

Better Ways To Better Places  
Since 1993

# Transportation & Growth Management Program

## 2022 Grant 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](#). TGM grants are for planning work leading to local transportation and land use policy decisions that support the [TGM Objectives](#).

TGM invites you to submit a Pre-Application for potential 2022 TGM planning grant projects. Things to think about as you learn more about the Pre-Application:

- ***Is a Pre-Application required to file an application?*** Not at all. But it is highly encouraged as it helps us plan the cycle and help you.
- ***What will I receive?*** A TGM representative will contact all pre-applicants to discuss project ideas and assist with submitting a qualifying grant project application; they can also help identify other resources.
- ***Does it take a lot of effort?*** No. Pre-Applications should take only 10 minutes to fill out. We ask for just the following information:
  - Jurisdiction;
  - Local contact, and
  - Project title, category, brief description, and estimated budget.
- ***Where and how do I file a Pre-Application?*** TGM uses an online form. Fill out your [Pre-Application here](#).
- ***When is it due?*** **Pre-Applications are due Thursday March 31, 2022**

### 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

The TGM Program awards grants on an annual basis. TGM typically awards between \$2 and \$2.5 million statewide per cycle. Projects are selected on a competitive basis within each of the five ODOT regions.

Award amounts generally range between \$100,000 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 although [Certified Local Public Agencies](#) may be able to prepare the solicitation and contract themselves.

### Eligible Applicants

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.

### Local Government Obligations

#### *Match*

TGM requires a local grant match of 12 percent of the total project cost.

#### *Project Management*

Successful applicants 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

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 or amendments to an existing plan or land use regulation.

## Equity and GHG

All TGM projects are expected to address [equity](#) both in purpose and approach.

TGM emphasizes actions that reduce GHG emissions.

See [2021 Application Packet](#) and [2021 Application Instructions](#) for more detail.

Projects that primarily do research or outreach, study an issue, compile data, or inventory information are generally not eligible for grant funding.

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.

### *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 Rules.
- 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.

### In an MPO Area?

*New or updated TSPs in metropolitan areas will need to meet the requirements of [DLCD's Climate-Friendly and Equitable Communities Rulemaking](#) which is scheduled for adoption in May 2022. While TGM may not fit all TSP development, filing a pre-application will help ODOT and DLCD gain an understanding of overall TSP needs and allow us to keep you updated on other resources.*

### Recent Category 1 Projects

TGM has funded a wide range of projects in locales of all sizes. Here are a few recent examples:

#### *TSPs and TSP Updates*

- City of Cannon Beach TSP
- City of Sutherlin TSP Update
- Klamath County TSP Update

#### *TSP Implementation*

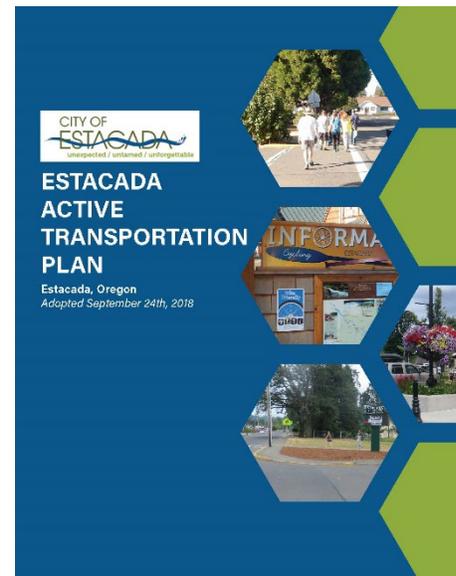
- City of Coos Bay Front Street Blueprint
- Chiloquin Community Pedestrian and Bicycle Plan
- Washington County Rightsizing Parking
- City of Portland Truck Parking and Loading Plan

#### *TSP Refinement*

- Reedsport Dean to Dunes Trail Plan
- City of Ontario Active Transportation Update and East Idaho Avenue Refinement Area Plan
- Clatsop County Tsunami Evacuation Facilities Improvement Plan

#### *Transit Development Plans*

- Cascades East Transit 2020 Transit Development Plan
- Coos County Transit Master Plan



## 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.

### Recent Category 2 Projects

TGM has funded a wide range of projects in locales of all sizes. Here are a few recent examples:

