

TGM Applications: June 11, 2024

TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM

PLANNING GRANTS

TGM, a joint effort of the Oregon Department of Transportation and Department of Land Conservation and Development, provides grants to help communities:

- Provide transportation choices
- Create communities
- Support economic vitality and growth
- Save public and private costs
- Promote environmental stewardship



TGM PLANNING GRANTS

TGM grants are for planning work leading to local policy decisions.

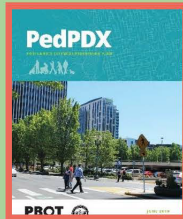
Transportation System Planning to develop transportation plans and measures that implement statewide policies and plans; increase opportunities for walking, biking, and transit; or reduce reliance on the state highway for local travel needs.

Integrated Land Use and Transportation Planning to encourage livable, affordable, and accessible communities for all ages and incomes; promote compact, mixed-use, walkable development to increase walking, biking, and transit; or support physical, social, and economic needs.

RECENT PROJECTS

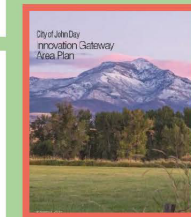
Transportation System Planning

- City of Cannon Beach Transportation System Plan
- City of Roseburg Bike Routes Plan
- Umpqua Public Transportation District Transit Master Plan
- Clatsop County Tsunami Evacuation Facilities Improvement Plan
- Washington County Rightsizing Parking



Integrated Land Use and Transportation Planning

- City of Dallas Mill Site Area Development Plan
- City of Medford Liberty Park Neighborhood Plan
- City of Phoenix Urban Reserve Concept Plan
- City of Tigard Downtown Reimagined
- Coquille Indian Tribe Empire Comprehensive Plan



IS THIS THE RIGHT PROGRAM FOR YOU?

TGM has funded over 800 planning grants since 1993. Common questions are:

Can TGM fund my parks/wetlands/housing plan?

TGM planning grants must have a clear transportation relationship and produce transportation benefits. This doesn't mean just Transportation System Plans, though! A plan to link the location of future workforce housing to areas with good transit is eligible and so is looking at the transportation system and how it can better meet tsunami evacuation needs.

Does TGM fund studies?

TGM planning grants must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives. Education and Outreach or Quick Response may be able to help with projects that ask "I wonder what we can do?"

What makes a good TGM planning grant?

The most successful TGM planning grants have strong support from elected officials to consider policy changes. They also actively engage the public in assessing possible futures for the community. Projects that have a near-term focus (implementation in less than 10 years) are not a good fit for TGM planning grants.

WHO CAN APPLY

Eligible applicants include cities, counties, councils of government on behalf of a city or county, and tribal governments. Certain special districts are also eligible.

APPLICATION TIMELINE

- May - Application period begins
- July - Applications due
- September - Awards announced

WHERE TO FIND MORE INFORMATION

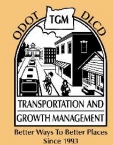
More information on TGM grants is on the TGM website, including contacts and information on eligibility, current and completed grant projects, and the previous grant application packet: <https://www.oregon.gov/lcd/TGM/Pages/Planning-Grants>.



TGM MISSION

Oregon's Transportation and Growth Management Program supports community efforts to expand transportation choices. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit, or drive where they want to go.

<https://www.oregon.gov/lcd/TGM>



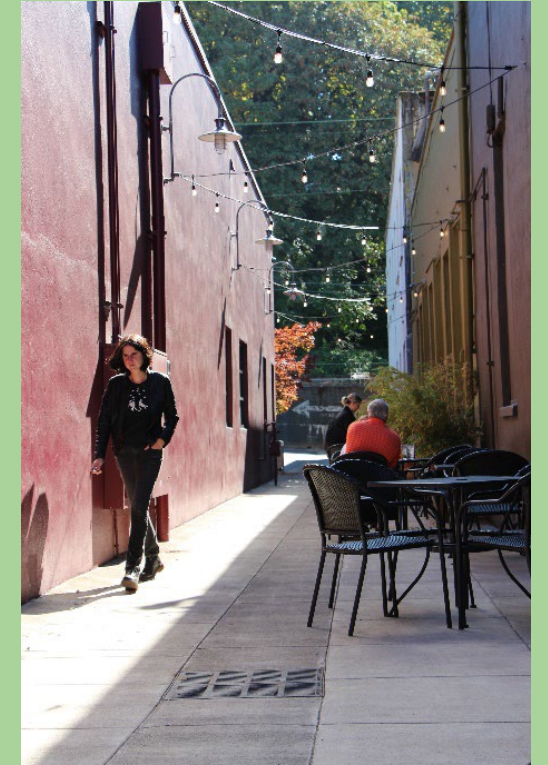
TGM Mission Statement

Oregon's Transportation and Growth Management Program supports community efforts to expand transportation choices.

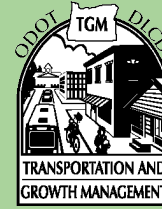
By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can

- walk,
- bike,
- take transit or
- drive

where they want to go.



TGM Objectives



- **Provide transportation choices** to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.
- **Create communities** composed of vibrant neighborhoods and lively centers linked by accessible transportation.
- **Support economic vitality and growth** by planning for land uses and the movement of people and goods.
- **Save public and private costs** with compact land uses and well-connected transportation patterns.
- **Promote environmental stewardship** through sustainable land use and transportation planning.

