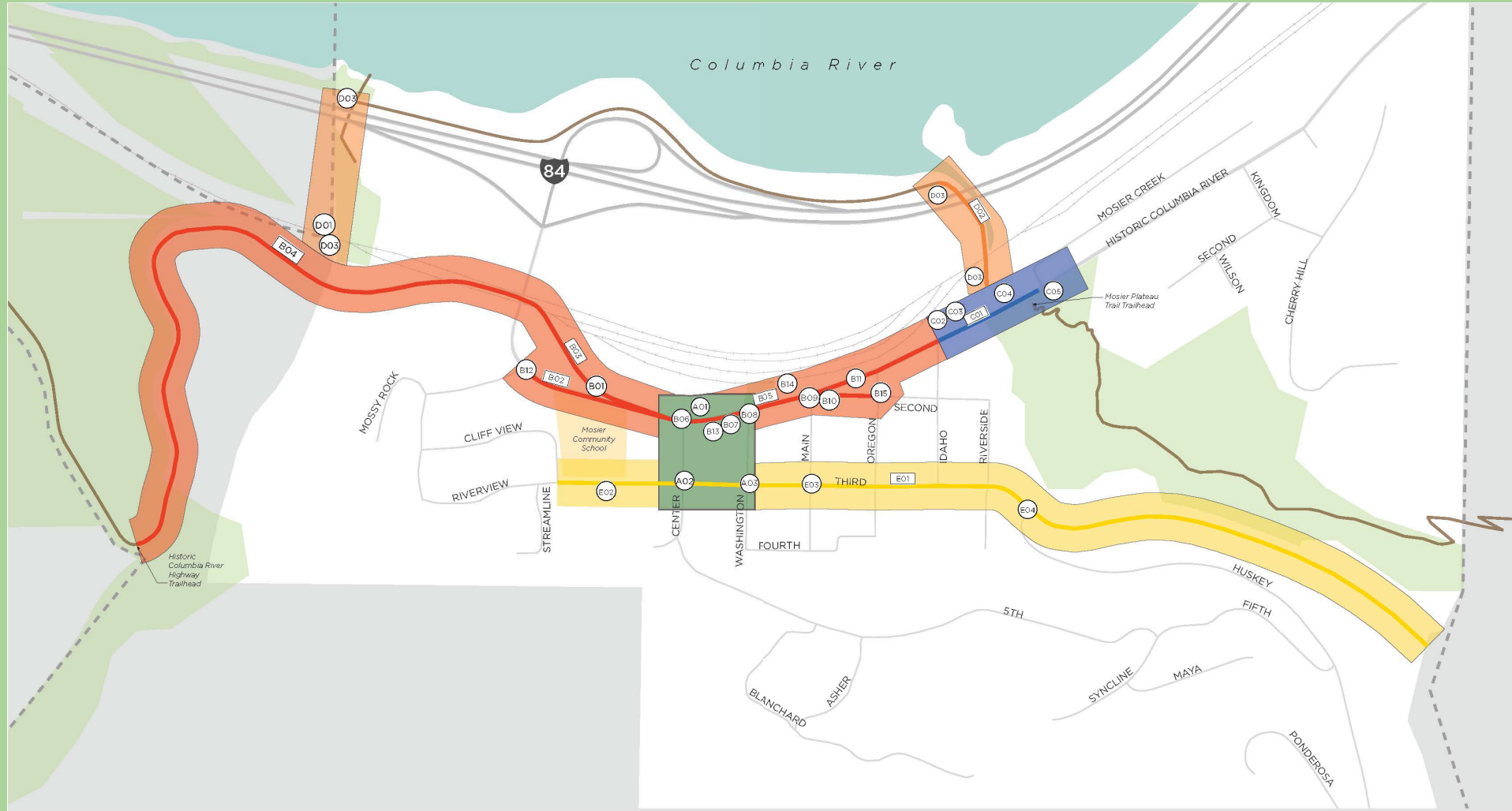


TGM Applications: June 13, 2023





RECOMMENDED PROJECTS




CITY OF MOSIER
TRANSPORTATION
SYSTEM PLAN

Figure 6. Mosier TSP Recommended Projects

RECOMMENDATION TYPE







-  Spot Improvement
-  Linear Improvement

PROJECT ZONE

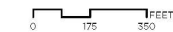
-  A: Downtown Circulation
-  B: Western City Limit to Idaho St
-  C: Idaho St to Eastern City Limit

