

2022 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2022 Application Packet](#) and [2022 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 28, 2022 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Primary applicant jurisdiction

City of Maupin

Mailing address

PO Box 308, Maupin, Oregon 97037

Website

<https://cityofmaupin.org>

Contact person name

Kevin Lewis

Contact person title

City Manager

Contact phone

(541) 395-2698

Contact email

citymanager@cityofmaupin.org

Would you like to receive TGM news and updates?

I am already subscribed

Authorized representative name, if different from the applicant contact

Bronte Dod

Authorized representative title

Utility Billing Clerk/Administrative Assistant

Phone
(541) 395-2698

Email
cityhall@cityofmaupin.org

List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?

Project name and location

Project title
Street Design Standards Plan Update

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map
Boundary Map for TGM Grant.pdf

Option 2: Project area description

ODOT region (1-5)
Region 4

[ODOT Region Map](#)

Type of grant
Category 2: Integrated Land Use & Transportation Planning

Summary description of project

Maupin is facing increasing interest in commercial and residential development on vacant land within city limits and the urban growth boundary. Additionally, Maupin's population is growing, and the town is seeing an influx of tourists who are without means of safely navigating Maupin's distinct sections without a car. These issues have exacerbated longstanding transportation and development problems that need to be addressed. In 1999, the City adopted a Street Design Standards Project, created with a TGM grant. The plan has never been updated and does not take into account many changes that have occurred in Maupin within the last two decades. An updated Street Design Standards Plan would provide the City with a clear vision for sustainable, accessible, and efficiently integrated transportation and land use into the next two decades.

Project cost table

TGM funds requested	Consultant \$100,000.00	Local reimbursement	Total TGM funds requested \$100,000.00
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Local match

**Minimum Match
(Calculated)**
\$13,636.36

Match to be provided

**Labor, supplies and services during
project**
\$14,000.00

**Payment when Intergovernmental
Agreement is signed**
\$5,000.00

Certifications

Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions

Certifications checkbox

By checking this box, I certify that my organization listed above 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.

Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

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 and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Certification: Clear transportation relationship

By checking this box, I certify that the project meets this eligibility criterion.

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 to prepare products which will be adopted as part of a larger project.

Certification: Adoption of products to meet project objectives

By checking this box, I certify that the project meets this eligibility criterion.

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 resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

3232022 TGM Grant.pdf

Award criteria

Criterion 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.

Response instructions are on page 8 of the 2022 Application Instructions.

Explain how your proposed project addresses a need and supports TGM objectives

Maupin is facing increasing interest in commercial and residential development on vacant land within city limits and the urban growth boundary. Additionally, Maupin's population is growing, and the town is seeing an influx of tourists who are without means of safely navigating Maupin's distinct sections without a car. These issues have exacerbated longstanding transportation and development problems that need to be addressed.

In 1999, the City adopted a Street Design Standards Project, created with a TGM grant. The plan has never been updated and does not take into account many changes that have occurred in Maupin within the last two decades, including a growing population, increase in recreation tourism, new development, and environmental and sustainability standards. Since the plan was adopted, three subdivision projects have been completed and one subdivision application is currently in the planning process. There is increased interest in alternative forms of transportation through town such as walking or biking, and there no safe, accessible ways to do so. Additionally, locally owned streets lack accessibility, and the outdated plans for future street development in commercial, residential, and mixed-use zones are not beneficial to new development. There are now more regulations that need to be considered with new development, particularly environmental, in order to create efficient and sustainable traffic patterns around town. An updated Street Design Standards Plan would provide the City with a clear vision for sustainable,

accessible, and efficient transportation and land use into the next two decades.