TGM Services

- Grants
 - Transportation Planning
 - Land Use and Transportation Planning
 - 80% of service funding - about \$5 million per biennium
- Community Assistance
 - Code Assistance
 - Education and Outreach
 - Parking Management
 - Quick Response
 - TSP Assessments
 - 20% of service funding - about \$1 million per biennium

Salem Moviéndose

CONSTRUYENDO UNA RED DE TRANSPORTE ACTIVA Y ACCESIBLE PARA TODAS EDADES

MAY 24

4PM - 7:30PM
CENTER 50+
(2615 PORTLAND RD NE)

Anthony Gamalo
503-588-6211
agamalo@cityofsaalem.net



4PM-6PM WIKIYA MAPLE BIKEWAY CASA ABIERTA (EXPLICAR OPINIÓN SOBRE ÚLTIMA VERSION)
6PM-7:30PM PRESENTACIÓN CON FRECUENTAS Y SUSPUESTAS CON DAN EVROEN



GRACIAS AL GENEROSO APOYO DE:
AARP Oregon, City of Salem, Oregon, Oregon Parks and Recreation Department, Kaiser Permanente, Center50+
SERVICIOS DE TRANSPORTE PARA PERSONAS CON DISCAPACIDAD



Planning Grants

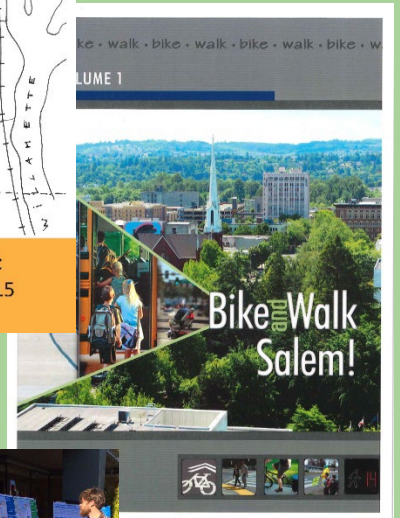
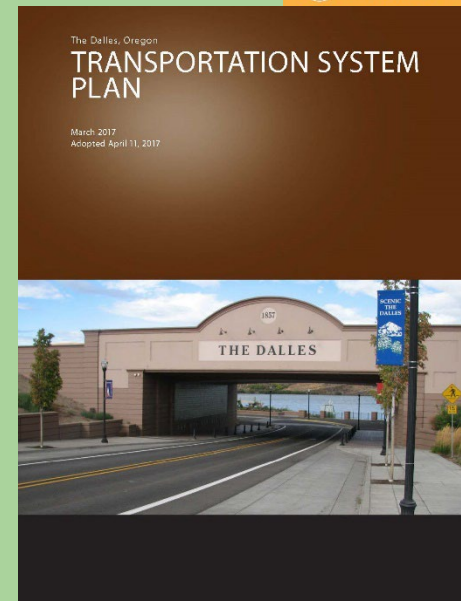
There are currently 40 active grant projects including the 12 awarded in 2023:

City of Boardman
City of Dayton
City of Eugene
City of Forest Grove
City of Hermiston
City of Rufus
City of Shady Cove
City of St. Helens
Coquille Indian Tribe
Lane Transit District
North Clackamas P&RD
TriMet

- Eligible applicants: cities, counties, councils of government on behalf of a city or county, tribal governments, and certain special districts.
- Annual competitive cycle
- Typical award amount between \$150K and \$300K
- Three years from award to completion expected, four years maximum
- Local match required

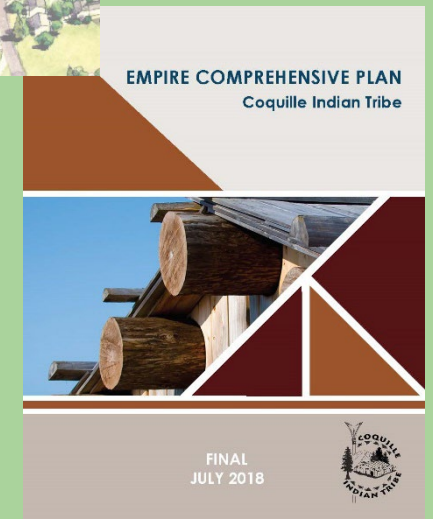
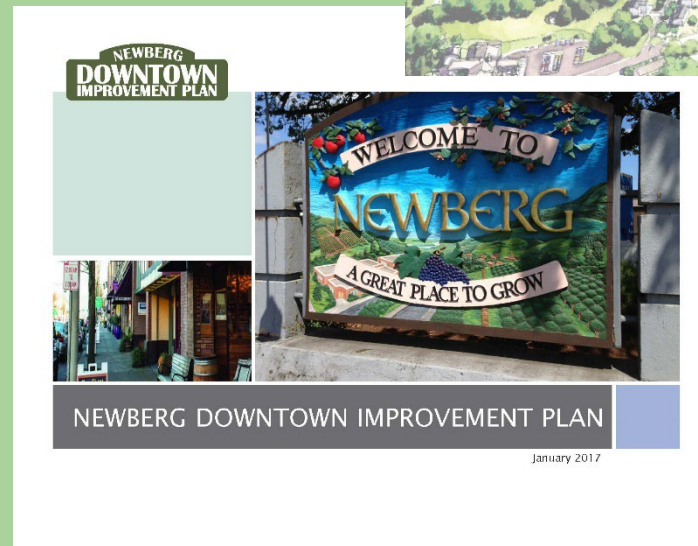
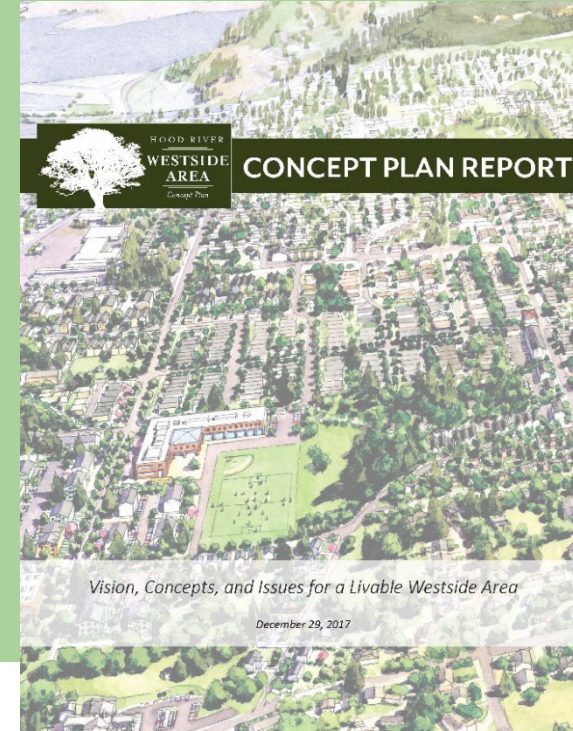
Transportation System Planning Grants