-  D: North of US-30: Waterfront & Community Space
-  E: 3rd Ave & Mosier Community School

FEATURES + BOUNDARIES

-  Schools
-  Parks
-  Water
-  Existing Trails
-  City Limits
-  Urban Growth Boundary

Data provided by the City of Mosier and ODOT.
Map produced September 2018.

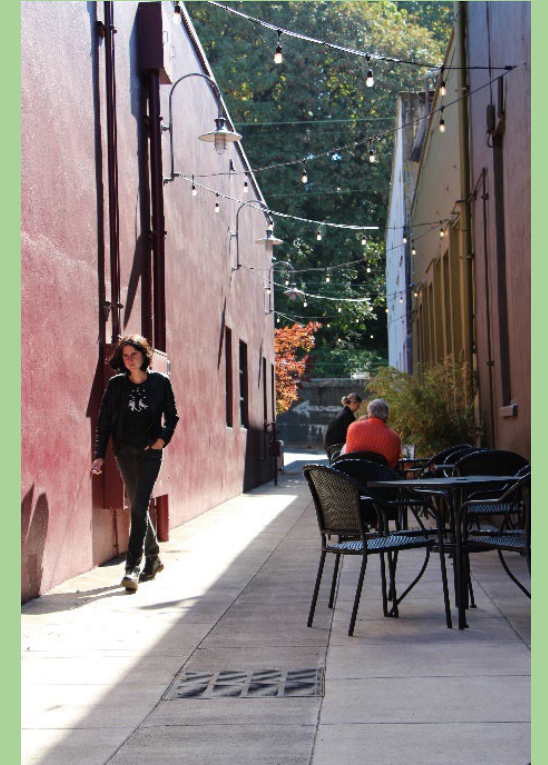


TGM Mission Statement

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
 - Quick Response
 - Education and Outreach
 - 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+
(7615 PORTLAND RD NE)

4PM-6PM
5PM-6PM
6PM-7:30PM

WIKIYA MAPLE BIKEWAY CASA ABIERTA (EXTRINSECA OPINIÓN SOBRE ÚLTIMA VERSIÓN)
ENMIENDA POR EL NECESARIO CON LIBERES DE LA COMUNIDAD (PROPUESTA COMO LAS CALLES SANAS EXTRA VECINARIOS SANOS.)
PRESENTACIÓN CON PREGUNTAS Y RESPUESTAS CON DAN EPPROEN

Anthony Gamallo
503-588-6211
agamallo@cityofsalem.net

¡GRATIS!
¡ACOMPÁÑENOS PARA INFORMACIÓN, COMIDA, Y PREMIOS DE REGALO!

¡ACOMPÁÑENOS EN NUESTRO EVENTO POR UN BUEN DÍA!

GRACIAS AL GENEROSO APOYO DE:

AARP Oregon
City of Salem
AARP Oregon
Kaiser Permanente
Center50+
City of Salem - Senior Center

SERVICIOS DE TRANSPORTACIÓN PARA PERSONAS CON NECESIDADES ESPECIALES



Planning Grants

There are currently 35 active grant projects including the 11 awarded in 2022:

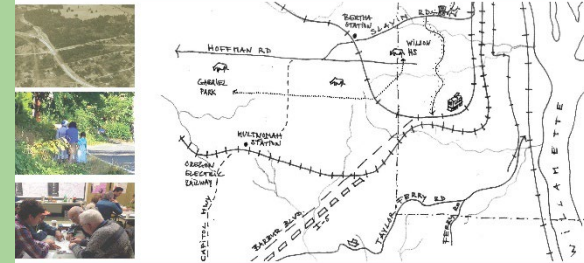
City of Beaverton
City of Carlton
City of Corvallis
City of Grants Pass
City of Maupin
City of North Plains
City of Portland
City of Tangent
City of Wallowa
Marion County ★
Umatilla County

- Annual competitive cycle
- Eligible applicants: cities, counties, councils of government on behalf of a city or county, tribal governments, and certain special districts.
- Typical award amount between \$125K and \$250K
- Up to three years from award to completion
- Local match required; partial match waivers allowed for economically distressed communities

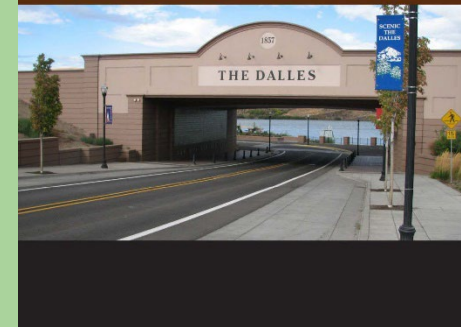
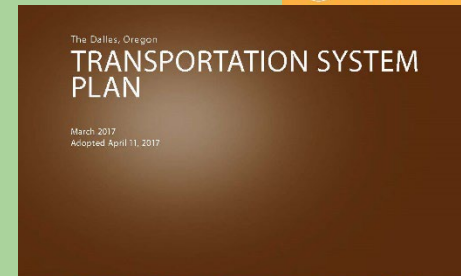
Transportation System Planning Grants

- 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

Tryon-Stephens Headwaters Neighborhood Street Plan

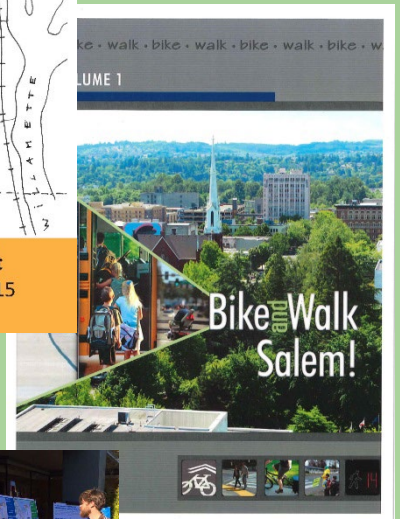


Council Draft
November 2015



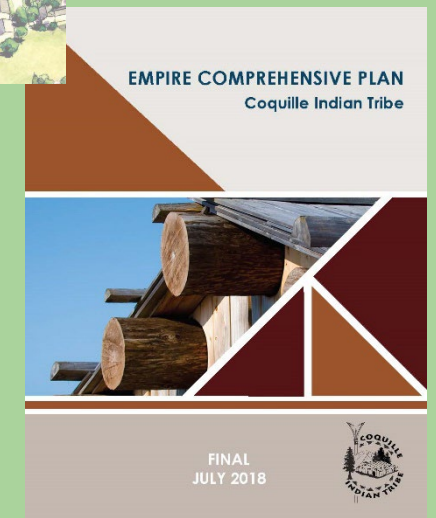
Sunset Empire Transportation District Long-Range Comprehensive Transportation Plan Volume I

September 2016



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.



