

2021 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2021 Application Packet](#) and [2021 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 30, 2021 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 Bandon

Mailing address

P.O. Box 67, Bandon, Oregon 97411

Website

<http://www.cityofbandon.org>

Contact person name

Dana Nichols

Contact person title

Planning Manager

Contact phone

(541) 347-7922

Contact email

dnichols@cityofbandon.org

Would you like to receive TGM news and updates?

I am already subscribed

Authorized representative name, if different from the applicant contact

Dan Chandler

Authorized representative title

City Manager

Phone
(541) 347-2347

Email
citymanager@cityofbandon.org

List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?

Project name and location

Project title
City of Bandon Transportation System 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
ZONEMAP-2009.pdf

Option 2: Project area description

ODOT region (1-5)
Region 3

[ODOT Region Map](#)

Type of grant
Category 1: Transportation System Planning

Summary description of project

The City of Bandon is requesting funding to update our Transportation System Plan from 2000. In the previous 20 years, projects have been built-out, demographics have changed, and new land use demands have emerged. A plan is needed to address these changes and envision a new future. While many goals and objectives remain the same, there are now more funding sources, increased knowledge about the impacts of climate change related to transportation, and new stresses on our system that must be accounted for. We have the following goals in mind:

- Modernize language and update standards to match current practices;
 - Envision a future transportation system that is robust, accessible, safe, and multi-modal;
 - Identify and expand backbone pedestrian and bicycle network;
 - Incorporate impacts of seasonal tourism and respond to expected future growth;
 - Engage the public in meaningful conversation and participation in development of Plan;
 - Develop a CIP and prioritize future projects.
-

Project cost table

TGM funds requested	Consultant \$145,000.00	Local reimbursement	Total TGM funds requested \$145,000.00
Local match			Minimum Match (Calculated) \$19,772.73
Match to be provided	Labor, supplies and services during project \$20,000.00	Payment when Intergovernmental Agreement is signed	

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:

Res No 21-14 TGM Grant_Signed.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 2021 Application Instructions.

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

Bandon is a uniquely picturesque city on the Oregon Coast, with unobstructed river and ocean views to the west and unspoiled open terrain to the east. A city of about 3,000 permanent residents, Bandon fills up in the busy summer months with tourists looking to enjoy our pristine natural resources, vibrant community culture, and local amenities, including Bandon Dunes Golf Resort. Much of the current infrastructure was constructed in the early 90's, and while it has served its purpose, there are obvious cracks in our system that need to be addressed as we continue to grow. Modernizing infrastructure is impinged by two major issues: (1) a TSP that is not intuitive, and (2) historic struggles to consistently fund the transportation system.

Our proposal for a new Transportation System Plan will address the above issues through the implementation of the following TGM Objectives:

1. **Provide Transportation Choices:** A new TSP will address gaps in walking, cycling, and public transportation infrastructure and develop realistic projects for implementation. With new funding resources available through the STIF funding, Community Pathways Program, and Safe Routes to School, we will identify projects that can receive funding. The City was successful in receiving STIF money to run fixed-route trolley service operated through CCAT during the summer months to ease downtown congestion and provide trips to city services such as the library, senior center, and city park. The City was also successful in receiving Safe Routes to School funding to develop a Project Identification Plan. These efforts need to be included in a larger vision for a future transportation system to create a robust, accessible, and multi-modal system.
2. **Create Communities:** As a city with a highway that runs through it, we recognize the dire need to address safety issues and user conflicts along Highway 101. Large trucks use Highway 101 as the primary route to ship goods from the local economy, such as cranberries and timber. So do locals who travel Highway 101 with their cars, bikes, and feet, as well as tourists traveling on the Oregon Coast Bike Route and Trail. At times, creating a community along the highway corridor can be difficult with unmanaged crossings, actual speeds outpacing posted speeds, and parking and access conflicts. A new TSP will define key connections between the city's two economic centers, and link them to parks, schools, and housing with safety and multi-modal accessibility in mind.
3. **Support Economic Vitality and Growth:** This TSP will address two major growth pains: (1) parking and circulation in economic centers, and (2) preparing for future growth in our UGB's "Donut Hole". Like any community with a robust tourism economy, parking has remained a pain point. Historic Old Town has finite available land for parking, while businesses continue to expand, and tourism interest grows. Several issues will be addressed as part of the TSP including modifying or eliminating minimum parking standards in certain areas, identifying "spill over" parking areas, and developing a plan for alternative modes of transportation that don't require large vehicle storage. There's always a concern that growing tourism causes a "love this place to death" mentality, so part of sustainable growth must include keeping our fragile environment protected. Biking, walking, and transit are logical alternatives to driving, and in turn, parking in our downtown. The Plan will also identify necessary connections to commercial centers, recreation facilities, schools and housing developments that are currently located in our UGB and prevent the efficient movement of goods and services.
4. **Save Public and Private Cost:** Reviewing and updating our current street standards will help save time and money for both the public and city staff. Our current process allows for an exception to street standards, which is used on local streets to alleviate the need for unnecessary public infrastructure. A process will be created that identifies area where skinny streets are outright permitted and where bio-swales are appropriate in place of hard storm-drainage infrastructure. Further, a plan for connections through the "Donut Hole" will help ensure that our UGB can accommodate future growth with access to existing city services.
5. **Promote Environmental Stewardship:** The City of Bandon is small, geographically, and should be a place where more residents feel comfortable and safe biking and walking. Identification of a backbone bike and pedestrian system to improve connectivity will help reduce VMT, reduce emissions and greenhouse gases, and encourage healthy lifestyles and livable environments.

