TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
2018 GRANT APPLICATION
APPLICATIONS DUE 4:00 PM, June 8, 2018

Note: This form must be filled out using the latest version of Adobe Acrobat or Reader. Download the latest version of Reader here: https://get.adobe.com/reader/

Download the Application, Application Packet, and Racial and Ethnic Impact Statement at: https://www.oregon.gov/LCD/TGM/Pages/Grants.aspx. Also on the web page are examples of successful TGM Applications, a list of all TGM grants to date, and help for developing a project approach and budget.

Type of Grant: Category 1
ODOT Region (1-5): Region 1

Primary Applicant Jurisdiction: City of Sandy
Project Title: TSP Update
Mailing Address: 39250 Pioneer Blvd.

City/Zip: Sandy, OR 97055
Contact Person: Kelly O’Neill Jr.
Contact Person Title: Planning & Building Director
Telephone/Email: 503-489-2163 koneill@ci.sandy.or.us

Co-Applicants involved in the project: MATCH YES NO

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

The City of Sandy relies on the TSP for subdivision and commercial development designs, street construction standards, transit planning, ped/bike infrastructure planning, parks and trail planning, and all other elements of our transportation system. In June 2017, Sandy expanded its UGB by 668.2 acres. Because the current TSP was last updated starting in 2008, with adoption occurring in 2011, it doesn't include any of the newly expanded UGB area. Since 2017, we've had 10 tax lots annex that were previously outside the UGB and were not included in the 2011 TSP. This update will help in the process of updating our parks and transit master plans.

Primary TSP update objectives are:
- Update the TSP to include the 668.2 acre UGB expansion area and identify ped/bike systems & roadway classifications within the expanded area.
- Update project programming lists, including project cost (currently in 2009 dollars).
- Implement the alternative mobility standards developed as part of the 2011 TSP.
Jurisdiction: City of Sandy  
Project Title: TSP Update

<table>
<thead>
<tr>
<th>Eligible Grantee Expenses</th>
<th>TGM Funds Requested</th>
<th>Local Match*</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>[Labor (salary plus benefits) and Direct Expenses]</td>
<td>$16,800.00</td>
<td>$16,800.00</td>
<td>$16,800.00</td>
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<tr>
<td>Consultant Personal Services</td>
<td>$140,000.00</td>
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<td>$140,000.00</td>
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<td><strong>TOTAL</strong></td>
<td>$140,000.00</td>
<td>$16,800.00</td>
<td>$156,800.00</td>
</tr>
</tbody>
</table>

*This amount should be a minimum of 12 percent of the total project budget, or: $19,090.00

Type of match to be provided: Labor and Supplies & Services during Project

**Certifications**

- 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:

Consultant Name: 

*Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact Cindy Lesmeister at 503-986-4349 if you have questions.*

- By checking this box, I certify that City of Sandy supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

Date: Jun 7, 2018
Eligibility Requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear Transportation Relationship
A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation of alternative scenarios, development of implementation measures, and 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. 1000 character limit.

The TSP links together various plans—land use, parks, transit, state and county plans—that affect transportation in Sandy. The TSP is used daily as a blueprint for the physical development of the city; thus, it needs to be updated as conditions change and the city grows. The updated TSP needs to include the recent 668.2 acre UGB expansion area and identify bike/ped systems and roadway classifications within the expanded area. We also want to update the project programming lists, including project cost (currently in 2009 dollars). Sandy is the 3rd fastest growing city per capita in Oregon and receives significant through traffic from the Portland area and Central Oregon, both of which have also seen significant population growth. This increase in through traffic is a primary reason why we need alternative mobility standards to support economic vitality. Planned roadways and alternative modes of transportation in the expanded area are intended to keep local traffic off the highway.

2. Adoption of Products to meet Project Objectives
A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

The outcome of the project will be an updated TSP, reflecting the changes noted above, and easily accessible for the public, developers, and staff on the City of Sandy website. The revised draft TSP will be forwarded to the Planning Commission for recommendation and City Council for adoption. Public hearings to receive public input will occur before the Planning Commission and City Council with additional work sessions as needed. The results of the TSP update may also lead to municipal code amendments to implement the objectives and goals identified in the revised TSP.

