

2025 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2025 Application Packet](#) 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 31, 2025 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.

Response instructions are on page 9 of the 2025 Application Packet.

Primary applicant jurisdiction

City of Veneta, Oregon

Mailing address

88184 8th Street

Address Line 1

Veneta, OR

Address Line 2

Veneta

Oregon

97487

City

State

Zip Code

Website

<https://www.venetaoregon.gov/>

Contact person name

Kevin

Urban

First

Last

Contact person title

Community Development Director

Contact phone

(541) 935-2191

Contact email

kurban@venetaoregon.gov

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

Matt

First

Michel

Last

Title of above named person

City Administrator

Phone

(541) 935-2191

Email

mmichel@venetaoregon.gov

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

None

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

Resolution No 1458.pdf

PDFs only. Max 2mb per file.

Project information

Response instructions are on page 10 of the 2025 Application Packet.

Project title

Veneta Downtown Master 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

Project Area Map - Complete.pdf

PDFs only, 1 file maximum, 2mb file size limit.

Option 2: Project area description

ODOT region (1-5)

Region 2

Refer to the region map if you are unsure of your region.

[ODOT Region Map](#)

Type of grant

Category 2: Integrated Land Use & Transportation Planning

Summary description of project

The City of Veneta needs an update to the 2006 Downtown Master Plan. It is nearly twenty years old, and should reflect current community needs, growth trends, and state planning requirements. The updated plan will promote a walkable, mixed-use downtown; support housing and economic development; improve multimodal connectivity; and guide infrastructure and zoning investments. This will create an adoption-ready framework for future development.

Also, if successful, we would like to create a housing section to go more in depth in an area that must be address, particularly in Veneta. We are aware we could add more funding in this grant to accomplish the goal, the the DLCD Housing Assistance Program has the unique capability to add a competent state agency member to our group. I believe it would have a powerful impact and make our plan exceptional and also feasible.

Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)

Project cost table

Response instructions are on page 11 of the 2025 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$150,000.00	Local reimbursement \$0.00	Total TGM funds requested \$150,000.00
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Local match

Minimum Match (Calculated)

\$17,168.17

Approximately 11.5% of requested funds

Match to be provided	Labor, supplies and services during project	Payment when Intergovernmental Agreement is signed
\$0.00		\$17,168.17

Total Match to be Provided

\$17,168.17

Award criteria

Criterion 1: Proposed project addresses a need 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.

Response instructions are on page 13 of the 2025 Application Packet.

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

Veneta's current Downtown Master Plan was adopted in 2006 and no longer aligns with the city transportation patterns, land use needs, or current state planning requirements. The plan was completed before a near 40% population growth. In regards to planning, modern multimodal transportation standards have changed dramatically, with the Oregon updated Transportation Planning Rules and Climate-Friendly and Equitable Communities (CFEC) mandates which local plans are increasingly expected to address. Finally, there has been a rise in demand for walkability, housing choice, and transit-ready development.

As a result of the outdated plan, we find ourselves in a position to fails to support compact, mixed-use development that reduces reliance on Highway 126 for local trips. I cannot imagine a single resident of Veneta that wants to go through the light at 126 and Territorial. The old plan doesn't have sufficient guidance for multimodal access, safe crossings, and in particular, last-mile connections that are quite vital to rural communities. Since these issues haven't been addressed, there is a lack of proper implementation tools to support infill, climate goals, and downtown economic development, sorely needed in Veneta.

This project is our opportunity to create a modern vision for how downtown Veneta should grow, because by the numbers of subdivisions platted, it's happening. It needs to reflects who we are today and where we all want to go as a community. If we make the downtown inviting, it will be easier and safer to walk and bike, or to grab transit to school, to work, or whatever your destination. All the while, reducing the number of vehicle miles traveled on, and vehicles crossing, Highway 126. Equitable growth is a buzzword, but the idea isn't. Veneta has a diverse population in many regards, so to us it might look like affordable and diverse housing types, as single-family homes are prolific here. Or, improving walkability so people without cars can get around more safely and easily, and get transit access. But, I hope the citizens in town agree with designing, and creating, public spaces that are accessible to people with disabilities, older adults, and families. A good indication they will is the recently completed dog park in the area. Creating this solid plan makes it much easier to support our local businesses by building a more inviting, connected place where people actually want to spend time.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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

Our project will update the 2006 Downtown Master Plan to reflect current the realities of the Veneta population growth happening now and what we see coming in the future. New state mandates, not all which are applicable to us, will need to be addressed. The primary objectives are to promote compact, mixed-use development that reduces the community's reliance on crossing Highway 126 for short, local trips. If we can improve multimodal access by identifying infrastructure needs for walking and biking to the downtown core and to create a plan that is actionable, adoption-ready, and aligned with Veneta's broader housing, economic development, and sustainability goals.

