



Better Ways To Better Places
Since 1993

Transportation & Growth Management Program

2019 Pre-Application Packet

The Transportation and Growth Management (TGM) Program is jointly managed by the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD). TGM is primarily funded by federal transportation funds, with additional funding provided by the State of Oregon.

TGM serves local governments through a competitive grant program and other non-competitively awarded community assistance programs. Although a [Pre-Application](#) is not required to obtain services, we encourage you to submit one, especially for potential 2019 grant projects. A TGM representative will contact all pre-applicants to discuss project ideas, answer questions about the programs, and assist with submitting a qualifying grant project application or request for other TGM community assistance services.

TGM services include:

- **Grants** for transportation and land use planning projects ([page 2](#))
- **Code Assistance** for zoning ordinance updates to better integrate land use and transportation planning ([page 5](#))
- **Education and Outreach** community workshops, conferences, and speakers ([page 5](#))
- **Quick Response** to help communities implement adopted transportation and land use plans and assist with small-scale, multi-modal problem solving ([page 6](#))
- **TSP Assessment** to review whether and how to update Transportation System Plans and what to focus on ([page 6](#))

All TGM projects must be consistent with the TGM Objectives ([page 7](#)).

For more information about TGM and our services, and to download the Pre-Application Form, visit our website: <http://www.oregon.gov/LCD/TGM>

Pre-Application Deadline: Thursday February 28, 2019

TGM MISSION

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

TGM Grants

TGM grants fund planning projects that accomplish TGM Objectives ([page 7](#)). Grants are awarded annually and generally have a two-year period for projects to be negotiated and completed. Awards are on a competitive basis within ODOT regions.

Award amounts generally range between \$75,000 and \$250,000. Grants may be used for consultant services and to reimburse local governments for staff time and materials. If consultants are used, TGM will hire them on the grantee's behalf.

Key Requirements for TGM Grants

TGM grants are for planning work leading to local policy decisions. Projects should result in the development of an adoption-ready plan or land use regulation amendment. Projects that primarily do research or outreach, study an issue, compile data, or inventory information are not eligible for grant funding. TGM grants also cannot fund preliminary engineering, engineering, or construction work.

Eligible applicants include cities, counties, councils of government on behalf of a city or county, and tribal governments. Certain special districts are eligible, such as transportation districts, metropolitan planning organizations, ports, mass transit districts, parks and recreation districts, and metropolitan service districts. School districts, and public colleges and universities, may be eligible as part of a joint application with a local government for an otherwise eligible project. Eligible applicants may join together to propose a project, such as a multi-county TSP or multi-city or city-county corridor plan.

TGM requires a local grant match of 12 percent of the total project cost. Grantees must provide a project manager who has the time and the capability to oversee project work, which at a minimum includes helping to develop the project work scope, coordinating the review of project deliverables, keeping local decision-makers informed, making logistical arrangements, and providing public notification for meetings and public events. An intergovernmental agreement will be required.

Eligible Projects

Applicants may choose from one of two grant categories: Transportation System Planning or Integrated Land Use and Transportation Planning.

Category 1- Transportation System Planning

Purpose

To help local governments develop and update transportation system plans (TSPs) and implementing measures that implement the Transportation Planning Rule (OAR 660-012-0045); implement the Oregon Transportation Plan and other statewide modal and topic plans; increase opportunities for walking, biking, and transit; or reduce reliance on the state highway for local travel needs.

The logo for TSP Guidelines features a blue outline of the state of Oregon to the left of the text "TSP Guidelines" in a bold, blue, sans-serif font.

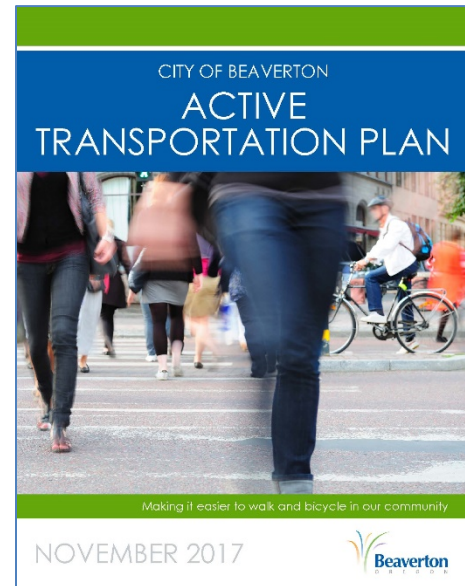
Thinking about a TSP or TSP update?
Consider attending ODOT's March 19th
webinar about the new *TSP Guidelines*.