- TSPs, TSP updates, and TSP elements
- TSP implementation, such as streetscape plans, cost estimate refinement, capital improvement and other funding plans
- TSP refinement, such as corridor plans, multimodal safety plans, interchange area management plans
- Transit Development Plans

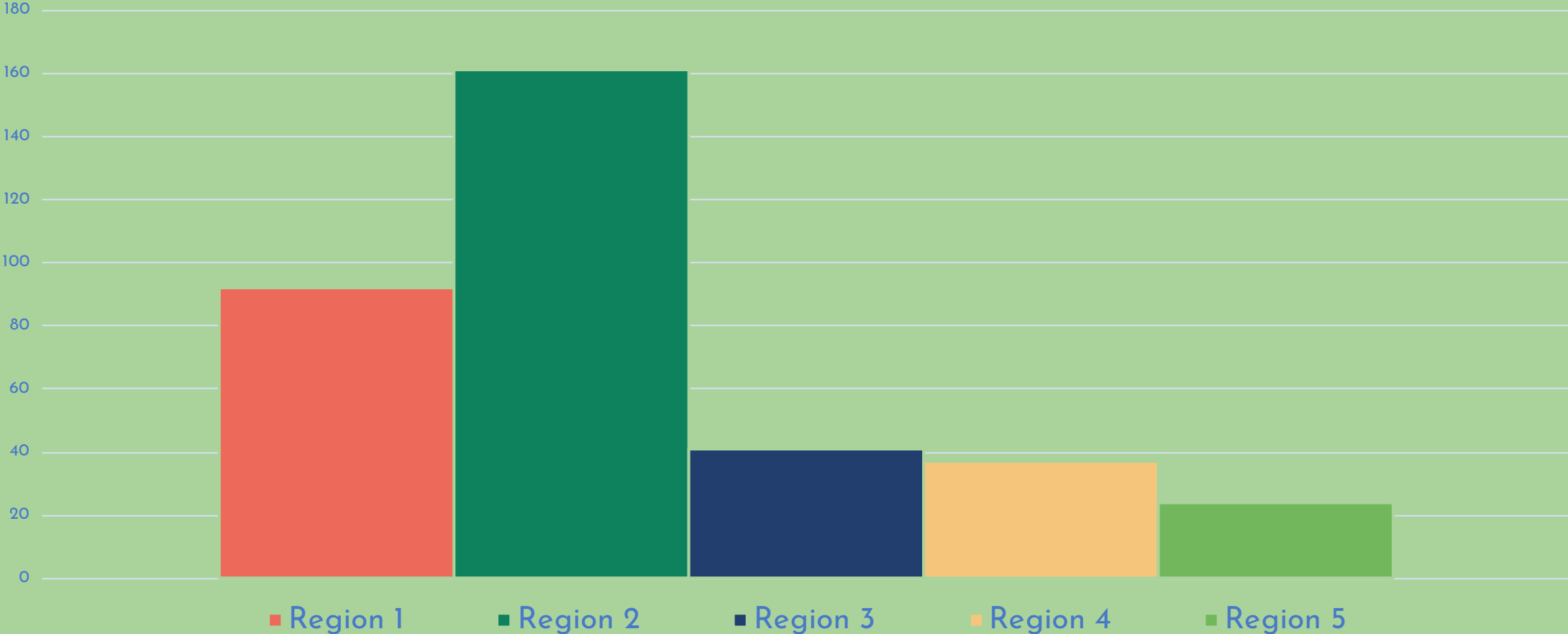


Integrated Land Use and Transportation Planning Grants

- Specific area plans
- Land use and transportation concept plans for areas brought into a UGB.
- Transportation-efficient land use plans for an entire urban area
- Implementing measures, such as code amendments, infill and redevelopment strategies, and intergovernmental agreements.

