City of Scappoose's application for Transportation Growth Management (TGM) grant funding to complete a Downtown Strategic Plan. As the owner of significant industrial land in Columbia County, as well as the manager of the general aviation airport and the Scappoose Bay Marina, the Port strongly supports the development of a downtown strategic plan for the City of Scappoose.

The Port recognizes the vital role a thriving downtown plays in the economic and cultural health of the entire community. A strategic plan for the Scappoose downtown is essential to create a sense of place for visitors and community members alike.

A downtown strategic plan will guide thoughtful growth, strengthen tourism and commerce, and improve accessibility for both residents and visitors. The Scappoose Bay Marina is the second largest tourist draw in Columbia County and thus the health of downtown Scappoose is key for our marina's continued and increased success. Enhanced multimodal connectivity, wayfinding, art, and public amenities will not only support existing businesses but also attract new investment and activity to the region.

We fully support this grant application and stand ready to collaborate in shaping a dynamic, connected, and resilient downtown for the benefit of all.

Sincerely,

A handwritten signature in black ink that reads "Amy Bynum".

Amy Bynum, Deputy Executive Director, Port of Columbia County
bynum@portofcolumbiacounty.org, (971)261-7090



OMIC | R&D

July 14, 2025

David Helton
TGM Lead Grant Manager, ODOT Region 2
Transportation Growth Management Program
Oregon Department of Transportation
355 Capitol St. NE MS 42
Salem, OR 97301

Dear Mr. Helton,

On behalf of the Oregon Manufacturing Innovation Center – Research and Development (OMIC R&D), I am writing in strong support of the City of Scappoose’s application for Transportation Growth Management (TGM) grant funding to complete a Downtown Strategic Plan. OMIC R&D is a nationally recognized institution located in Scappoose and hosted by Oregon Tech, bringing together leading manufacturers, Oregon universities, and government to drive innovation in advanced manufacturing and workforce development. We host year-round interns and international visitors—many of whom are new to Columbia County and seek a vibrant, connected, and welcoming community.

I support the City’s grant proposal for the following reasons:

Provide Transportation Choices

The Downtown Strategic Plan’s proposed update to streetscape standards—including a stronger connection between the city center and Scappoose’s growing trail network—will enhance accessibility for students, residents, and visitors alike. This is particularly important for the many young professionals and interns at OMIC R&D who rely on walking or biking to navigate the community. Better pedestrian connectivity and active transportation options will also help local businesses attract and retain foot traffic.

Support Economic Vitality and Growth

OMIC R&D’s success is tied to the strength of the surrounding economy. The Plan’s focus on attracting and retaining businesses, supporting entrepreneurs, and incentivizing mixed-use redevelopment aligns closely with our mission of advancing regional innovation. A revitalized downtown will serve as a critical asset for recruitment, tourism, and local pride—making Scappoose more competitive in drawing both business investment and skilled talent.

Save Public and Private Costs

By assessing parking standards and proposing thoughtful updates to zoning and aesthetics, the Plan promotes a more compact, walkable urban core. These changes will reduce infrastructure

demands, support more efficient land use, and help create a dynamic civic environment. For organizations like OMIC R&D, a thriving downtown that offers amenities within walking distance enhances quality of life and supports sustainable growth.

Completing this plan will position the city to pursue additional funding and implement transformational Urban Renewal projects. OMIC R&D is proud to support this effort and looks forward to the positive impact it will have on the community we call home.

Sincerely,

Signed by:

1ECC39C38F1E4A6...
7/14/2025

Don Hendrickson
Executive Director, OMIC R&D
don.hendrickson@oit.edu | (503) 821-1353

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.