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 2021 Application Instructions.

Explain how your proposed project is timely and urgent

While we recognize the need for TGM funding is likely timely and urgent for all who apply, Bandon has not been in a position to use this funding wisely. Recent changes, however, have elevated the urgency as the existing plan is over 20 years old and no longer reflects the needs and desires of this community. Primary issues needing resolution include seasonal tourism impacts, competing users on Highway 101, Beach Loop Drive, and Jetty Road, circulation to and through our community, parking and street standards, and developing new opportunities for public transportation, including cycling and walking. Bandon also has a need to plan for tourism-related uses that affect our transportation system, including the number of boats and RVs that often navigate our city streets. This is all in addition to our duty to strive for a more equitable transportation system that meets the needs of all users.

Bandon's demographics show the vast profile of those that call this place home. With a median age of 59.2 and a median household income of about \$32,000, we're older and poorer than the state as a whole. According to the US Census, nearly 25% of our population has a disability. Coos County also ranked 32nd, out of 34 counties, for overall preventable health factors in Oregon, according to RWJ (2015). There is a desperate need to provide the community with options that promote a healthy lifestyle and reduce barriers to access, without further degrading our environment.

Another issue that needs immediate attention is our street standards and the development of a plan for infrastructure improvements. As part of a city-wide effort, many of Bandon's roads were paved in the 1990's through a grant program. Some of the improvements included sidewalks and drainage, while others provided only ribbon paving. Some city rights-of-way were never paved or remain gravel. This has impeded the ability for development to occur on certain lots and pigeonholes development primarily on the south side of Bandon, which is disconnected from most local destinations by our Donut Hole.

In 2016, a fatal accident occurred on Highway 101 in the crosswalk at 9th Street. This accident prompted the City and ODOT to work together to find a solution to our five-lane freeway that divides the community, however, there has not yet been a proposed solution that both parties can agree on. The consultant would be useful in both helping to facilitate the community conversation and provide outside expertise for a new perspective.

The City is also now able to work on long-range planning efforts in a way they have not been in the past. With Planning, Public Works, and Finance departments fully staffed, and a new City Manager at the helm, there is enthusiasm, expertise, funding, and staff time available to dedicate to updating plans and processes. Added pressure has come from requests for annexation, in addition to the large "Donut Hole" of land in our UGB but outside city limits that primarily has gravel roads and dead-end streets. The time is ripe for the City to plan for these possible annexations and have a clear vision for a transportation that will serve all for years to come.

Finally, this project also has community support. In 2000, city residents passed a local option street tax that has now been renewed twice, most recently in 2020. This shows us that our community appreciates and

prioritizes transportation investment and will support an effort to update our transportation system.

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 2021 Application Instructions.

Explain how your proposed project approach supports policy decision

The City of Bandon proposes a project approach heavily focused on community engagement that provides a common voice for a city somewhat divided. With financial constraint in mind, the City would like to develop a TSP that addresses our modern issues: (1) seasonal impacts of tourism, (2) equitable transportation options, (3) commercial development on Highway 101, (4) parking and street standards, and (5) coordinated circulation for all modes.