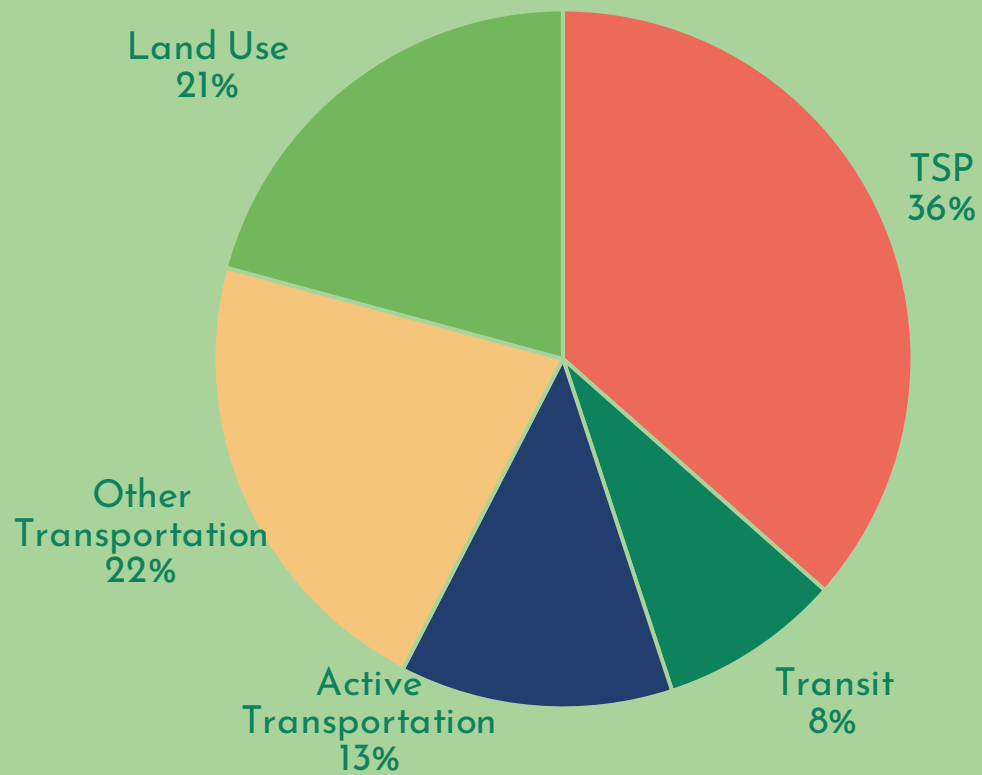


Who is applying?

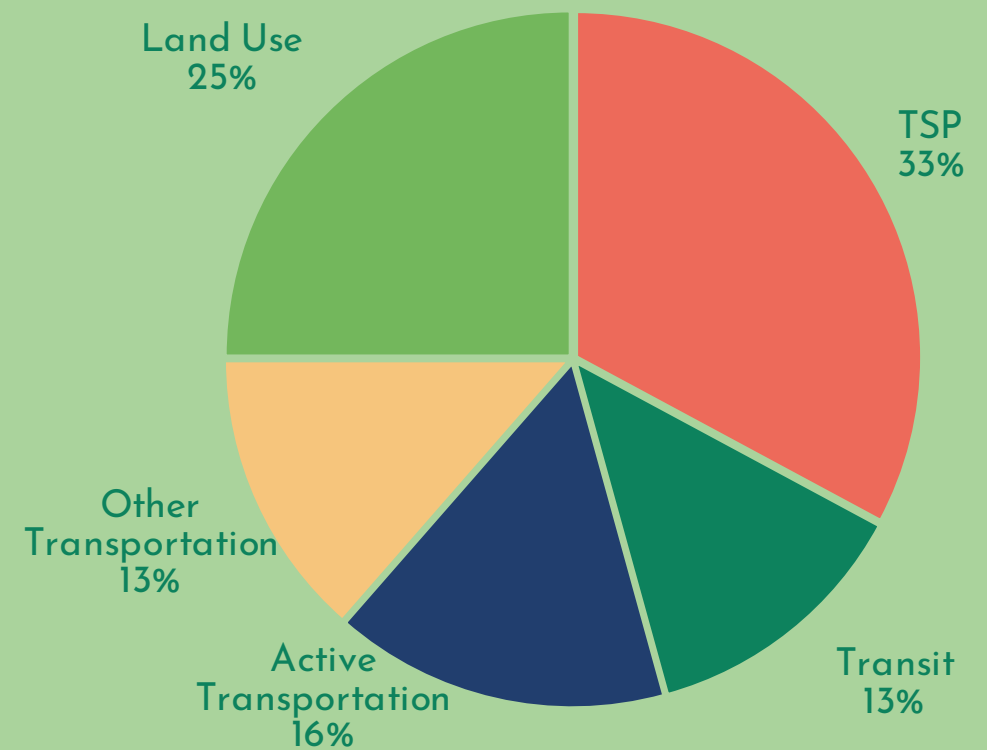


Which types of projects are most likely to receive funding?