The primary outcome of the grant will be an updated Street Design Standards Plan that provides: A new Local Street Network Plan that reflects development from the last twenty years in Maupin; Options for establishing new local access off Highway 197 for future mixed-use development; Options for connecting locally owned streets with new mixed-use development to ensure that a sustainable flow of traffic is created in mixed-use areas; The best practices for establishing standards for mixed-use land development that will increase housing supply and provide nearby goods and services accessible from a variety of safe, low-cost transportation options like walking or biking; Establishing better connections and accessible access points for the LINK transportation system and more access points for citizens to better utilize the service; Draft amendments to the parking sections of zoning and subdivision ordinances; Draft amendments to the zoning and subdivision ordinances to include transportation and street design standards; Draft amendments to the zoning and subdivision ordinance that address standards for development that provide safe, accessible walking and biking paths along Highway 197 and other high-traffic locally owned streets with development; Draft new sections for an updated Comprehensive Land Use Plan that address transportation and streets; Identify relevant projects that Maupin should begin planning and budgeting to complete.

These outcomes will meet the following TGM objectives:

- 1.1 Providing actionable solutions for safe, low-cost transportation options for residents and visitors in Maupin and connecting neighborhoods and subdivisions to commercial zones and services.
- 1.2 Updates to the zoning ordinance that will provide better direction for local planning officials in reviewing development applications.
- 1.3 Maupin is a low-income community that is car-dependent for transportation. An updated plan should provide actionable solutions for reducing car dependency and offering efficient solutions for alternative forms of transportation.
- 1.4 Maupin's only accessible sidewalks are built along Highway 197 in the General Commercial zone, and Maupin does not have dedicated bike lanes or paths.
- 2.1 Establishing standards for mixed-use land development with clear goals for transportation will attract developers with similar goals.
- 2.3 Creating new standards in our street design and incorporating those standards into zoning will benefit all members of the community and reduce emissions from car travel.
- 3.1 An updated Street Design Standards Plan and ordinances will create better standards for new growth that will encourage better connectivity between residential and commercial areas and efficient travel from Highway 197 to local streets.
- 3.3 Updates to the ordinances and Comprehensive Land Use plan will encourage development that doesn't sprawl away from nearby services and better serves residents.
- 4.2 The updated plans should provide the city with a clearer vision for prioritizing major infrastructure projects to accommodate new development.
- 5.1 By promoting projects that create alternative means of transportation, the city can reduce air pollution emissions from car travel and promote energy efficiency.

Criterion 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 Governor's Regional Solutions Team priority
- 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

Response instructions are on page 10 of the 2022 Application Instructions.

Explain how your proposed project is timely and urgent

The current level of growth and development was not foreseen in previous plans. Portland State University estimated that Maupin would see two new homes built in 2022; there are currently five homes under construction in city limits. Tourism in Maupin has also seen considerable growth in the last two years. There was a 26 percent increase in Transient Lodging Tax reported receipts between 2019 and 2021. This growth was not anticipated in the 1999 Street Design Standards Plan or the Comprehensive Land Use Plan. Maupin lacks safe walking areas between commercial services areas and residential areas. Making changes to zoning to create transportation and street design standards will not only help residents move around Maupin more efficiently, but also help visitors navigate town by foot, bike, or car more safely and sustainably.

Maupin lacks transit solutions for residents who don't own a vehicle. Mid-Columbia Economic Development District (MCEDD) operates The LINK Public Transit & South County Shuttle, which runs once a week and makes three stops in Maupin. The Wasco County Transit Plan (adopted June 2022) includes updates to these routes, and an updated Street Design Standards Plan should reflect these changes and take this important transit option into consideration to allow for more accessibility in transportation for residents. Current zoning ordinances provide standards for parking for customers, but do not address access for commercial vehicles and services for businesses. The Comprehensive Land Use Plan does not provide standards for large development projects that include providing accessible walkways or pathways for pedestrians to encourage sustainable transportation. The current zoning also does not address parking standards for alternative modes of transportation like buses, bikes, ride-share transportation, or public transportation. We also do not have a plan or standards to connect new development to existing neighborhoods, which has created islands of residential development that do not provide access to services.

As a small rural town, City Staff, Planning Commission, and City Council need to have a clear strategic vision and actionable steps to ensure that future growth and development occurs in a sustainable way. These are pressing land use and transportation issues that need to be resolved through clear strategies that can be implemented into our ordinances and updated Comprehensive Land Use Plan. Regionally, Wasco County is undergoing a multi-year project to update its Comprehensive Land Use Plan, and Maupin needs to ensure that development standards are in line with the plans.