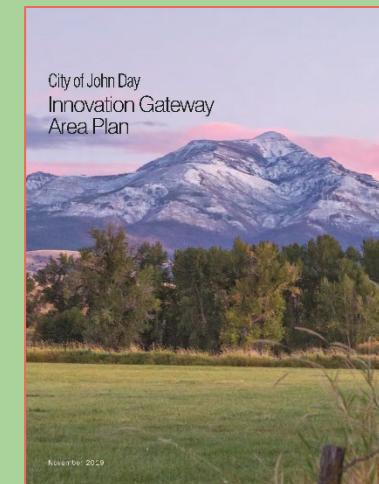
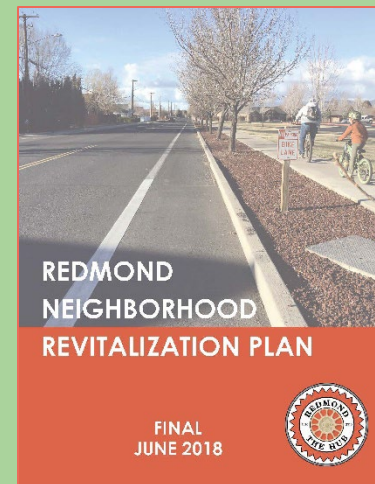
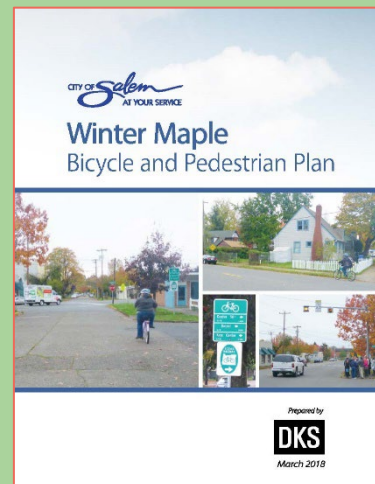
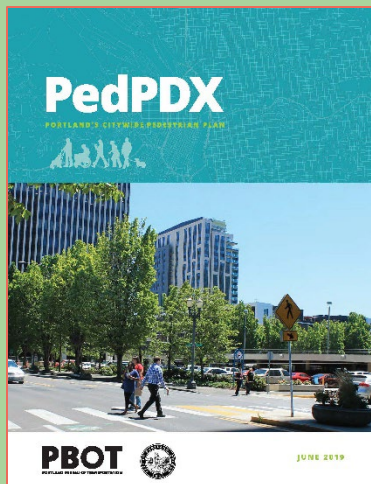
2023 Grant Application and Award Timeline

- March 1, 2023- Pre-applications e-mailed and flyer mailed
- March 31, 2023 - Pre-applications due
- May 4, 2023 - Grant application period begins
- **July 27, 2023 - Applications due**
- **Mid-late September 2023 - 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, meeting minutes, or authorized letter



2023 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.