These objectives directly support several Transportation and Growth Management (TGM) Program goals. First, the project will advance TGM Objective 2.1 by increasing transportation choices and improving connectivity within the city's core, where many key services are currently located and prepare for more. The current plan lacks guidance for multimodal circulation, safe crossings, or last-mile connections. These all critical components for small cities where a single intersection, like 126 and Territorial, can make or break a trip. The project also aligns with TGM Objectives 2.3 and 4.1, supporting more efficient land use patterns and encouraging infill development that makes better use of existing infrastructure.

In addition, the updated plan will directly contribute to TGM Objective 5.1 by helping Veneta reduce greenhouse gas emissions through smarter land use, better transit access, and a more walkable downtown. It will also serve in the future as a tool to implement the Climate-Friendly and Equitable Communities (CFEC) framework, with a specific focus on identifying and supporting a Climate-Friendly Area designation. Even though these apply only to larger cities, every Oregon small town should also work toward them. Planning now with CFEC in mind positions Veneta to qualify for future infrastructure, housing, and implementation funding tied to these statewide goals.

Finally, the project meets TGM Objective 6.1 by centering community engagement in the planning process and ensuring the resulting plan is grounded in local values and capable of guiding future zoning updates and capital investments. This project provides the policy, design, and infrastructure foundation Veneta needs to grow sustainably and equitably. So not only are we looking for an adoptable downtown plan update, the code language that can also be derived from this endeavor will be invaluable.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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 local conditions or in federal regulations, state requirements, or regional plans
- 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 15 of the 2025 Application Packet.

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

In short, Veneta needs to update its Downtown Master Plan now. The city is experiencing steady residential growth, with multiple subdivisions recently approved or under construction, yet we still rely on a plan adopted in 2006. That outdated framework doesn't reflect current land use needs, housing demand, state planning requirements, or how people move about and access the community now. Without an update, Veneta risks missing key opportunities to support infill housing, reduce vehicle dependence, and build a walkable, vibrant downtown that benefits residents and visitors alike.

It's also a critical window to align the downtown vision with major transportation and infrastructure efforts just underway. The Highway 126 Corridor Refinement Plan, the Veneta-Elmira Multi-Use Path, and the Oregon International Port of Coos Bay's 2025 Strategic Business Plan for the Coos Bay rail corridor. These projects will reshape downtown circulation, access, and development potential. The City shouldn't wait to plan until after these investments are implemented, or it will lose the chance to shape complementary land use, safety improvements, and multimodal connections. Veneta is already working closely with ODOT on Highway 126, which will directly affect how people and goods move through the downtown core. Without an updated plan, we'll be reacting instead of guiding smart growth and public investment. In the same regard, if the Coos Bay rail line, defining the northern boundary of downtown, sees increased freight traffic or, ideally, future intermodal passenger uses, it will carry long-term implications for land use and access that need proactive planning.

At the same time, Veneta is applying for a DLCD Housing Planning Assistance Grant that's focused on zoning, housing policy, and code reform within the downtown area. Coordinating both efforts now maximizes efficiency, aligns goals, and positions the City for future funding opportunities. Delaying either effort could lead to misalignment and diluted outcomes. The Housing Grant provides the policy tools: clearing barriers to infill, identifying housing opportunity sites, and enabling a broader mix of housing types. The TGM Plan provides the design and infrastructure framework. Together, they form a complete, actionable strategy for growth that supports both homes and businesses. This is the simply the right moment to act.

Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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?

The Downtown Plan Update is moving forward already in several ways. First, as we ask for support letters we ask for certain groups and organizations to be stakeholders. Second, we are preparing and will apply for a DLCD Housing Assistance Grant. Also, as part of this application, the Veneta City Council will adopt a resolution in support of the proposed projects.

While no formal TGM planning activities have been initiated, the groundwork is in place. The City has already engaged in preliminary coordination with ODOT staff regarding the Highway 126 refinement process. The Planning Commission is expected to serve in a dual advisory capacity for both the Downtown Plan and the Housing Planning Assistance Grant, streamlining input and reducing the need for additional staffing. All local structures are in place to launch and manage the plan. Once the grant is awarded, the City is ready to begin.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box

(to manually expand it.)

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

One of the most significant efforts underway is the ODOT led Highway 126 Refinement Plan. It will directly affect downtown access, safety, and economic activity. Veneta must coordinate early to ensure local priorities are addressed. The Downtown Plan will ensure both spaces connect smoothly, and turn downtown into a destination, not an afterthought. ODOT and Lane County are also evaluating the failed Territorial/Jeans Road intersection, and the Veneta-Elmira Multi-Use Path is now in the June 2025 Capital Investment Plan and will pass through downtown. Making trail connections is critical to walkability, business activity, and use of public space downtown. The Coos Bay rail line defines downtown's northern edge. Train frequency and future crossing potential could reshape access. Long-term, if commuter or light rail ever emerges, planning for a boarding location that avoids blocking Territorial Road will be essential to downtown connectivity and growth.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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 16 of the 2025 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