By creating an updated plan that emphasizes well-located mixed-use development and provides good standards for transportation, Maupin will have a plan to create more housing with access to jobs and services that will be needed in future growth. The plan will also promote environmental stewardship by emphasizing alternative methods of transportation like public transportation, biking, and walking. Residents in Maupin, especially those who reside in the boundary area or who access services in the area, like the local clinic, have to use cars because there are no safe and accessible viable walking alternatives. This plan will promote sustainable transportation options that will reduce emissions of air pollution and greenhouse gases.

Criterion 3: 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.

Response instructions are on page 11 of the 2022 Application Instructions.

Explain how your proposed project approach supports policy decision

The new Street Design Standards Plan would build on local and regional plans that address transportation and land use issues in Maupin and Wasco County. In 2021, Maupin completed a Housing Needs Analysis identifying buildable lands and future development within city limits and the urban growth boundary, and now needs to use that information to create a strategic plan that addresses transportation, street design, and land use in those identified areas for development. Wasco County adopted a Transportation System Plan in 2009 that addresses one county-owned road within Maupin's urban growth boundary. Mid-Columbia Economic Development District (MCEDD) operates The LINK Public Transit & South County Shuttle, which runs once a week and makes three stops in Maupin. The Wasco County Transit Plan (adopted June 2022) includes updates to these routes, and an updated Street Design Standards Plan should reflect these changes and take this important transit option into consideration to allow for more accessibility in transportation for residents.

City Council directed City Staff to work out solutions to transportation and development issues in the boundary area, which included applying for the grant to hire a consultant to assist with the planning efforts. A committee will be formed consisting of a consultant, two city staff, two Planning Commission members, one City Council member, one residential representative from the boundary area, and one commercial representative from the boundary area.

This committee will work with the consultant to complete the outcomes. A project meeting will identify the potential committee, create a timeline for the project, and establish the process for public engagement. Along with the consultant, the committee will review local, regional, and state planning documents, policies, and goals. The consultant will prepare the updates to the Street Design Standards Plan, all drafts of amendments to the applicable ordinances and Comprehensive Land Use Plan, and lead all public meetings. The consultant will produce the final plan and present the findings to the Planning Commission and City Council. The plans will be adopted by priority level as determined by the committee.

Criterion 4: Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

Response instructions are on page 13 of the 2022 Application Instructions.

Upload letters of support from stakeholders here

Criterion 5: 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.

Response instructions are on page 14 of the 2022 Application Instructions.

Explain how proposed project sponsor is ready and capable

The City of Maupin has an established office staff who is ready and dedicated to lead the project. Along with the Planning Commission and City Council, the City is ready to work with a consultant who can guide us to create a clear vision and strategic plan. We have recently completed a Housing Needs Analysis, Water System Master Plan, and Wastewater Facility Study.

With the actionable items to come out of the plan, City Council can direct Planning Commission to update

ordinances, and City Staff can apply the changes to land use and development policies and procedures. It will also give the City a clear vision to attract future development and identify places that are in most need of attention. The City can complete the project within the timetable.

