



**TRANSPORTATION AND
GROWTH MANAGEMENT**
*A Partnership Between
DLCD & ODOT*

TGM BY THE NUMBERS

- Over \$2 million dollars available this year
- Over 800 planning grants funded since 1993
- In the last 10 years, TGM has awarded 136 grants to:
 - 71 cities
 - 13 counties
 - 3 tribal governments
 - 15 districts

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.

www.oregon.gov/LCD/TGM

Transportation and Growth Management Program 2026 APPLICATION PACKET

JOINT PROGRAM OF THE OREGON DEPARTMENT OF
TRANSPORTATION AND THE OREGON

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Application and Selection Overview

Application Deadline

Applications must be received by August 21, 2026 at 11:59 p.m. (PDT)

Application Portal

TGM uses an [online form](#).

Application Scoring and Ranking

Projects are selected on a competitive basis within each of the five ODOT regions. The regional allocation - funds available for projects - is based on a formula that considers the number of cities and the population within a region. Award amounts generally range between \$175,000 and \$300,000.

Projects are selected primarily on the points scored under the grant award criteria. TGM also considers the amounts requested, the estimated amounts TGM believes may be required to complete a project, the amount available for award within a geographic region, the balance between Category 1 and Category 2 projects, and a fair distribution of funds to smaller or economically distressed communities. TGM also consults with other state agencies to gain insights into proposed projects.

Award Announcements

Mid-October 2026

Assistance

For general questions about the application process and eligibility, contact [Virginia Elandt](#) at 503-949-1655 or [Bill Holmstrom](#) at 971-375-5975. For advice on preparing an application for your specific project, contact your lead TGM planner, listed below.

Region 1 Clackamas, Hood River, Multnomah, and eastern Washington counties	Glen Bolen	503-539-8454
Region 2 Clatsop, Columbia, Tillamook, Yamhill, Polk, Marion, Lincoln, Linn, Benton, Lane, and western Washington counties	David Helton	541-726-2545
Region 3 Douglas, Curry, Coos, Josephine, and Jackson counties	Thomas Guevara	541-957-3692
Region 4 Wasco, Sherman, Gilliam, Jefferson, Wheeler, Crook, Deschutes, Lake, and Klamath counties	Rachel Zakem	503-986-3140
Region 5 Morrow, Umatilla, Union, Wallowa, Baker, Grant, Harney, and Malheur counties	Cheryl Jarvis-Smith	541-786-0495

Application Basics

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 partner to propose a project, such as a multi-county TSP or multi-city or city-county corridor plan.

Eligible Projects

There are two categories of grants: Transportation System Planning (Category 1) and Integrated Land Use and Transportation Planning (Category 2).

Category 1- Transportation System Planning

Purpose

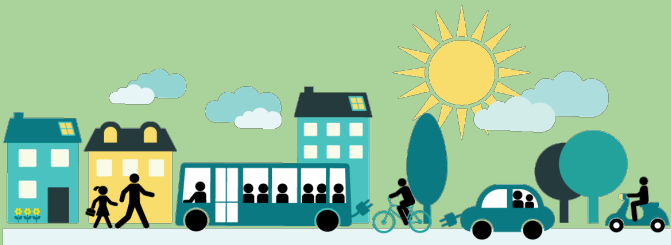
To help local governments develop and update transportation system plans (TSPs) and implementing measures that fulfill the Transportation Planning Rules (OAR 660-012); implement the Oregon Transportation Plan and other statewide modal and topic plans; increase opportunities for walking, biking, and transit; 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 (UGB's), 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 and TSP updates, in whole or part, to address transportation needs for all users, 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.

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. If in doubt, discuss with your [Region TGM planner](#) about whether your proposed work is eligible.



In a metropolitan area?

Communities with populations under 10,000 are eligible to apply for grants to develop TSPs aligned with the updated Transportation Planning Rules.

To be well positioned for funding, please work with ODOT and DLCDC to complete a TSP Assessment and make your Climate Friendly Area designation (as applicable).

For more information and resources, visit the [Metropolitan Transportation Planning page](#).

- 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 or 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.

Eligible Applications

Applications are reviewed on a pass/fail basis on each of the following three criteria. Applications that do 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 address a transportation problem, need, opportunity, or issue of local or regional importance.

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 equivalent) by the governing body or preparing products which will be adopted as part of a larger project.

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. Application must include from the governing body of all applicants either 1) a resolution of support or 2) minutes from a governing board meeting.