The City has proposed a budget of approximately \$160,000, that includes \$140,000 for the consultant and \$20,000 of in-kind support from the City in the form of labor hours and cash match. This project will take 12 months to complete. The Planning Manager will serve as the City's project manager, working with the consultant to deliver the following tasks:

Task 1: Project Kick-off

This task will allow the consultant team and the city to get better acquainted with the community issues and proposed project. City Staff will compile a Technical Advisory Committee that will help guide the process and provide the community voice as goals, policies, and projects are identified. During this phase, all parties will review the project plan and schedule and identify any additional voices that should be brought to the table. City staff will provide a site tour to acquaint TAC and consultant with key issues and opportunity areas.

Deliverables: One (1) project meeting with consultant, city staff and TAC with meeting summary memorandum; project plan and timeline; website page developed; one-page handout created describing project; community involvement strategy memorandum

Task 2: Existing Conditions

City Staff will provide the consultant with pertinent plans, which include Transportation System Plan, 2000, South Bandon Refinement Plan, 2010, Housing Needs Analysis, 2018, Parks Master Plan, 2017. The consultant will inventory existing facility conditions and identify any new trip generators or unmet transportation needs that have occurred since the last TSP was developed and also analyze the Bandon Municipal Code to determine necessary changes to reach our goals. New proposed goals, policies, and priorities should be reviewed by the TAC as an outcome of this task.

Deliverables: One (1) project meeting with consultant, city staff, and TAC with meeting summary memorandum; Draft Existing Conditions memorandum; public meeting to identify unmet community needs; Goals, policies, and priorities memorandum.

Task 3: Future Conditions and Solutions

The consultant will identify gaps in modal equity and access and will forecast future needs and deficiencies for all applicable transportation elements. These findings should then be drafted into future scenarios based on financial constraint with a project list available for public review. Public review will include TAC

involvement, public engagement activities, and Planning Commission and City Council work sessions.

Deliverables: one (1) project meeting with consultant, city staff, and TAC with meeting summary memorandum; community conversation workshop; online survey or open-house; future scenarios and alternatives memorandum.

Task 4: Draft TSP & Adoption

The consultant will prepare a draft TSP, integrating existing conditions, future needs and deficiencies, financial constraint, and public comments for another round of public review. The consultant should then prepare language for inclusion in applicable city codes, plans, and policies along with an adoption-ready TSP. The City will host a final round of work sessions with the TAC, planning commission, and City Council, before the final public hearing is scheduled and the TSP is adopted.

Deliverables: One (1) project meeting with consultant, city staff, and TAC with meeting summary memorandum; community conversation workshop; presentation to City Council and Planning Commission, draft and final plans.

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 2021 Application Instructions.

Upload letters of support from stakeholders here

Planning Commission_Letter of Support.pdf

2021 WRCA Letter of Support City of Bandon Transportation System Plan.pdf

GBA Letter of Support_TGM Grant 2021.pdf

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 2021 Application Instructions.

Explain how proposed project sponsor is ready and capable

The City of Bandon recently hired new staff in the Planning Department, as well as a new City Manager, that are willing and able to provide project management services for a Transportation System Plan update. The City has the resources to provide administrative support, in addition to helping plan public outreach events and provide critical feedback to the consultant team. We see a need to engage with the community beyond those that regularly show up to City sponsored events and will partner with local organizations to ensure that a cohesive and holistic vision for the City's transportation system is adopted. We will adopt the policy of "meeting people where they are at" for this process. There is not only a desire, but a need, to develop a TSP that does the most good, for the greatest number of people, over the longest period of time. Further, the City has a vested interest in helping to shape a transportation system that provides fair, accessible, and safe transportation to all residents and will engage meaningfully in the process.