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

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

TGM File Code	Project Title	Status

Required forms

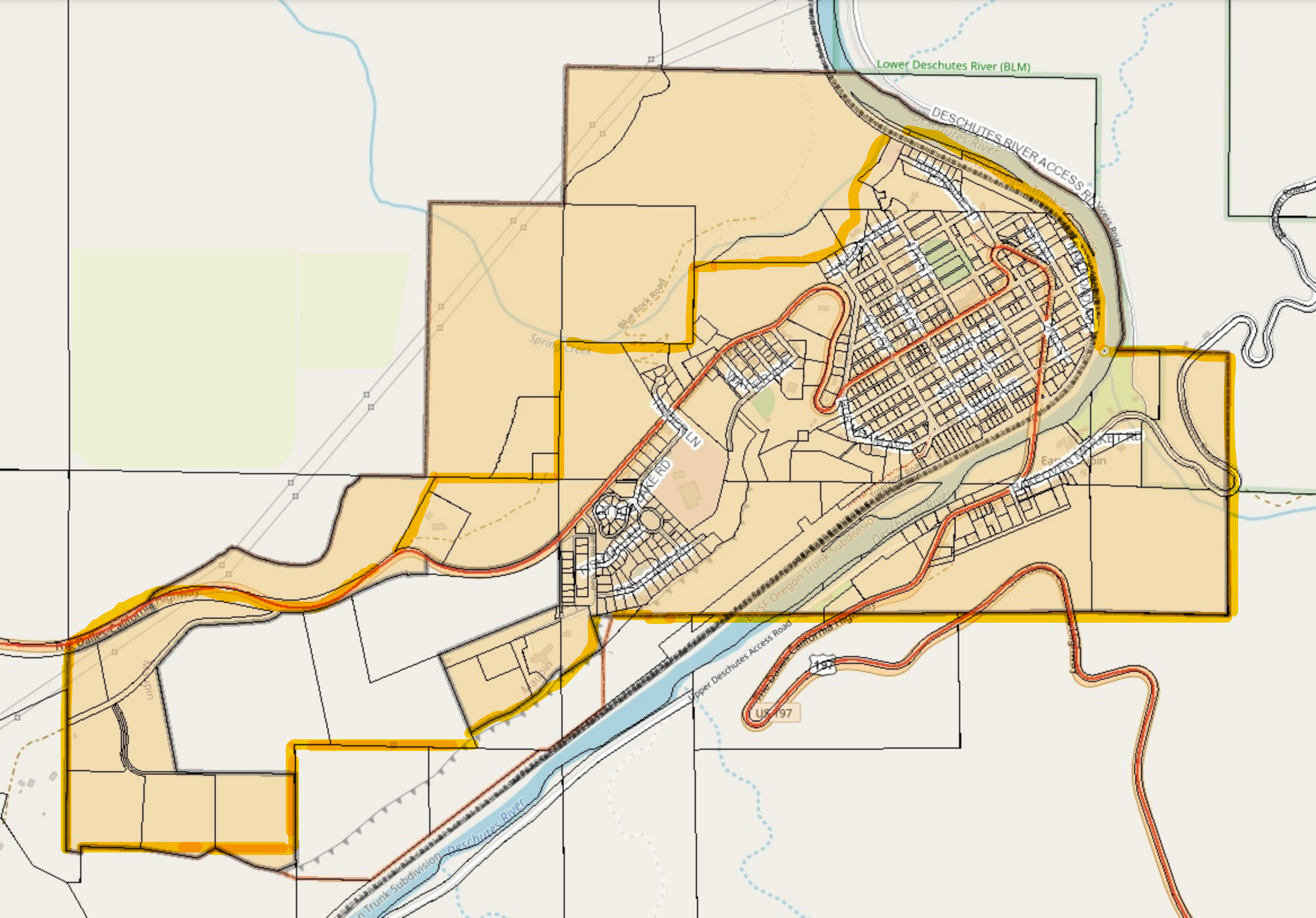
Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement_Complete.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

Today's date
7/26/2022

If you encounter any issues with the submittal process, please contact:

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.oregon.gov



RESOLUTION **03232022**

**A RESOLUTION AUTHORIZING THE CITY OF MAUPIN MANAGER AND STAFF
TO FILE AND PROCESS TRANSPORTATION AND GROWTH MANAGEMENT
PROGRAM/2022 GRANT APPLICATION FOR CATEGORY 2 INTEGRATED LAND
USE AND TRANSPORTATION PLANNING AND AUTHORIZING MANGER, MAYOR
AND RECORDER TO EXECUTE ON BEHALF OF CITY**

RECITALS:

1. The Transportation and Growth Management Program, a partnership between ODOT and DLCD, is one way for the City OF Maupin to secure funds for a planning project. Grants range from \$100,000 to \$200,000 to use for consultant services and to reimburse local governments for staff time and materials. The City would be required to match 12 percent of the total project cost.