The City of Veneta intends to apply for a Department of Land Conservation and Development Housing Planning Assistance grant. We feel the combination would make for a very robust new downtown plan. Elements labeled (Housing) only apply if we are successful in being selected for that grant. We will focus on two areas of that program, Housing Production Strategy and Policy Development Code Amendment, and this is reflective in our tasks and deliverables. Yes, I'm aware that this will take a good amount of staff time, but there is no other long range effort on the horizon, and this is very important to the orderly commercial growth of the city.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 1: Project Initiation and Scoping

Timeline: Months 1–3 (Q4 2025–Q1 2026)

Responsible Parties: City staff, DLCD staff, ODOT

- Finalize scope and execute TGM consultant contract
- Kickoff meeting with DLCD, ODOT, and City staff
- Establish joint advisory committee (Planning Commission may serve dual roles)
- Develop public FAQ, project website, and communications plan
- (Housing – Code) Define code amendment process, with hearings-ready timeline
- (Housing – HPS) Complete DLCD pre-HPS survey and background review
- (Housing – Both) Clarify coordination between Code Update, HPS, and TGM Plan

Deliverables:

- Final scopes of work and joint schedule
- Committee rosters and meeting calendar
- Public FAQ and project communications
- (Housing) Inter-grant coordination memo
- (Housing – HPS) Pre-HPS survey with review

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 2: Existing Conditions & Needs Assessment

Timeline: Months 2–5 (Q1–Q2 2026)

Responsible Parties: TGM consultant, City planning & public works staff, DLCD housing staff

- Analyze existing land use, zoning, transportation, and infrastructure
- Inventory sidewalk, bike, parking, and last-mile access conditions
- (Housing – Code) Complete Housing Capacity Analysis (HCA) or similar memo
- (Housing – Code) Identify housing opportunity sites and development constraints
- (Housing – HPS) Summarize past housing actions and code impacts (efficacy review)

Deliverables:

- Existing Conditions Report
- Parcel-level zoning and infill readiness maps
- Parking and multimodal barriers inventory
- (Housing) HCA or local housing memo
- (Housing – HPS) Summary of implemented housing actions and outcomes

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 3: Community Engagement & Stakeholder Outreach

Timeline: Months 3–8 (Q1–Q3 2026)

Responsible Parties: City staff, consultant, DLCD housing staff, advisory committee, stakeholders

- Conduct open houses, surveys, and pop-up events
- Translate materials and ensure ADA-compliant outreach
- (Housing – Code) Facilitate targeted outreach to renters, seniors, developers
- (Housing – HPS) Plan and document equitable engagement with communities of color, tribes, and underserved populations
- (Housing – HPS) Invite tribal coordination per ORS/OAR guidance

Deliverables:

- Community Engagement Plan
- Engagement summaries (general + housing)
- (Housing – HPS) Equitable engagement summary: participants, methods, themes
- (Housing – HPS) Tribal coordination materials and summary

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 4: Vision and Strategy Development

Timeline: Months 6–10 (Q2–Q4 2026)

Responsible Parties: Consultant, DLCD housing staff, advisory committee, City staff

- Develop shared downtown vision: land use, mobility, CFA, public space
- (Housing – Code) Draft housing typologies and visual site examples
- (Housing – HPS) Identify potential actions to meet housing needs, including incentives, programs, and regulatory strategies
- (Housing – HPS) Evaluate benefits, burdens, and equity outcomes of each action

Deliverables:

- Draft Vision & Framework Report
- (Housing – Code) Housing scenario visuals and typology guide
- (Housing – HPS) Memo of evaluated housing strategies with equity and implementation insights
- CFA boundary options memo

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 5: Draft Plans and Implementation Tools

Timeline: Months 10–14 (Q4 2026–Q1 2027)

Responsible Parties: Consultant, DLCD housing staff, City staff, advisory committee

- Draft Downtown Plan: land use policies, circulation framework, project list
- (Housing – Code) Draft code and comp plan amendments to support housing types
- (Housing – HPS) Draft Housing Production Strategy (HPS) Report
- (Housing – Both) Present all draft documents to advisory committee and public

Deliverables:

- Draft Downtown Plan and Implementation Matrix
- (Housing – Code) Draft zoning/code amendment package
- (Housing – HPS) Draft HPS: contextualized housing need, strategies, equity analysis
- (Housing – Both) Presentation materials and meeting notes

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 6: Final Plan, HPS, and Adoption

Timeline: Months 14–18 (Q1–Q2 2027)

Responsible Parties: City staff, Planning Commission, DLCD housing staff, City Council

- Revise plans and finalize all documents
- Conduct Planning Commission and Council hearings
- (Housing – HPS) Submit final HPS with monitoring plan
- (Housing – Code) Prepare adoption-ready code (clean + markup versions)

Deliverables:

- Final Downtown Plan + summary documents
- (Housing – Code) Final zoning and comp plan amendment package
- (Housing – HPS) Final HPS Report with monitoring tools
- Adoption hearing packets (staff reports, notices, summaries)

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Projected Post-Grant Actions

Timeline: After grant completion (Q3 2027 and beyond)

Responsible Parties: City staff, including public works

- Apply for implementation funding: TGM Quick Response, ARPA, Infrastructure Bill
- Amend Urban Renewal Plan for catalytic housing or public space projects
- Prepare site-specific development strategies for infill or mixed-use nodes

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

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

The Veneta Downtown Master Plan Update guides transportation and land use investments that support Oregon's Transportation Plan (OTP) and Transportation Planning Rules (TPR). By using compact, mixed-use development in the downtown core, the plan reduces vehicle miles traveled, and supports a walkable, transit-supportive community, all being key goals.

