

**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 5
Primary Applicant Jurisdiction:	City of Ontario		
Project Title:	City of Ontario Transportation System Plan Update		
Mailing Address:	Ontario City Hall		
	444 SW 4th Street		
City/Zip:	Ontario		
Contact Person:	Betsy Roberts		
Contact Person Title:	City Engineer		
Telephone/Email:	208-383-6334	betsy.roberts@jacobs.com	

		MATCH	
		YES	NO
Co-Applicants involved in the project:		<input type="radio"/>	<input type="radio"/>
		<input type="radio"/>	<input type="radio"/>
		<input type="radio"/>	<input type="radio"/>

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 Ontario's TSP was completed in 2006, and no longer reflects current growth, development, and other transportation planning changes that have occurred in the City, region, and State of Oregon since that time. Additional updates needed for the 2006 TSP include: (1) incorporation of the City's recent Parks and Recreation Master Plan and a Bicycle/Pedestrian Ways Master Plan, which identify and plan for improved connectivity from streets and sidewalks to planned pathways as part of the Master Plan; (2) study and refinements to the E. Idaho Avenue corridor, including a traffic study to determine needed travel and safety improvements, particularly the need for left turn lanes and to develop the future streetscape such as sidewalks, bike paths, and landscaping improvements.

2018 TGM Grant Application

Jurisdiction: City of Ontario

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	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]		\$21,000.00	\$21,000.00
Consultant Personal Services	\$154,000.00		\$154,000.00
TOTAL	\$154,000.00	\$21,000.00	\$175,000.00

*This amount should be a minimum of 12 percent of the total project budget, or: \$21,000.00

Type of match to be provided: A Mix

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: Elizabeth (Betsy) Robers, Jacobs

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 Ontario** 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: 6/8/2018

2018 TGM Grant Application

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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 update to the Ontario TSP will address physical and multi-modal planning changes that have occurred in the City, region and State of Oregon since the original 2006 TSP. The update will look at applicable transportation modes in the City, and particularly address bike/ped matters in relation to the City's Parks and Recreation Master Plan and Bicycle/Pedestrian Ways Master Plan. These need to be incorporated into the overall TSP to identify and plan for improved connectivity from streets and sidewalks to planned pathways in relation to these two Master Plans.

The TSP update will address and incorporate other key transportation needs and opportunities. For example, an area of refinement within the TSP will include the E. Idaho Avenue corridor, where increased development and growth requires a traffic study to determine travel and safety improvements such as left turn lanes, development of the future streetscape, and the need for sidewalks, bike paths and landscaping improvements.

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.

Once the TSP is updated, it will be reviewed and commented on by the public and the City's Planning and Development Department. After incorporation of appropriate comments, an adoption-ready product will be finalized, and the plan will be sent to City Council and state agencies for approval. The approved, amended TSP will be implemented through the City's Planning and Development Department.

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 Ontario City Council recognizes the need for an update to the TSP due to the growth, development, and other planning that has occurred in the intervening time. The current TSP no longer provides the comprehensive transportation planning direction the City requires. Attachment 3 demonstrates the full support of the City Council for this TGM grant and TSP update.

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2018 TGM Grant Application

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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 update of the City's TSP will address significant physical and planning changes that have occurred in the City, region and State of Oregon since 2006, while addressing TGM Objective 1: Provide Transportation Choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.

The US Interstate 84 (I-84) runs north to south along the eastern side of the City. Most "heavy commercial" zoned property, where development has occurred at a fast pace in the last 10 years, is located on the eastern side of the interstate. (See Attachment 1, Zone Map.) Over 20 new businesses including Starbucks, Taco Time, Winco, and Sherwin Williams have opened in his area. To the west, on the opposite side of the interstate, is the majority of residential-zoned property. Enhanced connectivity between the two land uses specifically meets TGM Objectives 1.1, 1.3, and 1.4:

1.1 BALANCED, INTERCONNECTED, AND SAFE TRANSPORTATION SYSTEM

As can be seen on the land use map (Attachment 1, Zone Map.), E. Idaho Avenue and SE 5th Avenue provide access between the residential area to the west of I-84 and local businesses to the east of I-84. Improvements to the streets serving the heavy commercial areas on either side of E. Idaho Avenue are greatly needed to address growth in the area. There is heavy vehicular traffic to the businesses via Goodfellow Street and East Lane. A safe connection for pedestrians and bicycles from E. Idaho Avenue to the business would complete the connection. In addition, a possible looped route back to downtown exists via SE 5th Avenue.

