

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2013
APPLICATIONS DUE 4:00 p.m. June 14, 2013**

Type of Grant:
Please indicate Category 1
or Category 2

PROJECT TITLE: _____

**PRIMARY APPLICANT
JURISDICTION:** _____

MAILING ADDRESS: _____
CITY: _____
ZIP: _____

CONTACT PERSON: _____

OTHER JURISDICTIONS INVOLVED IN THE PROJECT	MATCH	
	Yes	No

TELEPHONE: _____
FAX: _____
EMAIL: _____
ODOT REGION (1 - 5): _____

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

SUMMARY OF PROJECT BUDGET

PROJECT TITLE:

JURISDICTION:

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]			
Consultant Personal Services			
TOTAL			

* This amount should be a minimum of 11 percent of the total project budget.

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

Initial _____

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial _____

This application was prepared by the following compensated consultant:

Consultant Name _____

Initial _____

Authorized Signature

Title

Printed Name



TRANSPORTATION GROWTH MANAGEMENT (TGM) 2013 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

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

Please limit application to 10 pages.

The answer fields below will expand as you type.

ORGANIZATION NAME City of Happy Valley	PHONE 503-783-3800
CONTACT PERSON NAME AND TITLE Michael D. Walter, AICP – Economic & Community Development Director	CONTACT PERSON E-MAIL michaelw@happyvalleyor.gov
PROJECT TITLE HAPPY VALLEY TRANSPORTATION SYSTEM PLAN UPDATE	

Section One: GRANT ELIGIBILITY REQUIREMENTS

Applications are reviewed on a pass/fail basis on each of the following criteria. Applications found to not meet each of these eligibility requirements will not be scored against the award criteria and will not be awarded a grant. *Provide a brief statement of how you meet each requirement.*

1. Clear Transportation Relationship

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

The proposed project is an updated Transportation System Plan (TSP) for the City of Happy Valley. Key transportation benefits of the updated TSP include:

- Compliance with current State laws and administrative rules, as well as consistency with state, regional, and local land use and transportation plans.
- An update to transportation policies, standards, and guidelines to incorporate sustainable transportation planning, engineering, and urban design.
- A project evaluation process that uses least-cost planning strategies to enhance resulting benefits at a reduced capital cost.
- An updated multimodal transportation system project list with prioritization of all elements within the bicycle, pedestrian, and transit systems, as well as roadway projects.
- An evaluation of the effects of the Sunrise Corridor Phase 2 (122nd Avenue to 172nd Avenue) not identified as a financially constrained Regional Transportation Plan (RTP) project and pushed out by Metro’s growth projections and Clackamas County’s TSP to beyond the City TSP’s 2035 planning horizon.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment or element, land use regulation, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, or compile data are not eligible.

The primary product is a newly adopted Happy Valley TSP supported by amendments to City policies, codes, and ordinances that implement the TSP. Updates will be made to comply with new Regional Transportation Functional Plan (RTFP) requirements for local TSPs, the Transportation Planning Rule (TPR), and other applicable regulations. The TSP process will reaffirm City goals and complete a public involvement process to ensure the plan has community support.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the outcomes of the project. A letter or resolution of support from the governing body of the applying jurisdiction is required to be submitted with the application to meet this requirement.

The Happy Valley City Council will consider a Resolution of Support on June 18, 2013 that will be submitted under separate cover.

AWARD CRITERIA

Applications are scored on a range of criteria and receive up to 100 points. Projects are selected based on the points scored, the grant amounts requested, the estimated amounts TGM believes may be required to complete a project, the amount of grant dollars available for award within a geographic region, and the balance of grant dollars between Category 1 and Category 2 projects.

1. Proposed Project Addresses a Need and Supports TGM Objectives

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity through achieving one or more of the TGM objectives (as listed on page 10 of the Application Packet).

Up to 40 points: Provide a statement of project purpose, transportation relationships and benefits, and relate them to TGM objectives. Projects that address an issue, problem, need, or opportunity with a clear expected outcome will receive more points. Projects that meet one or several TGM objectives in a substantial, integral way will receive more points than projects that meet one or more TGM objectives superficially. If applying to update your Transportation System Plan, have you asked TGM to perform a TSP Assessment? What were the key update recommendations and how do they relate to your proposed project?