We address critical infrastructure needs, including sidewalk gaps, last-mile connections, and safe crossings at major corridors both vehicular and rail. All are essential to meeting TPR requirements for a connected multimodal system and advancing OTP priorities for safety, efficiency, and reliability.

Our plan aligns with regional transportation efforts, such as the Hwy. 126 refinement and the Veneta-Elmira Multi-Use Path, that ensure future development and capital investments work together. By coordinating land use, mobility, and infrastructure, the project gives Veneta the ability to make strategic decisions that reflect state goals.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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

We expect adoption hearings for the Downtown Master Plan Update to take place in late 2026 or early 2027 along with the Housing Planning Assistance Grant work (This assumes grant funding). That includes a code update and a Housing Production Strategy, both closely tied to the downtown planning effort. The Planning Commission and City Council will review and adopt all elements together so the final plan reflects a coordinated vision for land use, housing, and transportation in downtown Veneta. It may not be a part of the work plan, but we fully intend to adopt our new plans and code.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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 17 of the 2025 Application Packet.

Upload letters of support here

LOS - TGM 2025.pdf

PDFs only. Max 2 mb per file.

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 18 of the 2025 Application Packet.

Describe the experience and availability of key staff

Kevin Urban (Community Development Dir.) - Will oversee the project with extensive planning experience of 20+ years in Oregon. He's funded and completed many planning efforts, including the Oakridge TGM grant for the Hwy 58 Refinement Plan, and several other DLCD planning grants, and finished many other grant funded projects with Oregon agencies.

Daniel Findlay (Assoc. Planner) - With the city for two years after graduating with a B.S. in Planning, he has an incredible grasp of planning principles, will do well with this long range plan, and he will be instrumental in the adoption process.

Matt Michel (City Admin.) - Matt will keep us all on track, but in addition, he is a municipal law attorney and has also run large utilities. This is sure to be useful in the process, though he'll mainly oversee the project.

Len Goodwin (PC Chair) - Retired from the Oregon Bar, has worked for several cities in public works and planning, assisting in the Springfield Comp plan and TSP updates, and updating the Glenwood refinement plan.. His 25+ years in planning and public works will be invaluable.

Alan Blyther (PC Member) - 32 years of experience in construction management, community infrastructure, and public-sector development. It included coordination with engineers, planners, architects, permitting agencies, and contractors to deliver site infrastructure, utilities, and housing.

DLCD Planner - If successful on our Housing Assistance grant, it would give us additional "staff" from DLCD for the project. We assume they will be excellent planners!

Staff and Planning Commission will always available for this planning effort. With no others underway, it will get our full attention.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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

The City of Veneta has a strong track record managing grant-funded planning efforts and will assign a staff lead to coordinate consultants, guide engagement, and oversee deliverables. Staff are experienced in land use, transportation, and capital projects and familiar with state procedures. Moreover, the city has no other planning projects underway, ensuring full attention to this effort. The project is scoped for completion within the TGM 3-year window, with readiness to begin in late 2025.

Additionally, Lane Council of Governments (LCOG) has also pledged to support the project, but could not send a letter due to the Board of Directors not meeting until after the grant deadline. They will be a great partner, and if we need extra help for whatever the reason, they are available to assist us.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If applicable, list applicant'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
None		300 character limit.

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2025 Application Packet.

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?

We intend to incorporate a large section of possible housing needs, what types of housing, and also what the people of Veneta envision for the downtown area. We expect there could be code changes associated with the effort. The details of the endeavor are within the application. However, it expands the scope to a point where more expert help is required. To that end, we would like the assistance of DLCD through the Housing Planning Assistance program. Funding is not secured, but this application is not dependent on the other. We do feel it would lead to a very robust planning effort for Veneta

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Required forms

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

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

PDFs only. Max 2 mb per file.

Certifications

Response instructions are on page 20 of the 2025 Application Packet.

Eligibility criteria

- This application demonstrates a clear transportation relationship
- This application demonstrates adoption of products to meet project objectives
- This application demonstrates the support of local officials

Preparation of application

- 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)
-

Would you like to receive TGM news and updates?

- Yes No I am already subscribed

Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.

Today's date

7/15/2025

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

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

CITY OF VENETA

RESOLUTION NO. 1458

A RESOLUTION AUTHORIZING THE CITY OF VENETA TO APPLY FOR A TRANSPORTATION GROWTH MANAGEMENT GRANT AND DELEGATING AUTHORITY TO THE COMMUNITY DEVELOPMENT DIRECTOR TO SIGN THE APPLICATION.