Advice

Please schedule your governing body meeting well in advance of the application deadline Aug 21.

Grant Basics

The grant award is not final until the Intergovernmental Agreement (IGA) between ODOT and local grantee is signed by all parties. Grantees must meet a few state and federal requirements outlined below.

Grant Timeline

Grants have three years after award to be negotiated, conducted, and completed; projects that will take longer than four years from award to completion are not suitable for TGM grant funds. Project extensions are subject to available funding and continued project eligibility.

March - April 2027

Supplemental Project Agreement executed for [Certified Local Public Agencies](#)

OR

An agreed upon statement of work for consultant selection or intergovernmental agreement, if local government is delivering project.

June-October 2027

Projects underway.

June 2029

Expected 2026 TGM project completion.

May 31, 2030

All 2026 TGM Projects must be completed for TGM to meet its federal obligations.

Grantee Obligations

Project Management

Local commitment is key to a successful project. Grantees must provide a project manager who has the time and the capacity to oversee project work from beginning to end.

Note: As an award condition, grantees with unmet project obligations from earlier TGM projects must fulfill their obligations within three weeks of notice of new grant award, or TGM will withdraw the award. Obligations include but are not limited to: interim match reports, completion of final project documentation, or payment of the balance of unmet final match obligations.

Match

TGM grants require a local match using a federal formula of 10.27% of the total project costs, which is approximately 11.5% of the TGM funds awarded. Grantees may meet the federally required grant match by:

- Submitting payment of non-federal funds when the IGA is signed and prior to project commencement.
- Providing quarterly reports documenting direct project costs incurred after the IGA is executed. Eligible costs include the salary of local government employees assigned to the project, postage, travel, supplies, and printing. Volunteers' time spent on the project, such as committee members, may also be counted as match.
- Being reimbursed at a percentage of the total project costs to capture the required match amount.

Local expenses for people or firms who contract with a local government to provide planning or other services are *not* eligible for reimbursement but may be counted as grant match.

Communities defined as "distressed" by the Oregon Business Development Department may request a partial match waiver, up to 50% of the requirement, after funding award. Match waiver requests will be reviewed by TGM managers when the IGA is prepared; match waiver approval is *not* guaranteed.

Title VI / Americans with Disabilities

Awarded projects are expected to abide by Title VI and related federal regulations which prohibit discrimination on the basis of race, color, national origin, or income, and other demographic characteristics. They are intended to make planning and decision-making more inclusive and equitably share the impacts and benefits of projects that receive federal funding. The project's public involvement program must include actions that provide opportunities for federally recognized Title VI communities to participate. In addition, grants that include planning for pedestrians must consider Americans with Disabilities Act requirements.

Use of Consultants

ODOT will contract with consultants (for most projects) using policies and procedures that meet state and federal requirements. TGM staff will work with grantees to select the project consultant that best fits the planning services needed.

Certified Local Public Agencies will prepare the solicitation and contract themselves.

The Application

Instructions

Applicants are encouraged to familiarize themselves with the [online form](#) well in advance of the deadline.

You can begin your application and save your progress by clicking the "Save" button at the bottom of the form. You will receive a link by email to return to your form and complete your submission at any time.

Documents to upload as part of application:

Required

- A resolution of support or meeting minutes from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) for Eligibility Criterion 3
- [Title VI: Racial & Ethnic Impact Statement](#)

Recommended

- Project Area Map
- Letters of Support for Award Criterion 4

More online resources

[Developing a Project Approach and Budget](#)

General questions about the application process

[Virginia Elandt](#) at 503-949-1655 or [Bill Holmstrom](#) at 971-375-5975

Assistance with filling out the [online form](#)

Contact [Brian Roth](#) at 503-986-3394

TGM is hosting a webinar to answer your questions about the application, how to fill out the online form, and how to avoid common mistakes.

Webinar Date: July 8, 2026, from 10:30 AM to 12:00 PM Pacific Time

[Register in advance here.](#) Contact [Kathy Kleczek](#) if you have problems registering.

Applicant Information

Primary applicant jurisdiction
Mailing address
Website (optional)

Contact person name
Contact person title (optional)
Contact phone
Contact email

The contact person is the primary contact during the application phase and typically the proposed project manager.

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact (optional)

The person who is authorized to make decisions and sign a funding agreement with ODOT should your project be chosen for funding. This could be a department head, City or County Administrator, Mayor, or County Commission Chair.