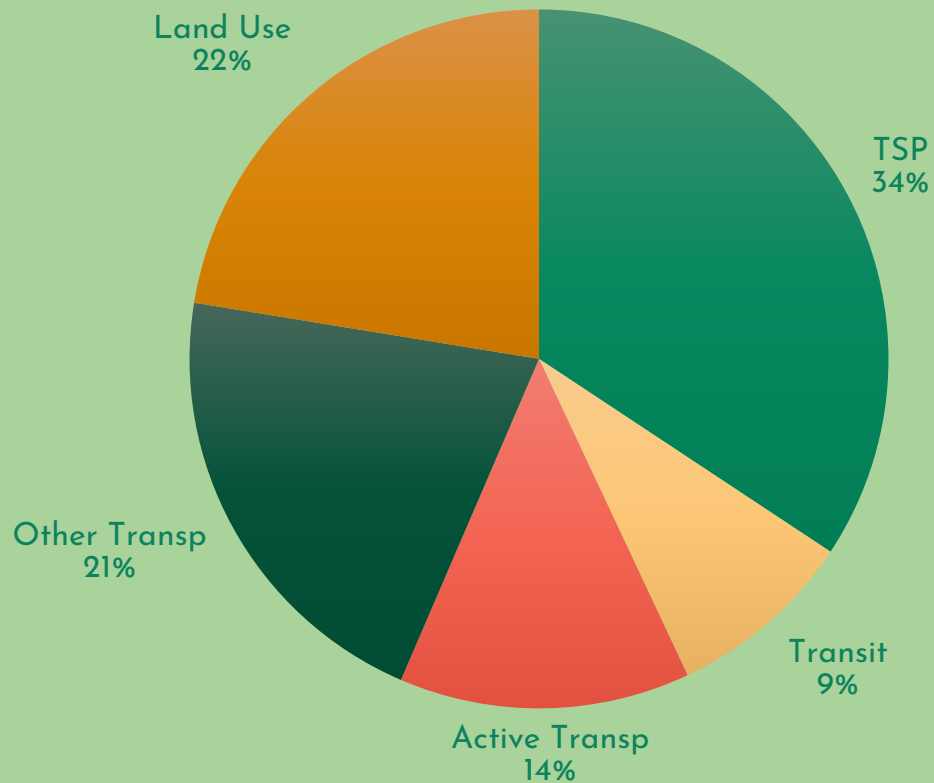
Housing

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.

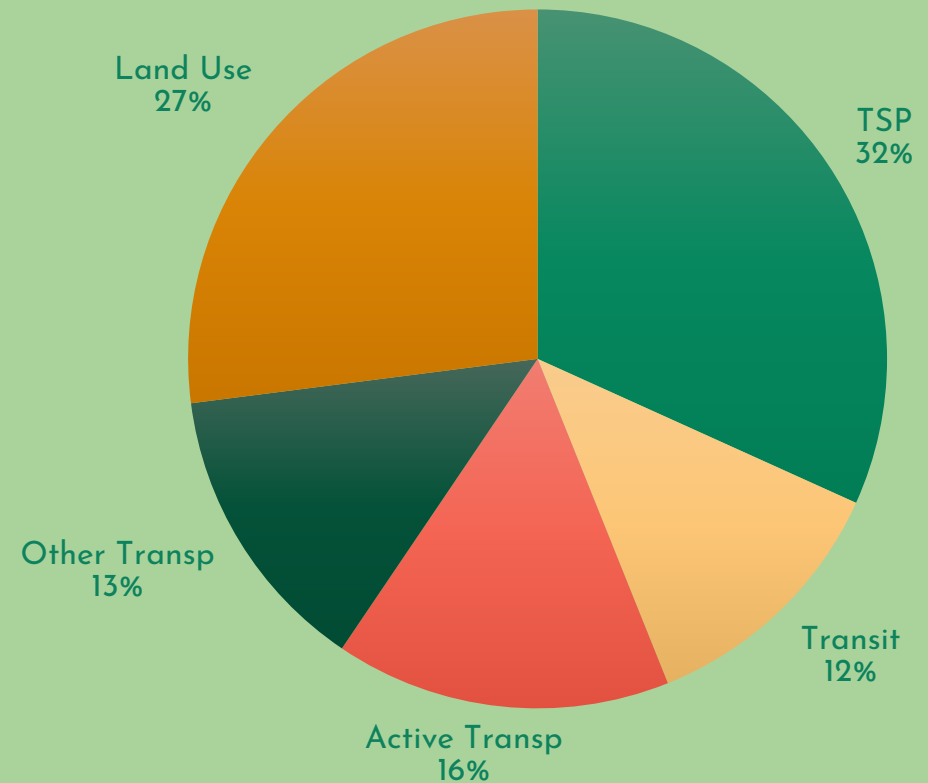
Advance Questions

Which types of projects are most likely to receive funding?

2013-22 Applications



2013-22 Awards



Eligibility Questions

- **Are small-scale pilot studies possible as a way to validate plan recommendations?** Temporary physical changes are not an eligible grant project.
- **Would a roundabout concept plan or feasibility plan qualify?** Possibly, need to make the policy connection.
- **Can a grant cover streetscape improvements?** A plan for the improvements is eligible, their engineering and construction is not eligible.

TGM grants are for planning work that lead to local policy decisions. Projects should result in the development of a new adoption-ready plan or land use regulation or amendments to an existing plan or land use regulation.