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

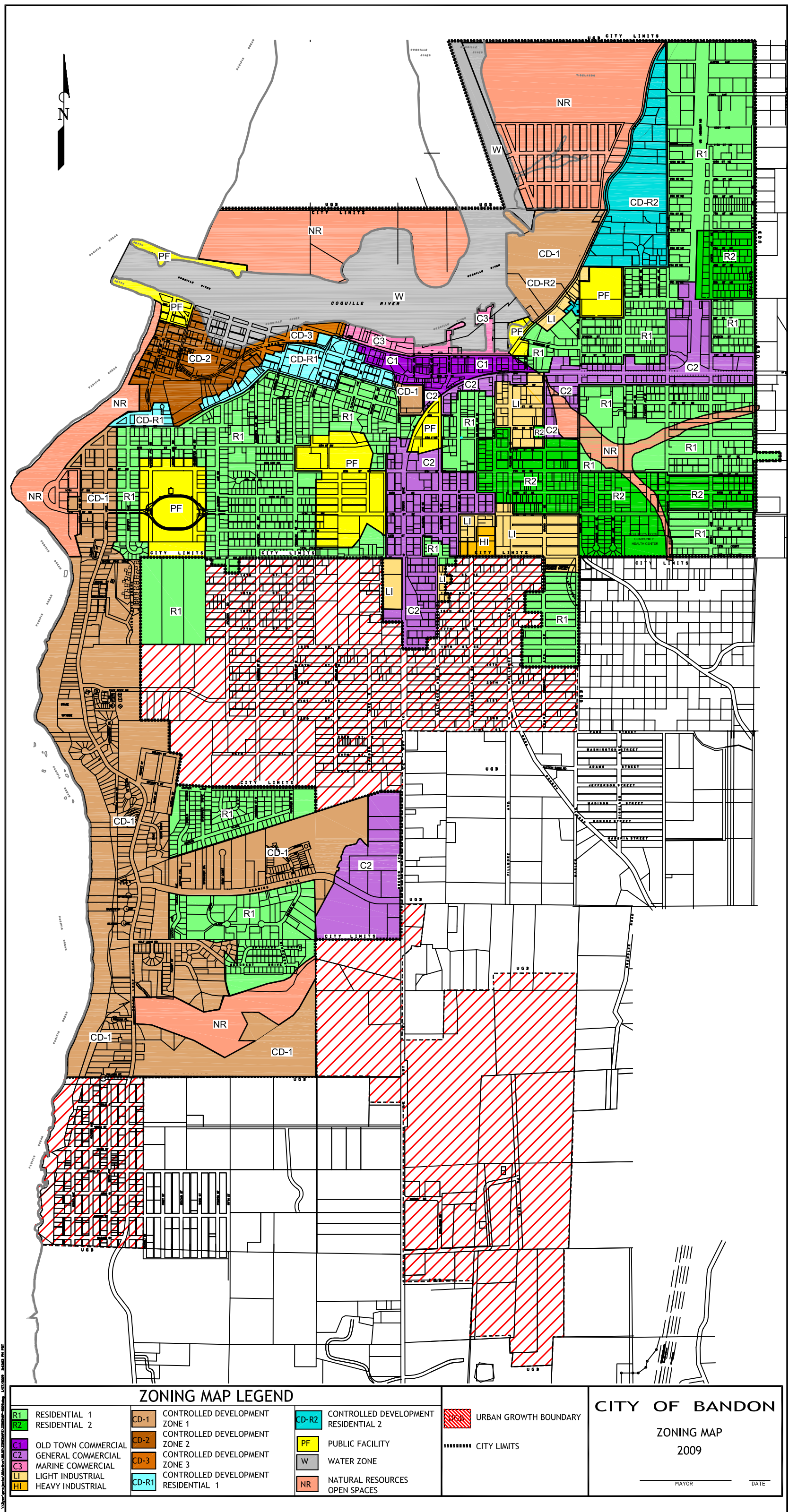
Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement_Signed.pdf

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

Today's date
7/29/2021

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

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.state.or.us



RESOLUTION NO. 21-14

**RESOLUTION OF THE MAYOR AND CITY COUNCIL
OF THE CITY OF BANDON, OREGON, AUTHORIZING AN APPLICATION FOR
TRANSPORTATION AND GROWTH MANAGEMENT PLANNING GRANT TO
UPDATE THE CITY'S TRANSPORTATION SYSTEM PLAN**

WHEREAS, the Department of Land Conservation and Development and Oregon Department of Transportation is accepting Planning Grants through the Transportation and Growth Management (TGM) Program; and

WHEREAS, the City of Bandon desires to participate in this grant program to the greatest extent possible to update the City's Transportation System Plan by evaluating our current transportation system and planning for future growth and opportunities; and

WHEREAS, the City of Bandon desires a transportation system and Transportation System Plan that meets or exceeds the requirements of the State of Oregon's Transportation Planning Rule (OAR 660-012-0045); and

WHEREAS, the City of Bandon has available local matching funds, staffing, and capacity to fulfill the grant obligations; and

WHEREAS, the TGM program requires that a City Council provide a resolution of support for the grant application.