3. Support of Local Officials
A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement. 400 character limit.

The City of Sandy TSP update has received support from the local governing body including the Mayor, City Council, Planning Commission, Transit Department and the Parks Board.
2018 TGM Grant Application

Jurisdiction: City of Sandy
Project Title: TSP Update

Award Criteria

Applications are scored on a range of criteria and receive up to 100 points. Projects are selected primarily based on the points scored; also considered are 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. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

1. Proposed project addresses a need and supports TGM objectives (up to 40 points)

The 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.

The overarching goal of the TSP update is to ensure Sandy is planning for and providing transportation choices, both in terms of different travel modes and different travel routes. Providing a better connected bicycle, pedestrian, and transit network will help reduce the number of vehicular trips within Sandy while also promoting environmental stewardship, strengthening community through the creation of a more vibrant and active streetscape, and supporting healthy and active lifestyles. In addition, identifying connections for roadways in the recently expanded UGB area will provide alternative routes for local traffic, thereby helping to alleviate congestion on Highway 26, which has seen a significant increase in both local and through traffic in recent years.

We rely on the TSP for subdivision and commercial development designs, street construction standards, transit planning, parks trail planning, and all other elements of our transportation system. Because the document is used so often and in so many important ways, we believe it is critical to keep the TSP up-to-date; this is especially true given that Sandy is the 3rd fastest growing city in Oregon. In June 2017, the City of Sandy expanded its UGB by 668.2 acres. Since then, we've had 10 tax lots annex that were previously outside the UGB and were not included in the 2011 TSP. It is crucial that we update the TSP so that we can plan for and provide multiple modes of travel in these rapidly developing areas recently added to the UGB.

The primary TSP update objectives are:
- Update the TSP to include the 668.2 acre UGB expansion area and identify bike/ped systems and roadway classifications within the expanded area.
- Update project programming lists, including project cost (which is currently in 2009 dollars).
- Implement alternative mobility standards to support economic vitality by creating more flexibility to accommodate existing and future residents, businesses, and services.
- Integrate TSP updates with concurrent planning processes (transit master plan, parks and trails master plan, Pleasant Street master plan, walkability analysis).

We also want to resolve the inconsistencies between our current (2011) TSP and the Bornstedt Village Specific Area Plan (a specific area plan in Sandy) as we are receiving numerous land use applications for property in the Bornstedt Village and the TSP does not accurately reflect the Bornstedt Village plan. In addition, the City of Sandy is in the process of updating its Transit Plan and its Parks and Trails Master Plan as well as undergoing a downtown walkability assessment and a master planning process to create a bike and pedestrian friendly commercial corridor on Pleasant Street (north of downtown). We want all of these plans to work cohesively.
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 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 or lack of growth, changes in land use patterns, or changes in available funding; build on, complement, or take a necessary step toward completing or implementing other high priority community initiatives, including supporting a Governor’s Regional Solutions team priority; 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.

The City of Sandy’s current TSP is approximately 7 to 10 years out of date. In June 2017, the City expanded the UGB by 668.2 acres. Since then, we’ve had 10 tax lots annex that were previously outside the UGB and are not included in the 2011 TSP. In addition, the current TSP project programming list includes project costs in 2009 dollars. Project costs are likely much higher now than in 2011. The current TSP also relies on outdated trip counts. The City of Sandy is the third fastest growing city in Oregon. Due to its location on Highway 26, the City receives substantial through traffic from the Portland Metro area and Central Oregon, both of which have also seen significant population growth since the adoption of the Sandy TSP. Sandy’s transportation network, including Highway 26, have seen a sizable increase in trips over the past 7-10 years. In addition, the TSP update will allow the City to finalize the alternative mobility standards developed as part of the 2011 TSP.