The primary project purpose to be achieved with this grant is the adoption of a new Happy Valley TSP and implementing ordinances. The expected outcomes to benefit the community and TGM include:

- A. **“Provide transportation choices.”** The coverage area of the current pedestrian, bicycle and transit plans will be increased to incorporate the City’s targeted expansion areas to the south towards OR 212 and west towards I-205. The Pedestrian Plan will be updated to address Safe Routes to Schools, specifically for the three new schools (on Rock Creek Boulevard and 172nd Avenue) constructed over the last six years. The Bicycle Plan will be updated to include new strategies for implementing bicycle facilities on

hills and narrow rights-of-way (common in Happy Valley). The Transit plan will identify areas of the City that have existing or future transit-supportive densities and work with TriMet and Clackamas County to cost-effectively improve coverage and frequency to increase ridership. The street cross-sections will be reviewed to ensure complete street policies are met.

- B. **“Create Communities.”** The City seeks to advance the urban design concept in the Happy Valley Town Center Plan (2012). The new TSP will refine the Local Street Plan, street cross-sections, multi-modal projects and parking standards to support the objectives of the town center area.
- C. **“Support economic vitality.”** Happy Valley is working on a proposed Urban Growth Management Agreement (UGMA) and various service provider Intergovernmental Agreements (IGA’s) that may facilitate future annexation of the city limits south to the Urban Growth Boundary (toward the Clackamas River) and west toward I-205. One of the City’s planned major employment areas is directly served by OR 212 corridor and 172nd Avenue. The new TSP provides the opportunity to address future needs on OR 212 and provide strategies to ensure the transportation system can adequately support future economic development – particularly in light of the constraints of the effective removal of the Sunrise Phase 2 from the financially constrained RTP.
- D. **“Save public and private costs.”** The current TSP promotes a sustainable community by identifying projects and programs to reduce automobile trips, manage local travel demands, enhance existing transportation facilities before building new ones, and invest local, state and federal transportation funds responsibly. These concepts have been advanced both in public policy and practical solutions since the current TSP was adopted. The new TSP will use various tools to develop new projects and programs including Transportation System Management & Operations (TSMO), Intelligent Transportation Systems (ITS), Travel Demand Management, and Least Cost Planning to delay the need major improvements if possible.
- E. **“Promote environmental stewardship.”** Each of the preceding objectives helps to promote a sustainable transportation system. The new TSP will establish goals, measurable targets, and specific strategies to reduce automobile vehicle miles travelled per capita. Cost-feasible solutions will be considered in the new TSP to reduce emissions, improve motor vehicle system performance, and forestall the need for much more costly capacity projects. A steep slope natural resources overlay zone has been established in Happy Valley since the current TSP was adopted. This resource will be used in the new TSP to guide the development of connectivity projects and help protect the natural conservation areas.

2. Proposed Project is Timely and Urgent

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

- address pressing local transportation and land use issues;
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing other high priority community initiatives; or
- resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.

Up to 25 points: To explain why it is important to do the project at this time, describe what the project will accomplish and how it relates to other initiatives. Projects that match well with the TGM grant timeline will receive more points. Projects or project elements that are not clearly timely or urgent will receive fewer points.

The Happy Valley TSP was fully updated in 2006 based on a 2025 planning horizon year. Since then, the regional planning horizon year has moved to 2035 and long-range growth forecasts have changed significantly in the east Metro area. Many of the programs and improvement projects on the TSP action plans (high priority) have been accomplished. Other projects have been determined unlikely to ever be constructed due to constraints and changes in funding priorities. The TSP funding projections are based on year 2004/2005 revenues which do not represent today's transportation funding outlook. Based on these conditions, the TSP project list is approaching the end of its usefulness and is in need of a complete update.

Since 2006, the TSP document has experienced several targeted updates over the past six years to incorporate other transportation planning efforts such as the Happy Valley Pedestrian and Trail Master Plan, Sunrise Project Interchange Area Management Plan, 172nd/190th Corridor Plan, and Happy Valley Town Center Plan. Although these updates take the TSP to a current February 2012 adoption date, large portions of the original 2006 TSP are still in place.

The new TSP is needed at this time to address the following:

- A. **Pressing local transportation issues.** Happy Valley has set a goal to expand the city limits through voluntary annexation south towards OR 212 and west towards I-205. This unincorporated Clackamas County area needs to be absorbed into the new TSP study area to integrate the City's planning vision and provide a clear direction for transportation needs when development occurs.
- B. **Amendments necessitated by changes in state requirements and regional plans.** A new TSP is needed to achieve compliance with the TPR and its amendments and to reach consistency with the OHP, Metro's RTFP, and the Clackamas County TSP. The new TSP will be expanded to include: performance measures and targets; transportation needs for youth, seniors, persons with disabilities, and environmental justice populations; green street and transit street design standards; and sustainable programs and projects.