The E. Idaho Avenue corridor is a specific area of refinement needed in the TSP. A traffic study is required to determine the need for left turn lanes, develop the future streetscape, and to include sidewalks, bike paths and sustainable landscaping improvements. Currently, E. Idaho Avenue provides vehicular access across the interstate, but the City would like to study this corridor to provide a better link with multiple modes of transportation between the downtown core and this area of commercial growth. (See Attachment 2.) A traffic study on E. Idaho Avenue would allow the City to understand the timing for a currently proposed left turn lane along this route, given recent growth and development. Construction of a left turn lane significantly impacts the shape of the street cross section, and the City's opportunity to construct streetscape improvements. The City does not want to build improvements that will need to be demolished to widen the pavement, so timing is critical. The City, in conversations with the Oregon Department of Transportation, would examine an improved streetscape that provides additional connectivity via sidewalks, bike facilities, and sustainable stormwater treatment and handling. The City continues to have conversations with the Malheur County Rural Road District #2 regarding extension of bicycle and pedestrian facilities that cross over County jurisdiction where small County in-holdings still exist. The Rural Road District fully supports coordination of the projects with the City. Adding safe travel of bicycles and pedestrians options in coordination with enhanced vehicular travel improvements between these land uses supports TGM OBJECTIVE 1.1-

A balanced, interconnected, and safe transportation system that provides a variety of transportation options and supports land uses.

1.4 SAFE AND CONVENIENT WALKING AND BIKING OPPORTUNITIES TO SUPPORT A HEALTHY LIFESTYLE

The City's recent Parks and Recreation and Bicycle/Pedestrian Ways Master Plans were developed with an eye to improving multi-modal transportation options within the community and creating transportation and recreation opportunities that support a healthy lifestyle and more vibrant community. The TSP has not included information from the Parks and Recreation or Bicycle/Pedestrian Ways Master Plans to date. Incorporating this information into the TSP would allow for an integrated approach to providing alternate means of transportation in and around the City and to recreational opportunities.

The TSP will integrate the study activities discussed under TGM Objective 1.1 above (connecting the two different land uses on each side of I-84) with the Parks and Recreation and Bicycle/Pedestrian Ways Master Plans, creating the opportunity to identify and plan for additional, improved connectivity from streets and sidewalks to planned pathways. The enhanced streetscape will provide safe, convenient bike/ped facilities that allow healthy choices for Ontario's citizens. This also supports TGM OBJECTIVE 1.4 - Safe and convenient walking, biking and public transportation opportunities to support a healthy lifestyle.

1.3 - MOBILITY CHOICES FOR UNDERSERVED COMMUNITIES AND THOSE WITH LIMITED OPTIONS

Malheur County, in which Ontario resides, is identified by the Oregon Business Development Department as a distressed county. The number of residents depending on some other mode of transport besides a personal vehicle is typically higher in distressed communities. Anticipated updates to the TSP, including traffic volume analysis, improved connectivity throughout the community better linking existing bike and pedestrian facilities, and updated streetscape would result in safer, more inviting non-vehicular travel alternatives. Research shows that simplification, improved connectivity, and improved safety of alternative modes facilities results in increased use of non-vehicular transportation and would support TGM OBJECTIVE 1.3 - Mobility choices for underserved communities and those with limited options.

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.

Project needs to be completed now (FY 2019 and 20) because:

- Significant development continues to occur in the community on E. Idaho from the Idaho state line to I-84, and traffic volumes need to be captured to help develop street infrastructure improvements (lane, signal modification, etc.) that provide safe and effective facilities. This need will only intensify with time.
- The City has developed plans for implementation of streetscape improvements on E. Idaho but will need to understand if current curb and gutter line will be moving to accommodate additional lanes.
- The State of Oregon Department of Transportation is moving to reduced irrigation and native landscapes around their facilities, and the City would like to integrate that type of landscaping and create a more cohesive look from the interstate along E. Idaho (US 30) as part of the improvements above to save costs on irrigation and maintenance.
- There are several connectivity projects that will be completed in the next several years. These include pedestrian

and bicycle improvements along SE 5th Avenue from SE 5th Street to SE East Lane as well as improvements on SE 2nd Street from approximately E. Idaho to SE 9th Avenue. Both projects will be fully developed and completed within the next 2 to 3 years. The City would like to build on these projects and continue to expand the connectivity.

- The City has been interested in applying for a recreational trail grant based on trails identified in the City's Parks and Recreation Master Plan. The City would like to incorporate Master Plan elements into the TSP and to improve on-street connections to the identified recreational trails, which would further enhance the likelihood of grant award.

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.