Title of above-named person (optional)
Phone (optional)
Email (optional)

List co-applicants if a joint project (optional)
Providing match?

List other jurisdictions if a joint project. You do not need to list jurisdictions who are only in a review or advisory role.

Upload your resolution or meeting minutes from the governing body of applying jurisdiction(s) here

A resolution of support, or meeting minutes from the governing body of all applicants (e.g. Council or Governing Board).

This is an eligibility requirement. See [pass/fail requirements on page 5](#).

Project Information

Project title	The project name should be brief and often matches the name of the final document. The name you provide will be used in summary reports, ODOT web pages, and other published materials.
Project area map or Project area description (optional)	Either attach a map of the project area or describe the area your project is located in. <i>Maps must be pdfs only, 1 file maximum, 2mb file size limit.</i>
ODOT region (1-5)	Refer to the region map if you are unsure.
Type of grant	Category 1 will result in a transportation decision. Category 2 will result in a land use decision. See pages 3 and 4 of this packet for more details.
Summary description of project	Provide a brief description of the proposed project to be used in summary reports, ODOT web pages, and other published materials. The summary should describe the purpose of your project and how the expected outcomes will address a transportation related land-use problem, need, opportunity, or issue.

Project Cost Table

TGM funds requested

Consultant

Local reimbursement

Total TGM funds requested (auto calculated)

See [Developing a Project Approach and Budget](#) and the Advice on page 12 for more assistance in preparing your funds request.

Local match (auto calculated)

TGM requires a local grant match of 10.27% of the total project amount, approximately 11.5% of the TGM funds awarded. See Advice on page 12 for more on match.

Match to be provided

Labor, supplies and services during project (in-kind match)

Payment when Intergovernmental Agreement is signed (cash match)

If the applicant is providing a cash match, it will be applied to the consultant amount so be certain to account for that after developing your cost estimate and while entering your request above. See Advice on page 12.

Please contact [Virginia Elandt](#) if you are unsure of the total TGM funds request or anticipated match.

Advice

How to find your perfect match (and funds request)

How can the 10.27% match requirement be fulfilled?

- Funds provided to ODOT at IGA signing for the full match amount or for a portion of the match with the remainder provided through quarterly match reports,
- Quarterly match reports, or
- If being paid, reimbursement requests for direct costs eligible for reimbursement; ODOT will reimburse the grantee at a percentage to capture the required match amount.

What counts as eligible direct costs?

- Direct Costs Eligible for both Match and Reimbursement - Most direct project costs incurred by the local government are eligible for use as match or for reimbursement. This includes Labor Costs for public employees actively engaged in direct project-related activities. Supplies and Services that are purchased and used entirely as part of the project are also eligible.
- Direct Costs Eligible Only for Match - Contract staff, the direct project costs of local governments which are not party to the IGA, and monetized volunteer hours can be counted towards the match requirement.

Examples for \$220,000 Project

Consultant Delivers Project through State Contract

- TGM grant request is \$197,400 + Cash Match: \$22,600
- TGM grant request is \$220,000 + \$25,180 in-kind match
- TGM grant request is \$205,000 + \$15,000 cash match + \$8,463 in-kind match

Local Government Delivers Project and is Reimbursed

- TGM grant request is \$205,000. Grantee reimbursed at 89.73% of every dollar for direct project costs up to \$245,180 to meet the \$25,180 required grant match requirement.

Consultant Contract \$200,000, Local Government Reimbursed \$20,000

- TGM grant request is \$220,000. Grantee reimbursed at 44.3% of each dollar for direct project costs up to \$45,180 to meet the \$25,180 grant matcher requirement.

Award Criterion 1: TGM Objectives

Proposed project addresses a transportation related land use issue and Supports TGM Objectives (up to 40 points)

The application demonstrates the proposed 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.

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?

Describe the issues the proposed project will address.

Provide context for the proposed project and the issues. This can include the history of the problem, the regulatory context, or other initiatives or events that affect the project area or need to be coordinated with, as well as constraints or controversies.

What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?

Describe what the proposed project is hoping to achieve and how the desired outcomes correspond to larger goals of the community. Describe specific, measurable deliverables and strategies and how they will address the issue, problem, need, or opportunity. Identify the related TGM Objectives.

Eligibility Criteria

This response corresponds to Eligibility Criterion #1: Clear Transportation Relationship.

TGM Objectives

The TGM Program works in partnership with local governments and other interested parties 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, workplaces, 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.