Metro is striving to provide transportation solutions that are financially feasible, highly efficient, and sustainable (for the environment, community, and economy). The current TSP included the Sunrise Corridor Phase 2 – 122nd Avenue to Rock Creek Junction in the 2025 future baseline conditions and found the facility alleviates the need for capacity improvements on parallel facilities such as Sunnyside Road and OR 212. However, the 2035 RTP suggests that obtaining construction funds for the Sunrise Corridor Phase 2 by 2035 is unlikely (not a financially constrained project). The new TSP provides the opportunity to address future east-west traffic demands in Happy Valley, identify alternative cost effective solutions to support projected growth until the Sunrise Corridor Phase 2 project is feasible and assess the appropriateness of incorporating Sunrise Corridor IAMP policies within the Happy Valley TSP.

- C. **Amendments necessitated by changes not anticipated in previous plan.** Regional long-range land use projections have changed significantly in the east Metro area from the land use inputs for the current TSP. With reductions in residential and employment forecasts for the City of Damascus and relocating Clackamas County urban growth areas, the new TSP is needed to reevaluate future deficiencies and solutions with the potential for most cost effective plan.

3. Proposed Project Approach is Reasonable

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

Up to 15 points: Describe the major project tasks and expected timeline. Consider data and analysis needs and elements of a public involvement process. If a consultant will be used, what are the likely roles of consultant and staff? How will coordination with other initiatives be handled? If TGM funds are proposed to leverage another outside source of funding for the project, identify discrete tasks that TGM will fund that will be completed within the TGM timetable. Project approaches will receive more points if they clearly address the project need, are achievable considering scope, objectives, and benefits of the project, and are at a level of detail appropriate to the community.

The proposed project will be accomplished following a typical TSP work plan over a time period of approximately 18 months. The following work plan assumptions were used to prepare the preliminary budget for this application.

Background Development. Relevant planning documents, policies and regulatory documents will be reviewed and summarized. Based on an assessment of available count data and the proposed study area for the new TSP, it is assumed approximately 30 study intersections would be evaluated. New intersection counts (pedestrian, bicycle, transit, auto, heavy vehicle) will be collected to supplement available data; collision data will be collected from ODOT; and transit data will be collected from TriMet. The available GIS database from the current TSP will be reviewed to provide an updated inventory of the multimodal transportation system.

Existing and Future Conditions. An operations model for the TSP study area will be completed to represent existing conditions and future baseline conditions. The regional travel demand model and the Clackamas County model will be used to forecast future travel demands and test improvement strategies. The analysis will identify future transportation needs and deficiencies for all modes.

Alternatives Development and Analysis. Goals will be developed to guide the TSP recommendations. Performance measures will be developed for several transportation related categories consistent with the RTFP, such as safety, vehicle miles traveled, and mobility. Preliminary project alternatives will be developed to address identified transportation needs by improving existing facilities and providing new facilities. Sketch-level evaluation may be used to screen out potential improvement ideas. Draft recommended programs and projects will be based on 2035 operating conditions, performance measures and advisory committee/public input.

Project Phasing, Funding and Prioritization. Planning level cost estimates will be prepared for the draft recommended project list. An assessment of existing funding sources and potential future funding sources will provide a long-range financial forecast for projects. Phasing options will be considered to provide strategic investments. Based on input from the City staff and project committees, the draft recommended projects will be grouped into short, medium and long-term priorities.

Draft TSP and Implementing Ordinances. A Draft TSP will be prepared based on the analysis and findings for further review. Draft implementing ordinances will be prepared to amend the Comprehensive Plan and Development Code and to bring them into compliance with the Draft TSP, OTP and TPR.

Final TSP and Adoption. A Final TSP will be prepared based on comments received by City staff, project committees, Planning Commission, City Council and the public. The new TSP and implementing ordinances will be adopted by the City of Happy Valley.

Public and Agency Involvement. The project would gain input from a Citizen Advisory Committee (CAC) made up of local public representatives and a Technical Advisory Committee (TAC) made up of partnering agency staff. Their role will be to participate in meetings, establish community goals, identify local transportation needs, develop potential solutions and review draft technical memorandums and the draft TSP. Open houses will provide an opportunity to listen to the public and review the draft TSP. A project website will be used to share project information and obtain public input. The Planning Commission and City Council will be involved with the project through joint work sessions.