2014-23 Applications



2014-23 Awards



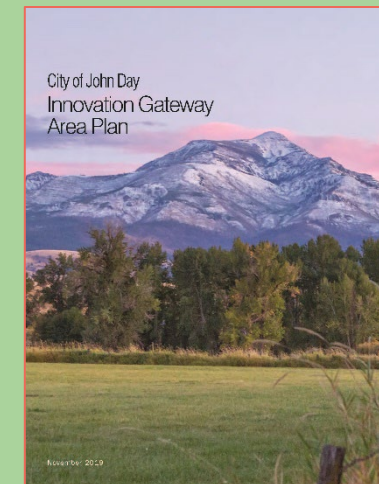
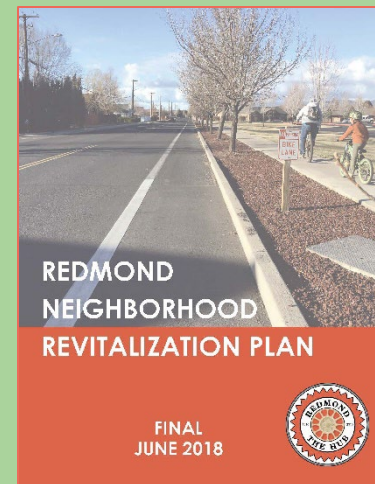
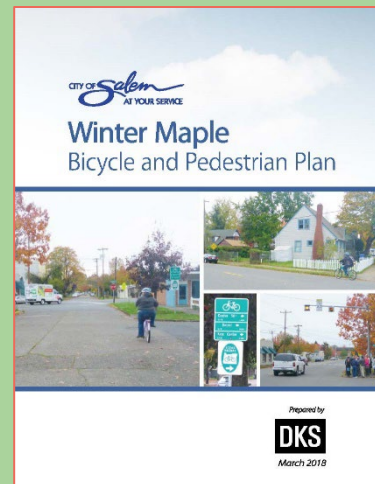
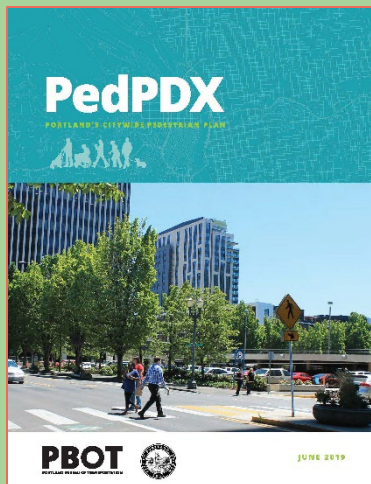
2024 Grant Application and Award Timeline

- February 29, 2024- Pre-applications e-mailed and flyer mailed
- April 1, 2024 - Pre-applications due
- May 6, 2024 - Grant application period begins
- **July 31, 2024 - Applications due**
- **Mid-late September 2024 - Awards announced**



How to Apply

- Application Packet <https://www.oregon.gov/lcd/TGM/Pages/Planning-Grants>
- Online form linked from packet
- Application must include resolution of support or authorized letter



2024 Award Criteria

- 1) Proposed Project Addresses a Need and Supports TGM Objectives - 40 Points
- 2) Proposed Project is Timely and Urgent - 25 Points
- 3) Proposed Project Approach supports Policy Decisions - 20 Points
- 4) Proposed Project has Community Support - 5 Points
- 5) Proposed Project Sponsor is Ready and Capable - 10 Points

Up to 10 bonus points may be awarded for **Housing**



Housing Bonus Points

- **Create communities**

- 2.1 Livable towns and cities with a mix of housing types, work places, shops, schools, and parks for people of all ages, incomes and abilities.

- **Support economic vitality and growth**

- 3.1 Thriving existing neighborhoods and centers and well-planned new growth that accommodate existing and future residents, businesses, and services.

- 3.3 Housing with access to education, jobs, and services.

Housing

Up to 10 bonus points may be awarded if the project would address barriers to a broader range of housing types and prices or works to link the location of future workforce housing to walkable/bikeable areas with good transit.

Advance Questions

Project Questions

- **Whether housing code updates for additional density, new housing types, and reduced parking requirements would be viewed favorably?** YES!
- **Updating Safe Routes to School Infrastructure Plan?** Yes, need to make the policy connection
- **What is the correct category for parking reform in commercial and residential area?** Category 2. Could also reach out to the new TGM Community Assistance program, Parking Reform and Management.

Money Questions

- **Can consultants be used for valuation cost?** Yes, consultants can help with project cost estimates. TGM will prepare their own estimate.
- **What is the regional allocation?** Funds “assigned” to a region based on a formula that considers the number of cities and the population. However, TGM also reserves funds to allow for strategic awards.

Eligibility Questions

What content does the resolution or authorized letter need?



Mayor
Jon Ball

Councillors
Kathy Nuckles
Paige Winfrey
Jim Hubbard
Steve Michel

072023

Oregon Department of Transportation
355 Capitol St NE, MS 11
Salem, OR 97301-3871

The Mayor and City Council of the City of Shady Cove do hereby support the Transportation Management Grant through the Oregon Department of Transportation.

The City was founded in 1972 and received lands from Jackson County. Many of our City streets contained "slices" of Right-of-Way, small alleys, and half-streets, along with an extremely long cul-de-sac with no outlet.