Award Criterion 2: Timely and Urgent

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.
- To make amendments to local plans or regulations necessitated by changes in local conditions or in federal regulations, state requirements, or regional plans.
- To 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.
- To 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.

Why is it important to do the proposed project in this grant cycle?

This response will necessarily relate to the need identified in Award Criterion #1.

What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?

Examples of local actions include adopting an urban growth boundary amendment or completing a buildable lands inventory.

How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting for the completion of this project?

Examples of related efforts include the development or update of a regional plan, a corridor scheduled for construction in 10 years, or private development interest in an area.

Advice

Keep in mind that TGM planning grants should start by late 2027 and be completed within three years.

Award Criterion 3: Reasonable Approach

Proposed project approach supports policy decision (up to 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.

What are your proposed tasks and deliverables?

See [Developing a Project Approach and Budget](#) and Advice box below.

Describe major tasks, deliverables, timeline, and responsible party.

How will the project approach support investment decisions that align with Oregon’s Transportation Plan and Transportation Planning Rules?

Explain how the work described in the tasks furthers the goals of the [Oregon Transportation Plan](#) and the [Transportation Planning Rules](#).

If adoption hearings are held as part of a larger project, when will that be and as part of what project? (optional)

Explain how the governing body will accept the proposed project’s final document(s) and how the proposed project’s findings and recommendations fit into the larger planning effort.

Advice

Clearly identify which tasks or deliverables will be done by the applicant, and which will be done by a consultant (if one is used). Where local reimbursement is requested, identify specific deliverables developed by the applicant that support the final product(s) and adoption process.

Award Criterion 4: Community Support

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.

Upload letters of support

Letters of support should demonstrate a clear understanding of the proposed project and support for its objectives and outcomes. A letter of support will score higher if it shows willingness of the signer to participate in project processes.

A single combined .pdf of the letters is highly appreciated.

Advice

Request letters of support well ahead of the application deadline.

Applicants who score well for community support have submitted letters from:

- A diverse range of interest groups such as community institutions and groups, businesses, and especially community-based organizations that serve historically and currently underserved communities, and
- Partner jurisdictions and key agencies with a clear interest in the project.

In all cases, the letters should be specific to the proposed project.

The resolution or meeting minutes of the governing body does not count as a letter of support for Award Criterion 4.

Letters of support should be addressed to the [Virginia Elandt](#), TGM Program Coordinator for ODOT and included as an attachment to the [online form](#).

Award Criterion 5: Readiness and Capacity

Proposed project sponsor is ready and capable (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 and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Describe the experience and availability of key staff.

Describe the applicant's project manager capabilities and experience relative to the complexity of the proposed project.

Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years

Describe the availability of the applicant's project manager and other staff to scope the proposed project and complete tasks.

If applicable, list applicant's TGM projects within last 10 years and their status

Search the list of [TGM grant projects](#) and address the status of any projects that involve the applicant.

Bonus Points: Housing

Up to 10 bonus points may be awarded if the project addresses barriers to a broad range of housing types and affordability or works to link the location of future workforce housing to walkable/bikeable areas with adequate transit.

Examples may include:

- Policies and strategies to repurpose vacant land, increase infill or encourage redevelopment.
- Reassessment of development requirements such as lot size, setbacks, and parking mandates.
- Plans to enhance transportation options in residential areas through identification of site-specific multimodal access needs.

TGM is emphasizing projects that increase housing production and reduce barriers to housing choices including price points and accessibility.



How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or work to link the location of future workforce housing to walkable/bikeable areas with good transit? (optional)

List the specific elements of the final document(s) that will address barriers or plan for linkages. Estimate the additional dwelling units that could be developed/redeveloped or that would have better accessibility.

Required Forms

Title VI: Racial & Ethnic Impact Statement form

PDFs only.

Certifications

Eligibility Criteria

Check the box if met.

This application demonstrates a clear transportation relationship

The proposed project must have a clear transportation and land-use relationship and produce transportation benefits. A project must address a transportation problem, need, opportunity, or issue of local or regional importance.

This application demonstrates adoption of products to meet project objectives

The 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 equivalent) by the governing body or preparing products which will be adopted as part of a larger project.

This application demonstrates support from local officials

The 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. Application must include from the governing body of all applicants either 1) a resolution of support or 2) meeting minutes from a governing board meeting.

Preparation of Application

Check the appropriate box.

- 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 (indicate below):
- This application was prepared by the following UNCOMPENSATED consultant (indicate below):