[https://www.oregon.gov/ODOT/Planning/
TSP-Guidelines/Pages/default.aspx](https://www.oregon.gov/ODOT/Planning/TSP-Guidelines/Pages/default.aspx)

Eligible Uses

Projects in this category will result in a transportation decision. Projects will plan for transportation facilities inside Urban Growth Boundaries (UGBs), in urban unincorporated communities, and along rural highway corridors. Projects proposed for areas being considered in a UGB amendment process may be eligible, but must demonstrate they are timely and reasonably achievable. Category 1 projects typically include preparation and adoption of:

- TSPs, including analysis to determine transportation needs, and planning for such elements as local street networks, bicyclists and pedestrians, safety including safe routes to school, transit, and freight.
- TSP updates, in whole or part, to address new needs, comply with new state or federal regulations, maintain consistency with a regional transportation plan, plan for areas newly brought into the UGB, reduce greenhouse gas emissions, or make the transportation system more resilient to the impacts of natural hazards.
- TSP implementation, such as streetscape plans, cost estimate refinement, capital improvement and other funding plans, and land use regulations required by the Transportation Planning Rule.
- TSP refinement, such as corridor plans, multimodal safety plans, interchange area management plans, or other planning to implement Oregon statewide modal and topic plans.
- Transit Development Plans that provide long term vision and policy for existing and future transit service.
- Other innovative transportation-related planning projects that are consistent with TGM objectives.



Category 2- Integrated Land Use and Transportation Planning

Purpose

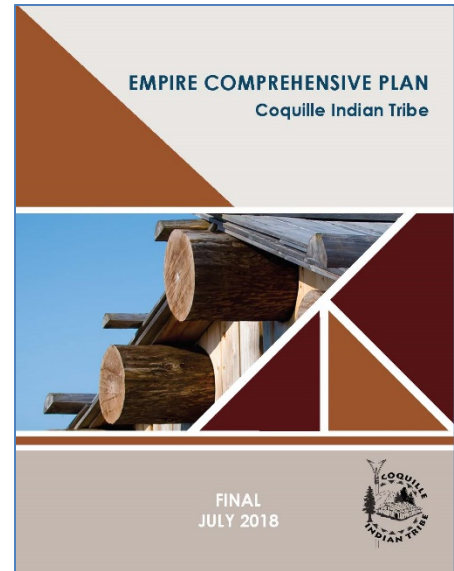
To help local governments develop integrated land use and transportation plans and implementing measures that encourage livable, affordable, and accessible communities for all ages and incomes; promote compact, mixed-use, walkable development to increase walking, biking, and transit; or support physical, social, and economic needs.

Eligible Uses

Projects in this category will result in a land use decision. Projects will combine land use planning with supportive transportation facility planning inside UGBs, urban unincorporated communities, and urban reserve areas. Category 2 projects typically include preparation and adoption of:

- Specific area plans for land uses in a downtown, main street, commercial area, employment area, neighborhood, corridor, or interchange area.

- Land use and transportation concept plans for areas brought into a UGB.
- Transportation-efficient land use plans for an entire urban area, such as location efficiency of housing and employment or reducing greenhouse gas emissions from transportation.
- Implementing measures, such as code amendments, infill and redevelopment strategies, and intergovernmental agreements.
- Other innovative land use and transportation-related planning projects that are consistent with TGM objectives.



Timeline for Grant Process

TGM has an annual grant award cycle. Projects generally have two years from award for completion, but must be completed by September 2022. The timeline is as follows:

February 28, 2019	April 4, 2019	June 6, 2019	June-August 2019	August 2019 through May 1st 2020▶
Pre-applications due TGM staff contact pre-applicants to discuss projects	Grant application period begins with issuance of application packet	Applications due	Application review and scoring Grantee notification	Negotiation of project statement of work prior to final grant award (by mid-January, 2020) Consultant selection (if required) IGA and personal services contracts signed. Projects must be underway no later than June 1 st 2020.

More Information

More information on TGM grants is on our website, including draft 2019 Grant Eligibility Requirements and Scoring Criteria, information on current and completed grant projects, and the previous grant application packet: <https://www.oregon.gov/lcd/TGM/Pages/Planning-Grants.aspx>.

The following ODOT staff can provide additional guidance specific to their regions:

Region 1	Lidwien Rahman (Portland)	503-731-8229	lidwien.rahman@odot.state.or.us
Region 2	David Helton (Eugene)	541-726-2545	david.i.helton@odot.state.or.us
Region 3	John McDonald (Roseburg)	541-957-3688	john.mcdonald@odot.state.or.us
Region 4	Devin Hearing (Bend)	541-388-6388	devin.hearing@odot.state.or.us
Region 5	Cheryl Jarvis-Smith (La Grande)	541-963-1574	cheryl.jarvis-smith@odot.state.or.us

TGM Community Assistance Programs

In addition to grants, TGM provides several other services to help resolve land use and transportation planning issues. Community Assistance projects have a more narrow scope than typically addressed by grant projects. They are awarded throughout the year on a non-competitive basis.

Community Assistance projects do not require a local match, but jurisdictions are expected to provide administrative and logistical support for the projects and encouraged to record federal match-eligible expenditures. An intergovernmental agreement is required.

Code Assistance

Code Assistance helps local governments evaluate and amend their development codes to remove barriers to compact, mixed-use, transportation-efficient development. Communities work either with consultants under contract to the TGM Program or with TGM staff to help identify code obstacles and come to agreement on needed amendments. Code Assistance projects may comprehensively review a community's policies and development regulations or may address a specific problem identified by a community, such as a code that does not allow mixed uses. Projects typically consist of an initial assessment of the current land development regulations, and then preparation of code amendments for consideration by local decision-makers. The work may be done in one or two phases.