The City still has unpaved streets. An updated inventory of costs associated with paving these streets would allow for improved safety and durability, enhanced accessibility for emergency vehicles, dust abatement, and better water drainage. In turn, an organized, paved network of streets could lead to economic benefits by attracting businesses and increasing property values.

Our current Local Street Network Plan is quite outdated and does not allow for concise planning which in turn, makes grant applications more formidable.

One dedicated right-of-way is made up of private, City, and County ownership, thus not allowing for general work to be readily done until such times as a consensus can be reached. The City needs a solid infrastructure on which to keep building.

Read and approved at a City Council public meeting on July 20, 2023.

Respectfully submitted,

Jon Ball
Mayor, City of Shady Cove

RESOLUTION NO. 23-25

A RESOLUTION OF THE CITY OF ASTORIA AUTHORIZING A TRANSPORTATION AND GROWTH MANAGEMENT GRANT APPLICATION FOR THE GREATER TONGUE POINT AREA ROAD ISSUE

WHEREAS, the Department of Land Conservation and Development and Oregon Department of Transportation jointly administer and are accepting applications for the Transportation and Growth Management (TGM) program to support local and integrated land use and transportation planning; and

WHEREAS, the Greater Tongue Point Area of the City of Astoria is home to the Clatsop Community College Marine and Environmental Training Station (MERTS), the Federal Tongue Point Job Corps, Bergerson Construction (a marine construction company), WCT Marine and Construction (a shipyard), two US Coast Guard Fast Response Cutters, USCG buoy tender repair operation, several homes, and two large sites zoned for residential development; and

WHEREAS, the City has worked for over 20 years to research the road issues and has identified critical problems with transportation related issues such as road ownership, road configuration, lack of road maintenance, and assurance of legal access to the Greater Tongue Point area; and

WHEREAS, the City desires to participate in the TGM program to develop a transportation and pedestrian plan that addresses possible resolutions to these issues;

NOW, THEREFORE, IT IS RESOLVED that the City of Astoria supports the application for a Transportation Growth Management grant to the Department of Land Conservation and Development and Oregon Department of Transportation in the amount of \$250,000 to prepare a land use and transportation plan for the Greater Tongue Point Area to clarify ownership, maintenance responsibilities, and identify possible solutions, and recommend zoning code and map amendments that would potentially resolve the transportation related issues and promote mixed housing development allowing for continued and future development of the area.

ADOPTED BY THE COMMON COUNCIL THIS 17 DAY OF July, 2023.

APPROVED BY THE MAYOR THIS 17 DAY OF July, 2023.

ATTEST:

Scott Spence, City Manager
Mayor

ROLL CALL ON ADOPTION: YEA NAY ABSENT

Councilor	Adams	X		
	Brownson	X		
	Hilton	X		
	Davis	X		
Mayor Fitzpatrick		X		

Questions About the Award Criteria

- **Does successful completion of past grant projects impact our current application?** *Yes, but only as part of a 10 point criterion.*
- **How to prepare a good application and stand out against strong competition?** *The various parts of the application should work together: local issues lead to project objectives and then to project approach.*