WHEREAS, the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development are accepting applications for their joint Transportation and Growth Management grant program; and

WHEREAS, the City of Veneta desires to participate in this grant program to the greatest extent possible as a means of providing long range planning; and

WHEREAS, the City Council, has identified the Downtown Master Plan Update as a high priority need in the City of Veneta; and

WHEREAS, the project will provide planning for streets and land to lead to more livable, sustainable, and economically vital communities; and

WHEREAS, the City of Veneta has budgeted local matching funds to fulfill its share of obligation related to this grant application should the grant funds be awarded; and

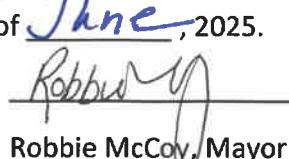
WHEREAS, the City of Veneta intends to adopt the final plan and incorporate it into the City of Veneta Comprehensive Plan and adopt resulting code recommendations.

NOW, THEREFORE, BE IT RESOLVED BY THE VENETA CITY COUNCIL AS FOLLOWS:

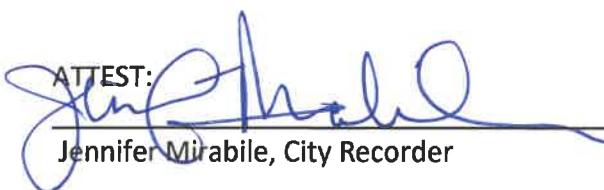
SECTION 1: The Veneta City Council hereby approves staff to submit a grant application to the Department of Land Conservation and Development for the Veneta Downtown Master Plan Update.

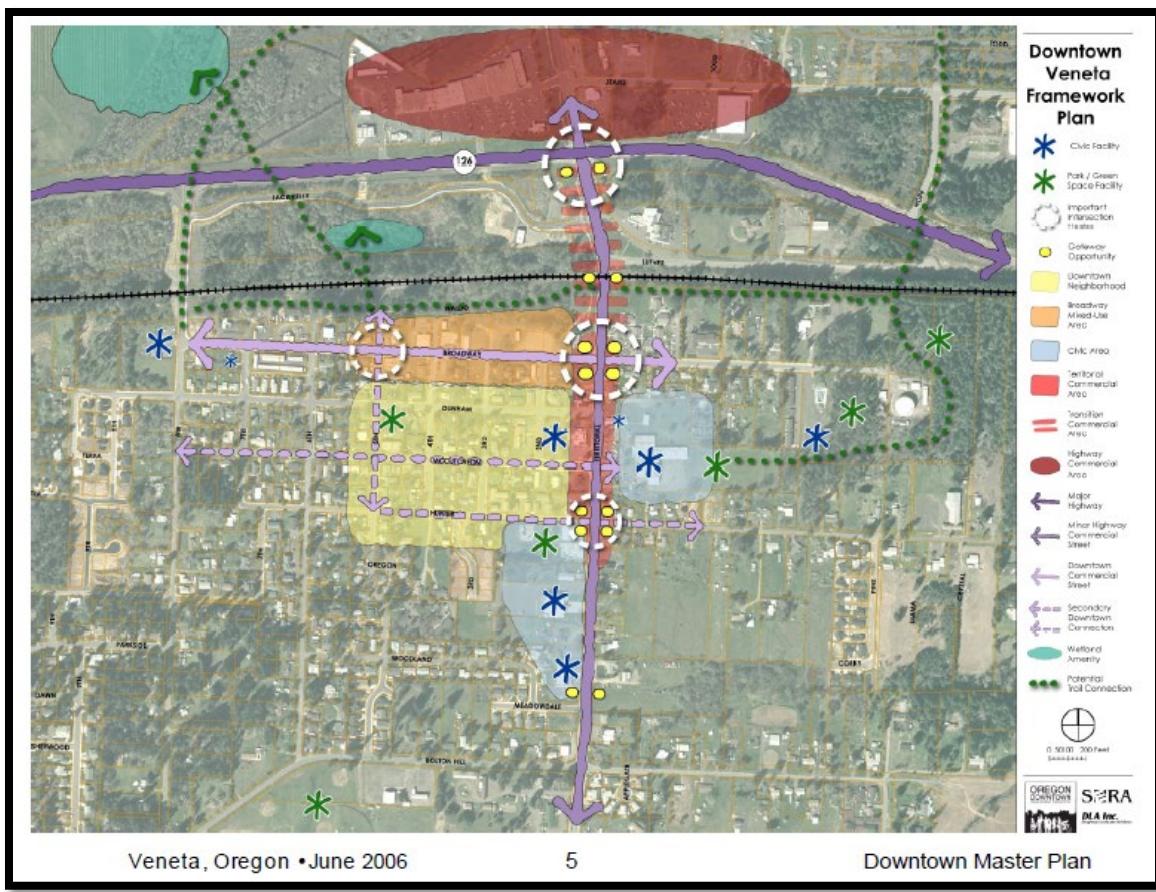
SECTION 2: This Resolution shall be effective following its adoption by the Veneta City Council.