For information about Code Assistance project eligibility and selection guidelines, see <https://www.oregon.gov/lcd/TGM/Pages/Code-Assistance.aspx>. If you have questions, contact Laura Buhl at 503-934-0073 or by email at laura.buhl@state.or.us.

Education and Outreach

Through the Education and Outreach program, TGM works with local governments, school districts, other public agencies, and civic groups to expand local transportation choices while strengthening the economic vitality and livability of communities. TGM workshops and presentations can address a variety of topics related to community design, land use, and transportation planning.

TGM workshops and presentations are generally tailored to meet the specific needs of a community. Communities may request a workshop any time in the biennium to address an issue of interest to their council or commission. However, if you are aware of an existing topic of interest or know that you would like a presentation to complement or kick-off a larger planning project, please let us know now via this pre-application.

A full description of Education and Outreach services is included on the TGM website at <https://www.oregon.gov/lcd/TGM/Pages/Education-Outreach.aspx>. If you have questions, contact Evan Manvel at 503-934-0059, or by email at evan.manvel@state.or.us.



The Donkey Trail provides a comfortable route between homes and the park in upper Maupin, and the schools and services in lower Maupin.

Quick Response

TGM's Quick Response program focuses on bridging the gap between long range transportation planning and subsequent actions affecting specific properties. Eligible projects are generally site specific, small scale, and near term, focusing on facilitating readiness for future development. Projects that do not involve near term (within three years) implementation and that are more general, proactive, or speculative in nature may be candidates for TGM grants, but are not eligible for Quick Response project funding.

Past Quick Response projects have addressed design of connected street systems; neighborhood mixed-use centers; pedestrian, bicycle, and transit facilities; and parks and open space. Quick Response projects can now also consider funding these project types:

- Public facility siting and conceptual design so facilities can be conveniently reached by walking, biking, and transit
- Safety assessments of school parking, circulation, and loading to address concerns related to students walking and biking to school
- Multi-modal streetscape planning
- Intermodal connection feasibility assessments and design concepts



For more information about Quick Response, see <https://www.oregon.gov/lcd/TGM/Pages/Quick-Response.aspx>. If you have questions, please contact Ali Turiel at 503-934-0064 or by email at ali.turiel@state.or.us.

TSP Assessment

A TSP Assessment service is available to help local governments evaluate their existing transportation systems plans. The TSP Assessment service can assist with identifying any of the following:

- Strengths and weaknesses of a TSP
- Need for and timing of a potential TSP update
- Potential methods of solving problems without a full TSP update
- An appropriate scope of work for a TSP update

TGM will discuss the issues with you, review your current TSP, and give you a brief report outlining our findings.

The TSP Assessment service is one step toward finding out what your next steps should be. Staff can identify other TGM resources to help move forward on updating your TSP, and assist you in obtaining them. The TSP Assessment service can help if you are considering applying for a TGM grant to update your TSP and need assistance with producing a proposed scope of work.

For more information about the TSP Assessment service, see <https://www.oregon.gov/lcd/TGM/Pages/TSP-Assessment.aspx>. If you have questions, contact Bill Holmstrom at 503-934-0040, or by email at bill.holmstrom@state.or.us.

TGM Objectives

The TGM Program works in partnership with local governments and other stakeholders to accomplish the following interrelated goals and objectives:

1. **Provide transportation choices** to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.
 - 1.1. A balanced, interconnected, and safe transportation system that provides a variety of transportation options and supports land uses.
 - 1.2. Appropriately sited, designed, and managed local, regional, and state transportation facilities and services that support the movement of goods and provide for services.
 - 1.3. Mobility choices for underserved communities and those with limited options.
 - 1.4. Safe and convenient walking, biking, and public transportation opportunities to support a healthy, active lifestyle.

2. **Create communities** composed of vibrant neighborhoods and lively centers linked by accessible transportation.
 - 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.
 - 2.2. Well-located activity centers, including schools and other government services, which are accessible to pedestrians, bicyclists, and transit users.
 - 2.3. A safe and appealing physical environment supportive of the social, cultural, and health needs of all the community residents.

3. **Support economic vitality** and growth by planning for land uses and the movement of people and goods.
 - 3.1. Thriving existing neighborhoods and centers and well-planned new growth that accommodate existing and future residents, businesses, and services.
 - 3.2. Well-located and accessible industrial and employment centers.
 - 3.3. Housing with access to education, jobs, and services.

4. **Save public and private costs** with compact land uses and well-connected transportation patterns.
 - 4.1. Urban growth accommodated within existing communities, thus minimizing, delaying, or providing an alternative to an urban growth boundary expansion.
 - 4.2. Future transportation needs accommodated within the existing or improved system, thus minimizing, delaying, or providing an alternative to constructing additional major infrastructure projects.

5. **Promote environmental stewardship** through sustainable land use and transportation planning.
 - 5.1. Transportation systems and land use patterns that protect valuable natural resources, promote energy efficiency, and reduce emissions of air pollution and greenhouse gases.



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