To complete the TSP update efficiently and within the planned timeframe, the City anticipates coordinating and working closely with the selected Consultant--providing local knowledge, available data, and priorities. The City will provide \$21,000 of match as a mix of cash and in-kind labor to support data collection, attend public involvement events, to review the TSP document, to share information with the City Council and to otherwise coordinate with the Consultant.

Budget:

The total project cost is anticipated to be \$175,000. The City's intent is that the Consultant perform the work to update the TSP and be compensated the entire amount requested through this grant (\$154,000) plus the \$21,000 match. Jacobs will not pursue the project in the Consultant's role but will act as the City's representative in the role of City Engineer as well as support staff (providing data collection, supporting meetings and open houses etc.).

Estimated Tasks, Deliverables, and Schedule:

The TSP document will be updated in its entirety. The project is expected to take approximately 12 months, once the consultant is selected. To do this requires significant coordination between the selected Consultant, the City, and the public. Public involvement will occur at decision making points during the update. The Consultant will participate in and support the public involvement activities as needed to facilitate incorporating results from public involvement as appropriate into the TSP.

Task 1: Project Kickoff (Cost: \$10,000; Duration: 1 month)

- Kickoff meeting
- Review Project Plan and Schedule

Task 2: Review Existing TSP (Cost: \$40,000; Duration: 2 months)

- Review existing TSP
- Review and incorporate projects completed since 2006
- Update maps
- Incorporate other Master Plans
- Evaluation and incorporation of traffic study
- Establishment of priorities

Task 3: Potential Solutions (Cost: \$50,000; Duration: 3 months)

- Development of draft solutions
- Staff review
- Public comments
- Review and evaluation of comments
- Establishment of priorities
- Integration of comments into Draft TSP

Task 4: Draft Updated TSP (Cost: \$55,000; Duration: 4 months)

- Comment on Draft TSP
- Public Comment
- Recommended Updated TSP, Comprehensive Plan language, etc.

Task 5: Adoption (Cost: \$20,000; Duration: 2 months)

- City Council, project team, Planning & Development work session
- Staff report and findings
- City Council meeting

Total Cost: \$175,000 Total Duration: 12 months

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.

Update of the TSP is crucial to maintaining and enhancing the economic growth, livability, and community vitality of Ontario. On June 2017, the City Council approved a resolution committing the City to support the TSP update and the required 12% match fee. Reflecting its ongoing commitment to the TSP Update, on June 7, 2018, the City Council again approved Resolution 2018-126 committing the City's support to the TSP update and the 12% match. In addition, though they were not able to provide written documentation, Malheur County Rural Road District has expressed their support verbally.

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 has funds available and the staff and the capability to execute, manage and implement the project. The City is prepared to have the City Engineer (Jacobs) manage the project and coordinate with the State and Consultant. The City Engineer, Elizabeth Roberts, has over 25 years of experience in project management and Jacobs has been managing projects in the region for over 50 years.

Below is a list of TGM funded projects and their outcomes, further demonstrating our readiness and capacity to complete the TSP Update and manager the TGM grant within the required TGM timetable:

- 5C-93 Bicycle/Pedestrian Ways Master Plan – resulted in an adopted plan
- 5D-93 Urban Growth Management Agreement – resulted in an adopted plan
- 5B-03 Transportation System Plan Implementing Work – resulted in an adopted plan
- 5D-07 Downtown Revitalization Plan – resulted in an adopted plan. The City has been implementing the plan slowly over the years.

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.

2018 TGM Grant Application Checklist

Jurisdiction: City of Ontario

Project Title: City of Ontario Transportation System Plan 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.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	