Projects that primarily do research or outreach, study an issue, compile data, or inventory information are generally not eligible for grant funding. TGM grants also cannot fund preliminary engineering, surveying, or construction work.

Money Questions

- **Do the grants require financials?** TGM asks for estimates and will prepare their own estimate.
- **What percentage of match is required?** There are differing percentages in the Application itself (14% on page 7) and the Instructions (12% on page 5). The correct percentage is approximately 12% of requested funds.

Questions About the Award Criteria

- What are some of the criteria that applicants can highlight that improve an application?
- How to build a good application narrative.
- Information the TGM grant reviewers want to see in our application.

Focus on the local issues and objectives. Objectives should link to the Project Approach. Timely and Urgent is often the tiebreaker.

Application Assistance Questions

- **Most common mistakes and are there any more sources to reference from?** Reimbursement and match responses are the most common errors (more to come on that).

Beyond the “Advice” in the Application Instructions, we have an extensive library of older applications. The Region Lead is another good resources.

Entering an Application

Sample Application from the City of Planwell

GREAT NEIGHBORHOOD PRINCIPLES

As part of the City's Comprehensive Plan, Redmond has adopted a set of 11 Great Neighborhood Principles to be incorporated in both new and infill development.

For the purposes of the RNRP, proposed neighborhood improvement projects are categorized by three key neighborhood elements that encompass and help support the implementation of the GNPs (Table 1).

ACTIVE MODE CONNECTIONS

Active transportation mode connections are local street improvements that make it easier for Redmond residents to get around their neighborhoods and recreation areas by foot, by bike, or by any other physically

active means. We all walk or roll in one form or another throughout the day, so active modes of transportation represent our most basic needs and ways of getting around. Examples of active mode connections include basic improvements like sidewalks, marked crosswalks, and speed humps, to more enhanced facilities like protected bike lanes, bike boulevards, walking trails and trailhead access to Dry Canyon. Building these out will ensure streetscapes are comfortable, safe, and convenient for young children, older adults, and everyone in between. Access and connectivity to local activity centers, like safe routes to schools, parks and trails, jobs, and shopping can strengthen neighborhood connections, reduce congestion, improve community health,



REDMOND'S GREAT NEIGHBORHOOD PRINCIPLES

Connect people and places through a complete grid street network and trail system that invites walking and bicycling and provides convenient access to parks, schools, neighborhood service centers, and possible future transit stops. Traffic calming techniques and devices may be required to slow vehicles. Curved streets are encouraged to provide interest and variety in neighborhood design. Trails shall be provided to link with other pedestrian facilities existing, or planned in the future.



A mix of housing types and densities shall be integrated into the design of new neighborhoods unless a variance is approved.



All new neighborhoods shall provide useable open spaces with recreation amenities that are integrated to the larger community. Central parks and plazas shall be used to create public gathering places where appropriate. Incorporate significant geological features such as rock outcroppings, stands of clustered native trees, etc. into the design of new neighborhoods. Neighborhood and community parks shall be developed in appropriate locations consistent with policies in Redmond's Parks Master Plan.

NEIGHBORHOOD REVITALIZATION PLAN

The following neighborhood improvement projects is a list generated and refined through an iterative process. The PAC, City staff and community members first identified key opportunities for bicycle and pedestrian connections, local street improvements, activity centers and neighborhood design elements to help implement the GNPs. Input was then consolidated and cross-referenced with existing plans, projects and other parallel efforts, and then reviewed for final project list refinement.

As identified in each neighborhood map (Figure 1-5), projects are color coded to the following key neighborhood elements:



Active mode connections including local street improvements, open space, trails and recreation areas.

Activity centers including areas supportive of the social, cultural and health needs.

Design elements that encourage and support non-vehicular travel including wayfinding and safety elements.