3. Proposed project approach is reasonable (up to 20 points)
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.

The major tasks with this TSP update will be the following:
- Review the existing TSP. (Consultant)
- Meet with City (planning, public works, transit, parks) staff, and with ODOT staff, as necessary to receive direction on the update of the TSP. (Consultant and Staff (City, ODOT))
- Coordinate with County, Transit Agencies, and other stakeholders. (Consultant, City staff, ODOT staff)
- Develop and implement a public involvement plan. (Consultant, City staff)
- Update the TSP analysis area to include the 668.2 acres in the recently updated UGB, including identification of bike/ped systems and roadway classifications within the expanded area. (Consultant and Staff)
- Update the project programming project lists, including project cost, which is currently in 2009 dollars, and perform a needs analysis of all modes to determine what projects should receive priority (Consultant)
- Update trip counts. (Consultant)
- Finalize the alternative mobility standards developed as part of the 2011 TSP. (Consultant)
- Prepare a draft of the TSP that can be reviewed by staff and by the Planning Commission and City Council. (Consultant)
- Make revisions as necessary. Prepare a final plan, including html pages for publishing on the City’s web site. (Consultant)
- Prepare a staff report and ordinance for formal adoption of the updated plan. (City staff)

4. Proposed project has community support (up to 5 points)
The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

We have attached letters of support from the governing body - Mayor and City Council President. We also received additional letters of support from the Planning Commission, Transit Department and the Parks Board.
List attached letters of support on Application Checklist.

5. Proposed project sponsor readiness and capacity (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 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 will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

The City of Sandy’s Planning Department will take the lead on the TSP update. We would like to request a consultant, but will have at least six staff members from different departments (Planning, Public Works, Transit, Parks, Police) involved in the project and will be capable to meet with the consultants on a regular basis.

Previous TGM projects in Sandy within the past 10 years include an Updated Transit Master Plan (IC-17), which is in the process of being revised. We also did a TSP update 11 years ago (IK-07), which resulted in the current TSP.

6. Up to 10 Bonus Points: 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 or will include an innovative multimodal analysis.

DO NOT answer criterion #6 separately. Scores will award points based on the entirety of the application. By the nature of this criterion, most projects will not receive any points.
Jurisdiction: City of Sandy

Project Title: TSP Update

Application materials must include in separate files:

- Grant Application form (12 pages max, including Application Checklist)

Supplemental Materials:

- Project area map
- Resolution or letter of support from governing body of applying jurisdiction(s) (eligibility criterion #3)
- Optional additional letters of support from stakeholders (award criterion #4)

List attached letters of support:

1. Mayor
2. City Council President
3. Planning Commission
4. Transit Department
5. Parks Advisory Board
6. 
7. 
8. 

Racial and Ethnic Impact Statement

Submit the grant application and all supplemental materials by emailing as email attachments to TGMGrantApps@odot.state.or.us.

If your materials exceed 9 MB, divide them into two emails. Put the jurisdiction name and project name in the subject line, along with 1 of 2 and 2 of 2. Request a Read Receipt if you want confirmation that your application has been received.

If you encounter any issues with the submittal process, contact:
Rebecca Coffelt, Planning Section Web Coordinator
Rebecca.D.Coffelt@odot.state.or.us, 503-986-4254
PLEASE NOTE: Zoning designations for all parcels located outside of the City Limits are conceptual only and non-binding. The conceptual zoning designations are used to promote preferred development patterns, per the 2040 Comprehensive Plan.
June 4, 2018

ODOT Region 1
123 NW Flanders Street
Portland, OR 97209
RE: TGM Grant Application

Lidwien Rahman,

As the Mayor of Sandy I wholeheartedly support the City of Sandy applying for a TGM grant to modify the City of Sandy Transportation System Plan (TSP). Living in Sandy since 1975 and owning a business in Sandy for the past 30 years I can speak to the importance of a well-designed transportation network especially in our community that has experienced a dramatic population increase over the last 20 years. Please accept this letter as official support for this TGM grant.

Sincerely,

William King
Mayor

CC: file
Kelly O’Neill Jr., Planning and Building Director
Mike Walker, Public Works Director
Kim Yamashita, City Manager
June 4, 2018

ODOT Region 1
123 NW Flanders Street
Portland, OR 97209
RE: TGM Grant Application

Lidwien Rahman,

As the Council President I support the City of Sandy applying for a TGM grant to modify the City of Sandy Transportation System Plan (TSP). Being a city councilor for the past 12 years and former planning commissioner I fully understand the importance in establishing comprehensive planning objectives. With the recent addition of property in the Sandy UGB and with several assumptions that were not accurate in the 2011 TSP we need to revise the TSP. Please accept this letter as official support for this TGM grant.