Passed by the Veneta City Council this 23rd of June, 2025.

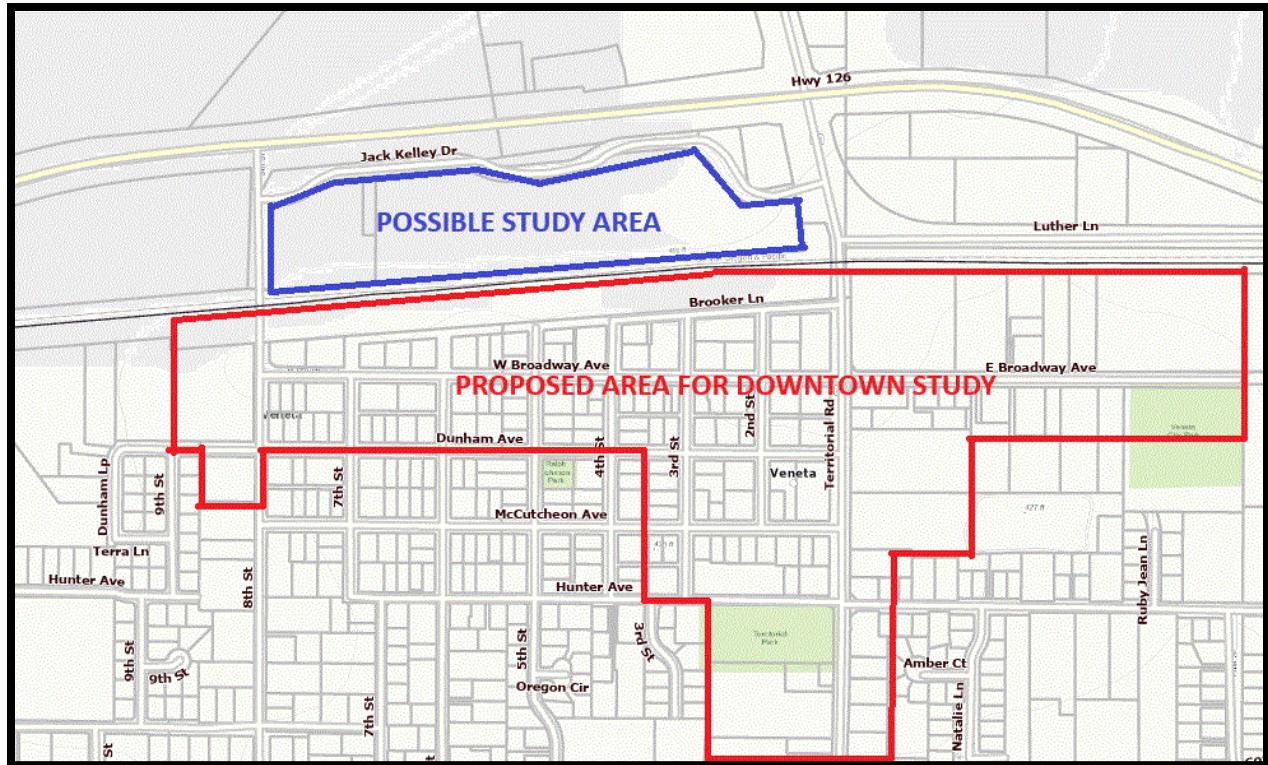

Robbie McCoy, Mayor

ATTEST:


Jennifer Mirabile, City Recorder



Framework Plan for 2006 Veneta Downtown Master Plan



Proposed area of study for the 2026 Veneta Downtown Master Plan Update



David Helton
Transportation & Growth Management Program
Oregon Department of Transportation

Dear Mr. Helton:

On behalf of the Veneta-Fern Ridge Chamber of Commerce, I am writing to express our strong support for the City of Veneta's application to the Transportation and Growth Management (TGM) Program to fund an update of its Downtown Master Plan.

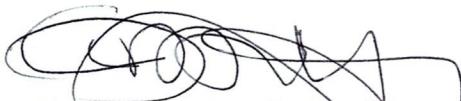
As the voice of the local business community, the Chamber is deeply invested in the long-term vitality of downtown Veneta. With new growth occurring throughout the city and key transportation and infrastructure improvements now underway, this is a timely and necessary opportunity to reimagine the downtown core as a welcoming, accessible, and economically vibrant destination for residents, visitors and entrepreneurs alike.

We believe the updated plan will provide the tools needed to improve walkability, support local business visibility, attract new investment, and foster a cohesive identity for the downtown district. These priorities align closely with the Chamber's mission to promote a thriving local economy and strong community connections.

We also wish to express our willingness to serve as a partner and stakeholder in this process. The Chamber looks forward to contributing our insight and supporting engagement efforts that reflect the needs and aspirations of our business community.

Thank you for considering the City of Veneta's application and for supporting planning efforts that help rural communities grow with purpose.