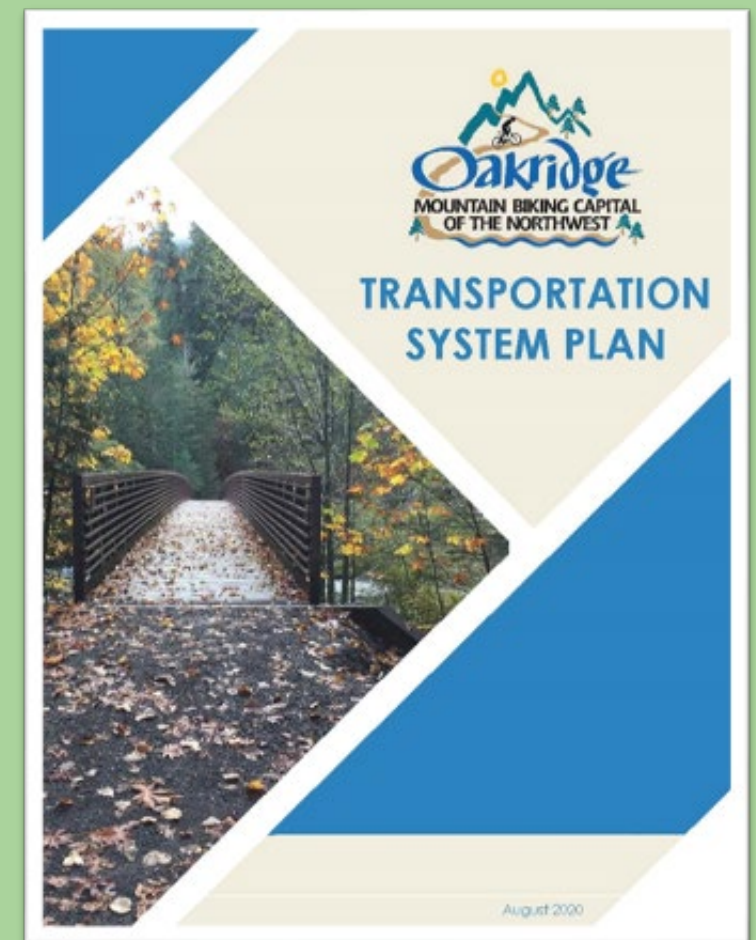
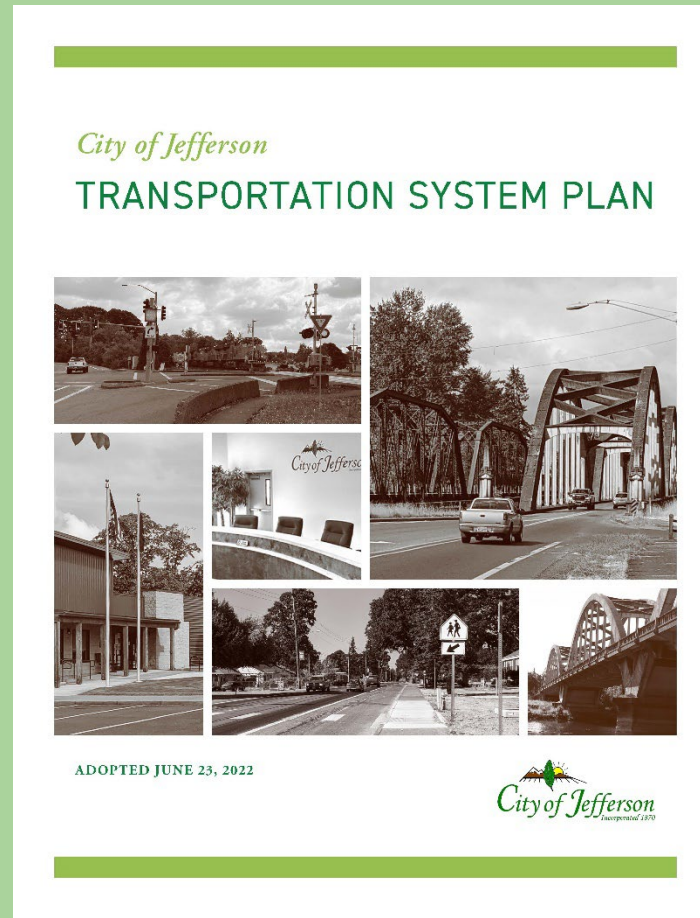
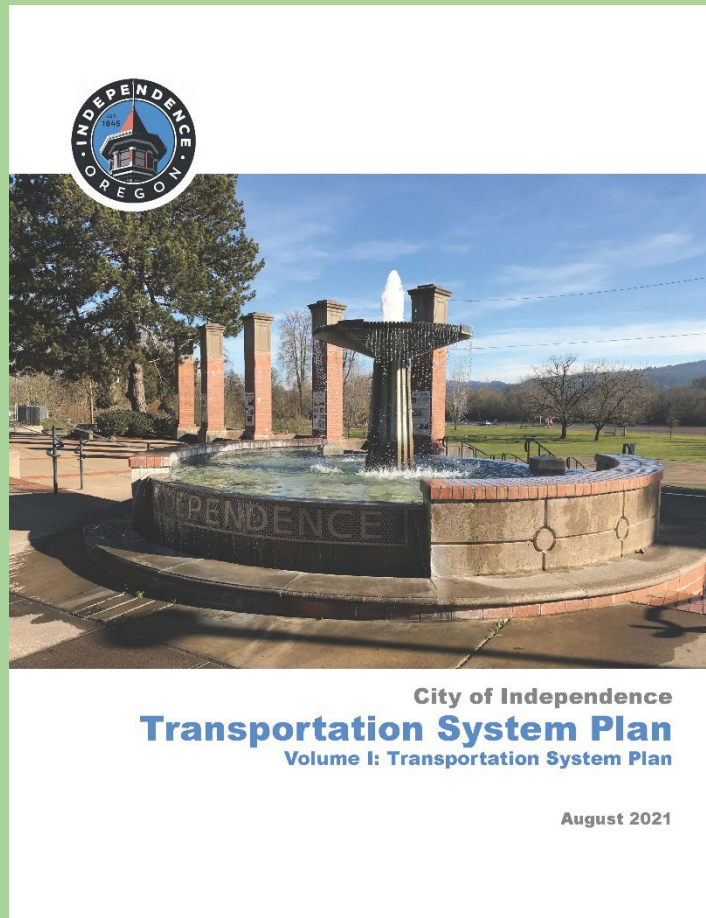
Timely and Urgent is often the tiebreaker.

Application Assistance Questions

- **Most common mistakes?** Reimbursement and match responses.

Expanded on this topic in the “Advice” box on page 12 of the Application Packet. The Region Lead is another good resource.

Entering an Application



Criterion 1 - Proposed Project Addresses a Need and Supports TGM Objective

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address? 2,732 out of 3,000 Character Response

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

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

In 2023, the City Council adopted the Speedy Forward Plan, which envisioned a dynamic mix of connected existing and future activity centers. The Updated TSP will play a vital role in supporting this vision by utilizing Speedy's transportation assets, such as its well-connected street grid, and addressing barriers such as the 3 state highways that border and bisect the community. The Updated TSP will also establish crucial "last mile" connections to our County Transit provider, thereby enhancing the appeal of this transit options for regional trips. Implementation of these actions will enable residents to reach any part of the City within 20 minutes, regardless of mode choice.