Sincerely,

Jeremy Pietzold
City Council President

CC: file
Kelly O’Neill Jr., Planning and Building Director
Mike Walker, Public Works Director
Kim Yamashita, City Manager
May 31, 2018

ODOT Region 1
123 NW Flanders Street
Portland, OR 97209
RE: TGM Grant Application

Lidwien Rahman,

We discussed the need for a TSP update at the May 29, 2018 Planning Commission meeting and fully support the City of Sandy applying for a TGM grant to modify the City of Sandy Transportation System Plan (TSP). As planning commissioners, we understand the importance in establishing comprehensive planning objectives that can then be applied to land use applications. With the recent addition of property in the Sandy UGB and the recent surge in development requests we see the urgency in updating the TSP.

Sincerely,

Jerry Crosby, Chairman

City of Sandy Planning Commission
Planning Commissioners: Jerry Crosby, Don Carlton, Ron Lesowski, Todd Mobley, John Logan, Barry Abrams

CC: file
Kelly O’Neill Jr., Planning and Building Director
Mike Walker, Public Works Director
Kim Yamashita, City Manager
June 4, 2018

ODOT Region 1
123 NW Flanders Street
Portland, OR 97209
RE: TGM Grant Application

Re: Sandy Transit Support of Sandy TSP Application

Lidwien Rahman:

Sandy Transit supports the Sandy TGM grant application for an updated Transportation System Plan developed by the Planning and Public Works Departments. Due to fast-paced growth, outdated Master Plan guidance and growing connectivity in the transit industry, Sandy Transit was recently awarded a TGM grant for an updated Transit Master Plan. Transit is in the early phases of plan development with the expectation of an adopted plan by next fall.

The combination of a new Transit Master Plan, an expanded urban growth boundary and growth of Sandy make this an opportune time for the City to engage in an updated Transportation System Plan. If awarded, this application gives the State greater return on the Sandy Transit Master Plan investment by providing residents, employers, employees, and visitors of Sandy a comprehensive and integrated transportation system.

Sincerely,

Andi Howell
Transit Director

CC: file
Kelly O’Neill Jr., Planning and Building Director
Mike Walker, Public Works Director
Kim Yamashita, City Manager
June 4, 2018

Lidwien Rahman, Region 1 Grant Manager
Oregon Department of Transportation, Region 1
123 NW Flanders Street
Portland, OR 97209

Dear Ms. Rahman:

I am writing on behalf of the City of Sandy Parks Board to express strong support for the Transportation and Growth Management grant application from City of Sandy to help fund an update of the City’s Transportation System Plan. The current TSP for the City done in 2011, utilizes outdated 2009 cost estimates and trip counts. It also does not include nearly 700 acres of land recently brought into the City’s Urban Growth Boundary. Access to our parks and trails, as well as the need for bike lanes, is important to address the recreational demand of our City’s increasing population.

We are in the process of updating our City’s Parks and Trails Master Plan. Updating the TSP at the same time ensures those efforts are consistent. The City of Sandy Parks Board fully supports this grant application to update our TSP.

The City Parks Board looks forward to providing public input to staff on the amended TSP. A favorable review of the City of Sandy’s Transportation and Growth Management Grant application for an updated Sandy Transportation System Plan is a sound investment of grant dollars. Thank you for the opportunity to comment on this important and exciting project.

Sincerely,

[Signature]

Kathleen Walker
City of Sandy Parks Board, Chair
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 persons\(^1\) 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
   - □ Persons with Disabilities
   - □ African-Americans
   - □ Hispanics
   - □ Asians or Pacific Islanders
   - □ American Indians
   - □ Alaskan Natives

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
   - □ Persons with Disabilities
   - □ African-Americans
   - □ Hispanics
   - □ Asians or Pacific Islanders
   - □ American Indians
   - □ Alaskan Natives

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: 6/7/18

Printed Name: Kelly O'Neill Jr.  
Agency Name: City of Sandy  
Title: Planning & Building Director

\(^1\)"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.