☒ Racial and Ethnic Impact Statement

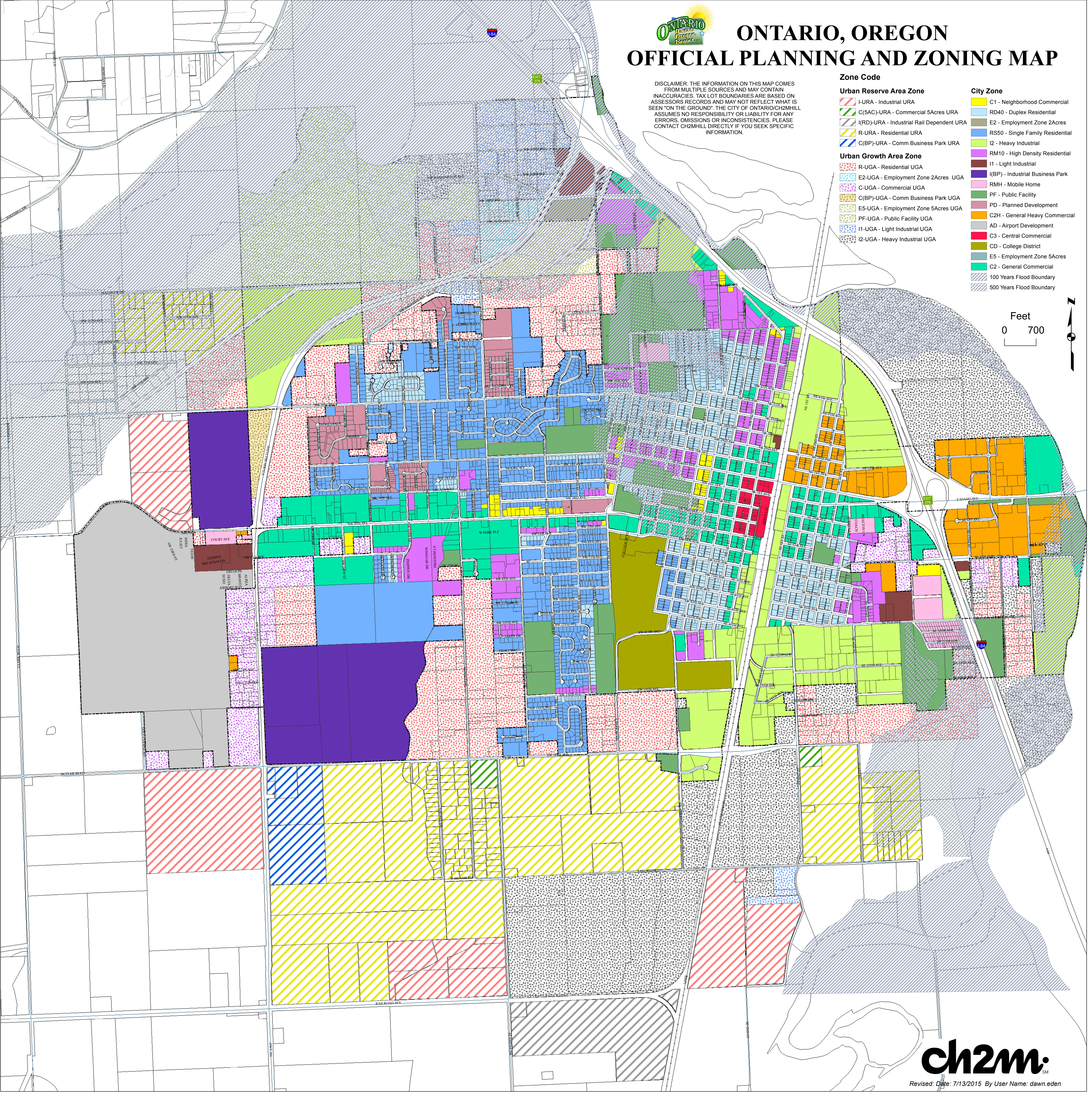
Submit the grant application and all supplemental materials by emailing as email attachments to TGMGrantApps@odot.state.or.us.

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



Project Area

E. Idaho Avenue

ATTACHMENT 2

Legend

Red = Shopping
Blue = Restaurant
Green = Hotel

E. Idaho Avenue
Corridor





RESOLUTION 2018-126

A RESOLUTION SUPPORTING THE APPLICATION FOR A TRANSPORTATION GROWTH MANAGEMENT GRANT

- WHEREAS,** The City of Ontario has an existing Transportation System Plan; and
- WHEREAS,** Development has occurred since the completion of the Transportation System Plan; and
- WHEREAS,** An updated Transportation System Plan will better support the current needs of the City; and
- WHEREAS,** An updated Transportation System Plan will be viewed favorably by granting agencies; and
- WHEREAS,** The City's Capital Improvements Plan supports future funding for an updated Transportation System Plan.

NOW THEREFORE, BE IT RESOLVED that the City of Ontario supports the submittal of an application for a grant in the amount of \$175,000 in total, to the Oregon Department Of Transportation through the Transportation Growth Management Program;

BE IT FURTHER RESOLVED THAT the City is committed to supporting a 12% match associated with that grant, for a total commitment of up to \$21,000 over Fiscal Years 2019 and 2020.

EFFECTIVE DATE: Effective immediately upon passage.

PASSED AND ADOPTED by the City Council of the City of Ontario this 7th day of June, 2017, by the following vote:

Ayes: CAPRON, CRUME, VERINI, JUSTUS, CARTER, PALOMO

Nays: NONE

Absent: WINEBARGER

APPROVED by the Mayor this 7th day of June, 2018.

Ronald Verini, Mayor

ATTEST:

Tori Barnett, MMC, City Recorder

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

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

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

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

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.