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

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

Criterion 1 - Proposed Project Addresses a Need and Supports TGM Objectives

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

1,045 out of 3,000 Character Response

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

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

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

Criterion 2 - Proposed Project is Timely and Urgent

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

1,466 out of 2,500 Character Response

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

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

Grants Process

Awards in mid to late September

Typically 24-36 month projects
All Projects Completed - *May 2028*

 Initial Project Development
Consultant Selection and Negotiation

 Intergovernmental
Agreements and Contracts

 ***Underway***
Summer/Fall 2025

Most Grantees



 Initial Project Development

 Intergovernmental Agreement
Late 2024

 ***Underway in 2024!***
Local consultant selection and contracting; ODOT reimbursement

Certified Local Public Agencies

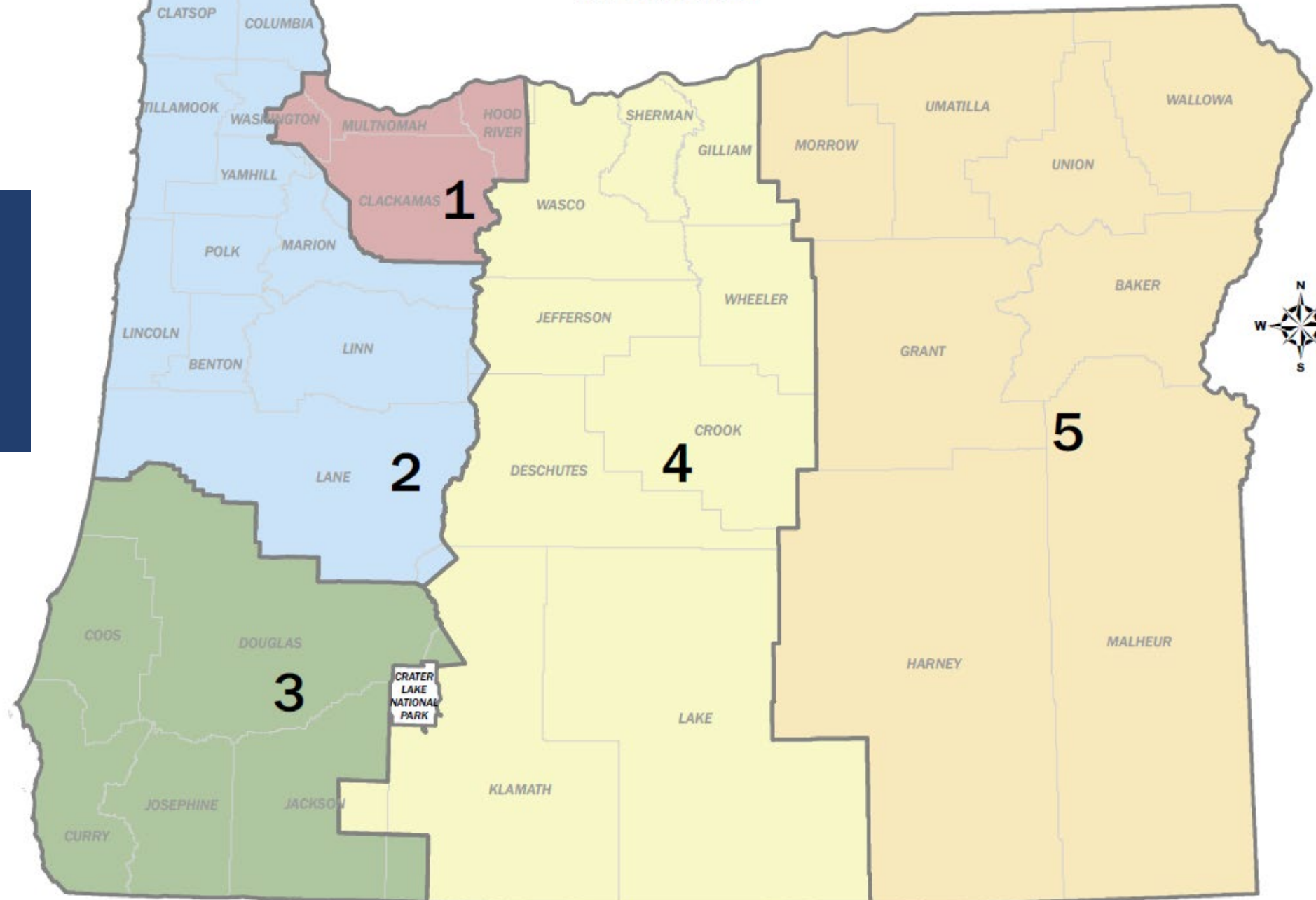


TGM Contacts

- Region 1 - Glen Bolen glen.a.bolen@odot.oregon.gov
- Region 2 - David Helton david.i.helton@odot.oregon.gov
- Region 3 - Virginia Elandt virginia.elandt@odot.oregon.gov
- Region 4 - Devin Hearing devin.hearing@odot.oregon.gov
- Region 5 - Cheryl Jarvis-Smith cheryl.jarvis-smith@odot.oregon.gov
- Statewide - Elizabeth Ledet elizabeth.l.ledet@odot.oregon.gov
- Website - <https://www.oregon.gov/LCD/TGM>

OREGON DEPARTMENT OF TRANSPORTATION REGIONS

ODOT
Regions



2024 Grant Application Deadline

11:59 p.m. PDT on Wednesday, July 31, 2024