#### *Specific Area Plans*

- City of Albany East Albany Plan
- City of Monroe Riverside District Master Plan
- City of Portland Parkrose Neighborhood Action Plan

#### *Concept Plans*

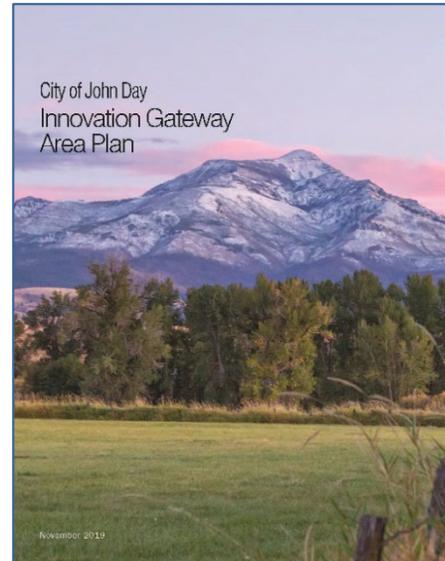
- City of Phoenix Urban Reserve Concept Plan

#### *Land Use Plans*

- Coquille Indian Tribe Empire Comprehensive Plan

#### *Implementing Measures*

- City of Keizer Revitalization Plan
- City of Redmond Neighborhood Revitalization Plan



### Grant Timeline

TGM has an annual grant award cycle. The application, award and project timeline is as follows:

- May 2, 2022 - Grant application period begins
- July 28, 2022 - Applications due
- Mid-late September 2022 – Awards announced
- 2023 - Projects underway
- June 2025 – Expected 2022 TGM project completion
- December 2025 - All 2022 TGM projects must be completed

### More Information

More information on TGM grants is on our [website](#), including information on current and completed grant projects and the previous grant application packet.

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

- Region 1 [Glen Bolen](#) (Portland)
- Region 2 [David Helton](#) (Eugene)
- Region 3 [Virginia Elandt](#) (Roseburg)
- Region 4 [Devin Hearing](#) (Bend)
- Region 5 [Cheryl Jarvis-Smith](#) (La Grande)

For general questions about the application process, contact [Elizabeth Ledet](#) at ODOT or [Bill Holmstrom](#) at DLCD.

## **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.

## **2022 DRAFT Grant Award Criteria**

### **1) Proposed Project Addresses a Need and Supports TGM Objectives 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.

### **2) Proposed Project is Timely and Urgent 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.

### **3) Proposed Project Approach Supports Policy Decisions 20 Points**

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

### **4) Proposed Project has Community Support 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.

### **5) Proposed Project Sponsor is Ready and Capable 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 and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

## 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 and shorter timeline than grant projects. They are awarded throughout the year on a non-competitive basis.

### Code Assistance

Local governments use TGM Code Assistance to help identify and remove barriers to smart growth in their zoning and development codes. TGM staff or planning consultants hired by TGM work with communities to:

- review and revise local planning policies and code standards; and
- solve specific code problems identified by the community.

Cities can also use TGM's Model Development Code for Small Cities to update their codes independently or with the support of a consultant.

### Education and Outreach

Through workshops and presentations, TGM helps communities identify solutions to community design, land use, and transportation challenges. TGM workshops and presentations are generally tailored to meet the specific needs of a community.

### Quick Response

Quick Response focuses on bridging the gap between long range transportation planning and subsequent actions affecting specific properties. Design consultants hired by TGM identify ways to facilitate readiness for development and improve access to local destinations, while encouraging walking, biking and using transit.

### TSP Assessment

TSP Assessment helps local governments evaluate their existing transportation systems plans. TGM will identify the TSP's strengths and weaknesses, discuss the need for and timing of a potential update, and help develop a scope of work.

### More Information

More information on Community Assistance is on our [website](#), including program brochures, eligibility requirements, and information on completed projects.

The following DLCD staff can provide additional guidance specific to their program:

<a href="#">Code Assistance</a>	<a href="#">Laura Buhl</a>	971-375-3552
<a href="#">Education and Outreach</a>	<a href="#">Aimée Okotie-Oyekan</a>	971-239-9451
<a href="#">Quick Response</a>	<a href="#">Ryan Marquardt</a>	971-375-5659
<a href="#">TSP Assessment</a>	<a href="#">Bill Holmstrom</a>	971-375-5975