2. After due investigation, the Staff of the City of Maupin suggests that the City Council of the City of Maupin authorize staff, on behalf of and authorized by the Common Council of the City of Maupin apply for a project in Category 2 Integrated Land Use and Transportation Planning that, if approved, would result in identifiable projects and land use decisions that would integrate land use planning and transportation in future development in Maupin in the area identified on the map, attached hereto, and by this reference incorporated herein, as if fully set out in all of its particulars.

3. The focus and purpose of the Contemplated Proposed Grant Action Plan is to address a range of land use and transportation issues in planning for future development along Highway 197 in the identified boundary area that includes land in Maupin's city limits and urban growth boundary. The City's grant proposal would include plans to hire a consultant to build a comprehensive plan for the boundary area that addresses: creating a transportation plan to incorporate newly acquired land into the City of Maupin, planning for potential uses of land in the urban growth boundary, creating equitable mixed-use land use plans for property along Highway 197 that will increase housing supply and provide nearby goods and services accessible from a variety of safe low-cost transportation options like walking or biking. This contemplated Highway 197 Action Plan would also include identifiable projects to identify and create connections to the future development areas and the existing neighborhoods. The City of Maupin would also

PAGE 1 OF 2 – CITY OF MAUPIN– RESOLUTION **03232022** **, A RESOLUTION
AUTHORIZING THE CITY OF MAUPIN MANAGER AND STAFF TO FILE AND PROCESS
TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM/2022 GRANT APPLICATION FOR
CATEGORY 2 INTEGRATED LAND USE AND TRANSPORTATION PLANNING AND AUTHORIZING
MANGER, MAYOR AND RECORDER TO EXECUTE ON BEHALF OF CITY**

PAUL F. SUMNER P.C.

ATTORNEY AT LAW

185 N.W. 'B' STREET, P.O. BOX 16, MADRAS, OR 97741

(541) 475-7277

[FAX (541) 475-2857]

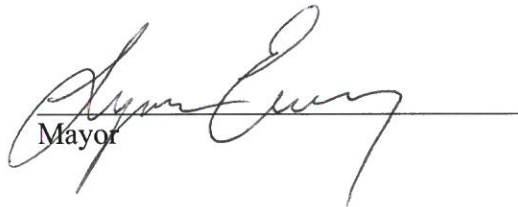
integrate the land use policy outcomes into future updates of its Comprehensive Land Use Plan.

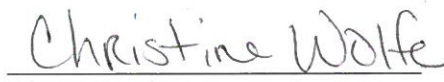
4. If authority is granted and if the contemplated grants are obtained, funds and programs resulting therefrom could and would be applied in updates to the City's Comprehensive Land Use Plans.

NOW, THEREFORE, THE COMMON COUNCIL FOR THE CITY OF MAUPIN, OREGON, RESOLVES AS FOLLOWS:

1. The City shall proceed with the above described grant application.
2. The City Manager and City Staff are authorized, on behalf of and fully authorized by the City of Maupin, to proceed with completion, execution and filing of the grant applications as referenced above.
3. The City Manager, Mayor and Recorder are authorized, individually or in collaboration, to exercise any and all forms, applications and assurances, as may be required to process and complete the contemplated applications and commitments, as and for the City of Maupin, Oregon.

IT IS SO RESOLVED by the Common Council for the City of Maupin and signed by the Mayor this 23rd day of March, 2022


Mayor


Christine Wolfe
City Recorder

PAGE 2 OF 2 – CITY OF MAUPIN– RESOLUTION 03232022, A RESOLUTION
AUTHORIZING THE CITY OF MAUPIN MANAGER AND STAFF TO FILE AND PROCESS
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CATEGORY 2 INTEGRATED LAND USE AND TRANSPORTATION PLANNING AND AUTHORIZING
MANGER, MAYOR AND RECORDER TO EXECUTE ON BEHALF OF CITY

PAUL F. SUMNER P.C.

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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.