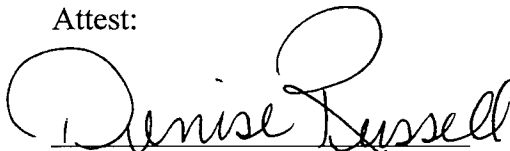
NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council that the City of Bandon supports submittal of a TGM Planning Grant application to update our Transportation System Plan during the 2021 grant cycle.

PASSED by the City Council of the City of Bandon, this 12th day of July, 2021.



Mary Schamehorn, Mayor

Attest:



Denise Russell, City Recorder

June 24, 2021

Elizabeth Ledet
TGM Program Coordinator
Transportation and Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Dear Elizabeth,

The City of Bandon Planning Commission would like to express support for an application to the Transportation and Growth Management program to fund an update to our Transportation System Plan. This seven-member commission is tasked with implementing the City's municipal code and planning for Bandon's future by acting as an advisory body to the City Council on policies related to land use and development.

In the past few years, the City has seen unanticipated growth and expansion. As we work through a number of code changes to clarify our processes, improve our housing codes and policies, and review practices and regulations in our commercial zones, we recognize a distinct gap in our future transportation system. A public process is needed to envision a future Bandon that includes sidewalks, bicycle lanes, transit, and plans for additional street connections, an update to street standards, and recognition of the seasonal impacts of tourism.

The City's Urban Growth Boundary includes a 225-acre area locally known as the "donut hole", located in the center of our community. Zoned in the Comprehensive Plan as primarily residential, this area is a top priority for annexation. Master planning is needed to ensure the mostly undeveloped area is well-connected to the existing city and that future growth is predicated on building a safe, livable, and prosperous neighborhood for all to enjoy.

We appreciate your consideration of the City's application and urge you to fund this much needed project.

Best,

A handwritten signature in black ink, appearing to read "Paul Fisher", with a long horizontal line extending to the right.

Paul Fisher,
Chair of the Bandon Planning Commission



July 26, 2021

Elizabeth Ledet
TGM Program Coordinator
Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Elizabeth,

Wild Rivers Coast Alliance would like to express its support for the City of Bandon's application for Transportation Growth Management funding for an updated Transportation System Plan. WRCA is the grant making department of Bandon Dunes Golf Resort whose mission is to fund projects that support the local community, economy, and conservation. WRCA is committed to working with community entities as they work toward systems that improve the economic vitality of the region, create connected communities and promote environmental stewardship.

We recognize the need for a safe multi-modal transportation system to use throughout the community. We are supportive of the effort to add sidewalks and bike lanes, in addition to identifying areas for crosswalks and improved road safety features. Thank you for your consideration of the City's application and urge you to fund this much needed project.

Please feel free to use the contact information below if you have any questions or would like more information about our organization.

Sincerely,

A handwritten signature in blue ink that reads "Marie Simonds". The signature is fluid and cursive, with the first name "Marie" and last name "Simonds" clearly distinguishable.

Marie Simonds
Executive Director
Wild Rivers Coast Alliance



Greater Bandon Association

PO Box 161,
390 First Street, Suite 2G
Bandon, OR 97411
Tax ID: EIN 27-4116297

"using the MAIN STREET® approach"

(541) 297-2342

July 29, 2021

Elizabeth Ledet
TGM Program Coordinator
Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Dear Elizabeth,

I am writing on behalf of the Great Bandon Association (GBA) in support for the City of Bandon's Transportation Growth Management application for a new Transportation System Plan. GBA is a catalytic community building organization dedicated to the community and economic vitality of the greater Bandon area. Our approach to revitalization is a commitment to creating a place of shared prosperity, equal access to opportunity, and inclusive engagement.

GBA has long advocated for increased resident and visitor experiences for pedestrians, bicyclists, and transit to enhance Bandon's economic vitality. At the same time, we are aware that until public safety issues are addressed that these opportunities will not be fully realized. Bandon is an exceptionally busy summer location, with parking lots, sidewalks, and roadways often crowded with visitors. A system plan that balances public safety, the needs of our local economy, and the desires of our visitors traveling to and through our community will be essential to our future success.

We continue to be supportive of the City's effort to encourage economic vitality by addressing impacts of seasonal tourism and commercial development on Highway 101 and Old Town. We appreciate your consideration of the City's application and urge you to fund this project.

Please feel free to contact us if you have any questions or would like more information about our organization.

Best,

Harv Schubothé
Executive Director
Greater Bandon Association

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.