Award Criterion 1 - Proposed Project Addresses a Need and Supports TGM Objectives - 3,595 Character Response

The goal of the grant project is to develop a comprehensive neighborhood infill and revitalization plan that can be implemented consistent with the Great Neighborhood Principles ("GNP") contained within the adopted City Comprehensive Plan. The City has been actively engaged in programs to improve residential design review, master planning, parks master plan updates, urban renewal, bike and pedestrian programs, and public art programs to improve the livability of the community. These projects are helpful but more work needs to be done to zero in on specific neighborhood needs - especially in the older neighborhoods. The grant project will need to support these neighborhoods that house a large percentage of underserved populations while taking care to avoid displacement.

This project has two key objectives:

- *Identify opportunities for and barriers to development of infill missing middle housing and accessory dwelling units.*
One of Planwell's GNPs is a "A mix of housing types and densities should be integrated into the design of new neighborhoods." While older existing neighborhood have developed over time with a greater mix of types and price points than newer neighborhoods, they are also an ideal location for infill housing. This is due to larger lot sizes and lower price points as well as the proximity to downtown and existing transportation services. Despite this advantage, little missing middle infill housing has developed to date. Project will look at how regulations are affecting the physical and financial viability of new housing. *This objective supports TGM Objectives 2, 2.1, 3, 3.1, 3.2, 4, and 4.1.*
- *Identify the missing elements that create vibrant, healthy places and encourage infill development.*
Planwell'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. The grant project will have a detailed examination of these older neighborhoods and identify needed elements that are not normally examined in the Transportation System Plan (TSP) process.

Some older neighborhoods are great places to raise families, but others need significant help because they lack the elements that are typically associated with vibrant neighborhoods. This project will also consider key amenities - such as parks - needed to support infill development and to determine if there is a quantitative and qualitative inequity between older neighborhoods and newer neighborhoods. As needed, the City will pursue amendments to those policy documents and funding for leveling projects and services. *This objective supports TGM Objectives 1, 1.1 - 1.4, 2, 2.1-2.3, 3, 3.1, 4, 4.1, 5, and 5.1.*

In conclusion, we need to find creative ways to encourage infill development, avoiding the need for an urban growth boundary amendment and costly infrastructure. The project will result in an examination of regulatory barriers and development of supportive public projects and services. The end products will consider how to improve investment and stability of older neighborhoods most cost effectively. Both Planwell and its residents, particularly those in older neighborhoods, have limited funds and limited time but boundless optimism for the future of our community.

Award Criterion 2 - Proposed Project is Timely and Urgent - 1,570 Character Response

The proposed project is very timely given Planwell's fresh efforts at improving neighborhood livability by recently adopting a new Comprehensive Plan chapter on livability and ongoing efforts with bicycle/pedestrian planning, and parks master plan updates. The City has recently completed a housing needs analysis and a buildable lands inventory which will be used to identify infill housing locations for further study. City has also improved the residential design review process but needs to look at the code itself to get the community's desired results - an increased supply of smaller units for young, old, and lower income current and future residents.

These efforts are needed as Planwell has seen a significant increase in residential permits in the last 3 years - from a low of 60 permits in 2020 to 300 in 2022. About 90% has been in new residential developments with larger single-family units and one apartment complex. The remaining 10% of residential permits has been in older neighborhoods, primarily for teardowns that raise displacement concerns. While this investment demonstrates Planwell's attractiveness, the City is not meeting its housing goals. While Planwell is not subject to HB2001 requirements, Project will develop new residential design standards to make it easier to develop missing middle housing.

The City's TSP update will begin in two years and will complement and incorporate the detail-level supportive infrastructure analysis that should be complete by then. Similarly, the review of other infrastructure will be incorporated into other master plans and the CIP.

Grants Process

Awards in mid to late September

Typically 24-36 month projects
All Projects Completed - *May 2027*

 Initial Project Development
Consultant Selection and Negotiation

 Intergovernmental
Agreements and Contracts

 **Underway**
Summer/Fall 2024

Most Grantees



 Initial Project Development

 Intergovernmental Agreement
Late 2023

 **Underway in 2023!**
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