Sincerely,



Gina Haley-Morrell - President
Veneta-Fern Ridge Chamber of Commerce



June 25, 2025

David Helton
Transportation & Growth Management Program
Oregon Department of Transportation
david.i.helton@odot.oregon.gov
(541) 978-8017

Dear Mr. Helton,

On behalf of Lane Transit District, I am pleased to offer our support for the City of Veneta's application to the Transportation and Growth Management (TGM) Program to fund an update to its Downtown Master Plan.

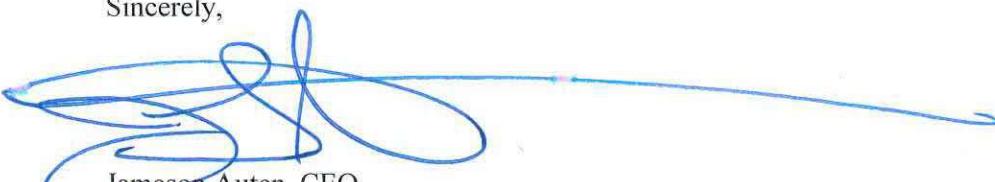
LTD has long served the Fern Ridge region through our rural transit services, and we recognize that a well-connected, walkable downtown plays a critical role in supporting successful public transportation. With recent and upcoming investments along the Highway 126 corridor and increasing demand for safe, multimodal access, this is a key moment for Veneta to align its downtown land use and transportation systems with regional goals.

As previous recipients of TGM funds, we know the impact these funds can have on a community. We believe this project will strengthen the foundation for future transit enhancements, improve first and last-mile access for riders, and support equitable mobility options for residents and visitors.

In addition to this letter of support, Lane Transit District is happy to participate as a stakeholder in the planning process. We welcome the opportunity to provide input on transit access, multimodal integration, and ways to ensure Veneta's downtown can evolve as a transportation-friendly hub for the region.

Thank you for your consideration of this important project.

Sincerely,



Jameson Auten, CEO
Lane Transit District





July, 1, 2025

David Helton
Transportation & Growth Management Program
Oregon Department of Transportation

Dear Mr. Helton,

On behalf of the Oregon International Port of Coos Bay, I am writing to express our strong support for the City of Veneta's application to the Transportation and Growth Management (TGM) Program for its Downtown Master Plan Update. We are also pleased to confirm our intent to serve as a stakeholder throughout the planning process.

As owner and operator of the Coos Bay Rail Line, which forms the northern boundary of Veneta's downtown, we recognize the importance of thoughtful coordination between land use planning and freight rail operations. While there may be limited industrial zoning adjacent to the corridor in Veneta today, the rail line remains a critical piece of regional infrastructure. Future planning should account for both the challenges and opportunities associated with proximity to this corridor.

We believe that incorporating the Coos Bay Rail Line into the City's downtown vision is a forward-thinking approach that will serve Veneta well, whether to preserve freight mobility, improve at-grade safety, or explore the potential for future intermodal connectivity.

We appreciate the City of Veneta's proactive effort to engage partners like the Port and to consider the rail line as part of a broader downtown strategy. We welcome the opportunity to support this work and contribute to a shared vision that respects current infrastructure and prepares for future possibilities.

Sincerely,

A handwritten signature in black ink that reads "Lanelle Comstock".

Lanelle Comstock
Chief Executive Officer
Oregon International Port of Coos Bay

Fern Ridge School District
88834 Territorial Road
Elmira, OR 97437
541-935-2253



David Helton
Transportation & Growth Management Program
Oregon Department of Transportation
david.i.helton@odot.oregon.gov
(541) 978-8017

Dear Mr. Helton,

On behalf of the Fern Ridge School District, I am writing to express our strong support for the City of Veneta's application to the Transportation and Growth Management (TGM) Program for funding to update the Downtown Master Plan.

Our district serves families and students throughout the Fern Ridge area, including those who walk, bike, drive, or take transit through the heart of downtown Veneta every day. As new growth and infrastructure improvements emerge—including the Highway 126 refinement process and the Veneta-Elmira Multi-Use Path—we recognize the importance of coordinated planning to ensure safe, accessible routes for all.

The Downtown Plan Update is an opportunity to create a more connected and welcoming city center that reflects the needs of families, supports active transportation, and strengthens community services. From sidewalk and crossing improvements to transit readiness and housing accessibility, many of the goals outlined in this project directly impact student mobility and well-being.

We would also like to express our willingness to participate as a stakeholder in the planning process. We believe the school district can offer valuable insight into how transportation, access, and public infrastructure affect youth, families, and school operations, and we look forward to contributing to that dialogue.

Thank you for considering this important project and for supporting thoughtful planning in our region.

Sincerely,



Gary Carpenter
Superintendent
Fern Ridge School District



St. Vincent de Paul Society of Lane County, Inc.
P.O. Box 24608, Eugene, OR 97402
www.svdp.us and on Facebook

Phone: 541-687-5820
Fax: 541-683-9423

Re: City of Veneta Downtown Master Plan

June 25, 2025

David Helton
Transportation & Growth Management Program
Oregon Department of Transportation

Dear Mr. Helton,

I am pleased to offer St. Vincent de Paul's enthusiastic support of the City of Veneta's application to update its Downtown Master Plan. We have an ongoing presence in Veneta and are a committed partner in the City's planning process. St. Vincent de Paul also welcomes opportunities to participate in stakeholder conversations as the application and master plan move forward.