The City will manage the City contract to provide a local support role. The City will participate in meetings (advisory committees, public workshops and hearings), provide local input on community goals and policies, and review all draft deliverables (technical memorandums, implementing ordinances, and draft and final TSP). The Consultant will manage the Consultant contract to lead the TSP update efforts, conduct the technical analysis, produce project deliverables, and lead committee/public involvement efforts.

To help us understand your project, provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant. ***This budget breakdown will not be scored.***

The major tasks and deliverables for the new TSP are listed below.

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Background Development	\$2,000	\$10,000
2. Existing and Future Conditions	\$3,500	\$45,000
3. Alternatives Development & Analysis	\$3,000	\$30,000
4. Project Phasing, Funding & Prioritization	\$3,500	\$25,000
5. Draft TSP and Implementing Ordinances	\$8,000	\$20,000
6. Final TSP and Adoption	\$5,000	\$20,000
Totals:	\$25,000	\$150,000

4. Proposed Project has Community Support

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

Up to 5 points: Projects with written support from stakeholders including partner jurisdictions, community institutions, or businesses will receive more points. Letters of support should demonstrate a clear understanding of the project. A letter of support will score higher if it shows independent understanding of the project by the signer and is not identical in text to others that are submitted for a project.

Letters and resolutions of support may be submitted separately from the application through June 28, 2013. Those submitted after June 14, 2013 must be submitted electronically to the ODOT FTP TGM Applications folder.

The Happy Valley City Council will consider a Resolution of Support on June 18, 2013 that will be submitted under separate cover.

SOURCE	ATTACHED	EXPECTED
1. City of Happy Valley	<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"/>

5. Proposed Project Sponsor Readiness and Capacity

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), all of the partners are ready and able to begin the project within the TGM timetable.

Up to 5 points: Projects with a clear description of the jurisdiction’s capabilities and experience relative to the complexity of the proposed project will receive more points. Projects that lack a clear description of how the projects will be managed will receive fewer points. Applicants must include a description of previous TGM projects (if any) and their outcome.

The city’s Project Manager (Michael D. Walter, AICP) has 19 years of experience as a professional planner and has written and managed several prior TGM grants, including significantly more complex TGM funded projects in former biennium(s), as well as multiple Technical Assistance Grant projects. Specific TGM projects include a 2003-2005 biennium Transportation System Plan (adopted) and the 2005-2007 Coordinated Land Use and Transportation Plan for the East Happy Valley Comprehensive Plan and TSP Update (adopted).

6. Proposed Project is Innovative

The application demonstrates that the project will be innovative in its subject matter, approach, or expected outcomes. For example, the project will use health impact assessments or economic impact analysis as part of the evaluation of transportation alternatives.

Up to 10 points: By the nature of this criterion, most projects will not receive any points. Projects may receive some points for innovative project elements. Projects with innovative subject matter will receive more points.

The new TSP will incorporate the following innovative elements:

Bicycling Stress Levels and Walkability Scores. These tools will be used to evaluate the current multimodal transportation system. Existing roadways will be rated for their suitability for serving bicycle trips based on variables such as traffic volume, speed and roadway characteristics. The Bicycle Stress Levels, ranging from very low to very high, will provide an evaluation of the bicycle system from the users perspective. Walkability scores

will be developed for geographic zones in the City to evaluate walking conditions and neighborhood access to services.

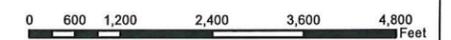
Project Website with Public Interaction. A project website will be created with several tools to make public participation convenient. It is important that the new TSP reflects the community's vision for transportation in the future. Website features could include an interactive comment map, online surveys, discussion forums and virtual open houses.



City of Happy Valley Happy Valley Draft Urban Planning Area Exhibit A

Legend

- Urban Growth Boundary
- Taxlots
- Happy Valley
- Other Cities
- UGMA Areas**
- Gladstone
- Happy Valley
- Milwaukie



Source: Data from Clackamas County GIS (2012)
The information on this map was derived from digital databases from the City of Happy Valley. Care was taken in the creation of this map but it is provided "as is". The City of Happy Valley cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are cautioned to field verify information on this product before making any decisions.