St. Vincent de Paul is the largest nonprofit organization in Lane County, and our mission is to assist the vulnerable and those in need. As Veneta grows, so too do the needs for significant upgrades to transportation, infrastructure and support services. Our organization brings a unique perspective on housing needs and services for vulnerable populations – a breadth and depth of programs that are largely funded through our retail St. Vinnie's stores. We share the City of Veneta's commitment to creating a more livable and vibrant downtown through housing stability, equitable access, and community well-being.

Thank you for your consideration of this important project and for your continued support of thoughtful community planning.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Bethany Cartledge'.

Bethany Cartledge
Executive Director



Mid Lane Cares

Inspiring hope in our neighbors by fostering programs to meet community needs.

7/07/2025

JUL - 7 2025



midlanecares@gmail.com
midlanecares.com

David Helton
Transportation & Growth Management Program
Oregon Department of Transportation

Dear Mr. Helton,

Mid Lane Cares is pleased to offer our strong support for the City of Veneta's proposed Downtown Master Plan Update through the Transportation and Growth Management (TGM) Program. We also support the City's complementary application for the DLCD Housing Planning Assistance Grant. Our organization is rooted in the heart of downtown Veneta, where we serve low-income residents, seniors, and families through vital health and social services. We understand firsthand the barriers people face, whether it's safe transportation, access to services, or the rising cost of housing. A forward-looking Downtown Plan that centers walkability, transit access, safety, and public space is essential for improving quality of life for the people we serve.

We are especially encouraged that the City is aligning its downtown planning efforts with its work on zoning and housing policy. The Housing Planning Grant will allow Veneta to address affordability, housing choice, and equity that are all values we share. These two grants working together offer a real chance to shape a more inclusive and connected future for our growing community.

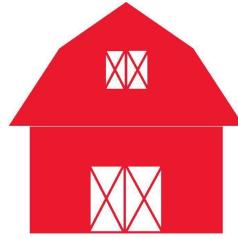
Mid Lane Cares welcomes the opportunity to participate in the process and bring the voices of our clients, partners, and staff to the table. We thank you for your consideration of these proposals and for supporting strong planning in small communities like ours.

Sincerely,

DeAnna Townsend
Executive Director
Mid Lane Cares

7/07/2025

Red Barn Properties 24957
Highway 126
Veneta, Oregon 97487



RED BARN PROPERTIES

David Helton
Transportation & Growth Management Program
Oregon Department of Transportation

Dear Mr. Helton,

On behalf of Red Barn Properties, I'm writing to offer strong support for the City of Veneta's application for the DLCD Housing Planning Assistance Grant, along with its related efforts to update the Downtown Master Plan through the TGM Program.

As real estate professionals working closely with buyers, renters, and developers in the Veneta area, we see growing demand for more diverse and affordable housing options, especially those located near schools, services, and the downtown core. Veneta's current zoning and development code limits those opportunities, and this grant provides an important chance to modernize housing policy to reflect what people actually need.

We're especially encouraged that the City is aligning its housing work with its transportation and land use planning. Coordinating the Housing Production Strategy and code updates with the Downtown Plan ensures that future homes will be well-located, walkable, and supported by infrastructure and services. It's the kind of forward-thinking approach communities like ours need.

We fully support this planning effort and encourage the Department to fund it. Red Barn Realtors would also be happy to participate as a stakeholder and contribute local housing market insight to the process.

Sincerely,
Debra Purvis Anderson

7-7-2025

Designated Principal Broker
Red Barn Realtors

Applegate Pioneer Museum
24864 W Broadway
Veneta, OR 97487

David Helton
Transportation & Growth Management Program
Oregon Department of Transportation

Dear Mr. Helton,

The Applegate Pioneer Museum is proud to support the City of Veneta's application for the Downtown Master Plan through the TGM Program and its coordinated effort with the DLCD Housing Planning Assistance Grant.

As stewards of local history, we believe that planning for the future should reflect and respect the past. Veneta is growing, and these grants represent a unique opportunity to ensure that new housing and downtown development are thoughtfully integrated into the community's identity. A well-crafted Housing Production Strategy, paired with updates to zoning and policy, can support much-needed housing while maintaining the character that makes Veneta special.

We also see value in the city's effort to link this housing work with its broader vision for downtown. Walkable neighborhoods, historic preservation, and a strong civic heart go hand in hand. The downtown area, including the historic corridor near Broadway and the rail line, deserves planning that balances change with continuity.

We enthusiastically support these planning efforts and welcome the opportunity to contribute perspective on Veneta's past to help guide its future.

Sincerely,



Rick Gedeon
Applegate Pioneer Museum

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.