

TGM 2019 Grant Application

Transportation and Growth Management Program grant application for the year 2019.

Be sure to download and review the [2019 application packet](#) before filling out this grant application. Additional resources and examples of successful applications can be found on the [TGM planning grants page](#).

You can save your progress by clicking the "Save" button at the bottom of the form.

Type of grant

Category 2: Integrated Land Use & Transportation Planning

ODOT region (1-5):

3

Primary applicant jurisdiction:

City of Talent

Project title:

Downtown Talent Parking and Multi-Modal Plan

Mailing address:

PO Box 445, Talent, Oregon 97540

Contact person name:

Zac Moody

Contact person title:

Community Development Director

Contact phone:

(541) 535-7401

Contact email:

zmoody@cityoftalent.org

List other local jurisdictions providing match:

City of Talent

Summary description of project:

The Downtown Talent Parking and Multi-Modal Plan will build upon the completed and adopted Transportation System Plan (TSP) and subsequent Downtown Parking Study completed in 2018. The project goal is to create a functional multi-modal transportation plan and to develop parking standards in the downtown core to ensure that adequate but not excessive parking is available for all residential and commercial uses. Project will also develop incentive programs to encourage the use of underutilized parking or to use multi-modal transportation in lieu of driving. The project will also define funding mechanisms to ensure project goals are met in a timely, efficient manner.

Project cost table

TGM funds requested

Consultant:

\$ **Consultant**
75,000

Local reimbursement:

\$ **Local Reimbursement**

0

Total TGM funds requested

\$ Total TGM Funds Requested
75,000

Local match

12% minimum (calculated)

\$ 12% Minimum
10,227

Match to be provided

Labor, supplies and services during project:

\$ Labor, supplies and services during project

Payment when Intergovernmental Agreement is signed:

\$ Check at time of IGA signing

Certifications

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

Consultant name (if applicable):

N/A

Untitled

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. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

Date

6/6/2019

Eligibility requirements

The following three eligibility requirements are reviewed on a pass/fail basis. 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.

1. Clear Transportation Relationship

The City updated its TSP under a previous TGM grant. The 2015 TSP adopted by Council and amended into the City's Comprehensive Plan details: policies, goals, studies and capital improvements for interconnected transportation modes. The City completed an associated Downtown Parking Study, that included business owner input, a parking inventory and utilization analysis and forecasting of future parking needs. The parking study outlines the additional work necessary to develop a parking plan that refines the recommended parking management strategies. Through stakeholder engagement, project prioritization, and the implementation of incentive programs, the City will ensure regulatory action and needed capital improvements take place in an organized manner.

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.

2. Adoption of Products to Meet Project Objectives

Talent will have an open, public process for the development of this initiative-driven implementation plan. Upon completion of the Downtown Talent Parking and Multi-Modal Plan, the final document will be presented before the City's Planning Commission and the City Council for adoption as an amendment to the TSP and the City's comprehensive plan. The listed projects will then be added to the City's long-term Capital Improvement Plan and funded through the annual budget approval process.

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:

2019-994-R authorizing city manager apply for a TGM grant.pdf

Award criteria

Applications will be scored on the following criteria. Instructions for responding to these criteria can be found in the [application packet](#).

TGM may award up to 10 bonus points for innovation.

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.

1. Proposed project addresses a need and supports TGM objectives (up to 40 points)

The Downtown Talent Parking and Multi-Modal Plan is meant to build upon work previously completed as part of the Downtown Parking Study and the Talent Transportation System Plan. The goal is to refine the recommended parking management strategies and to develop a plan that prioritizes projects, implements incentive programs for businesses that encourage alternate modes of transportation, and to define necessary regulatory changes.

The City of Talent's downtown is a thriving community center and the hub of the City, supporting commercial businesses, tourism, and residential activity. The City's downtown core falls short of delivering a progressive and well integrated transportation network with balanced modal equity. Accessibility is limited in the downtown core due to a lack of Americans with Disabilities Act (ADA) standards for accessible design, wayfinding, ramps, and generally narrow sidewalks. Safety of the traveling public is challenged with inadequate truck loading zones, uncontrolled pedestrian crossings which in turn create mainline and side-street queuing, and intermittent congestion issues within the corridor. Finally the downtown lacks bike lane connectivity to either end of the City where bike lanes do exist.

The Downtown Talent Parking and Multi-Modal Plan will identify alternatives and final recommendations to improve parking and transportation system limitations providing for better transportation choices through an enhanced interconnected transportation network.

Current limitations include:

- lack of adequate bike lanes through the downtown core;
- lack of proper loading zones along Talent Avenue and Main Street which in turn challenges safe driving and increases congestion issues;
- lack of bicycle parking facilities limits the choice of bicycle transportation

The Downtown Parking Study defines a clear set of recommendations for reducing the number of parking stalls necessary in the downtown, which involves incentivizing alternate modes of transportation. A refined plan would provide the resources necessary to develop and implement strategies for each issue.

The City's Transportation System Plan also addresses bike/ped issues in the core downtown. The creation of a downtown parking and multi-modal plan will support the policies of the TSP and projects outlined for the downtown area.

Create Communities:

Talent is located in the heart of the beautiful Rogue River Valley, surrounded by the Cascade and Siskiyou mountain ranges. Talent is six miles north of Ashland, home to the Oregon Shakespeare Festival and Southern Oregon University. In recent decades, many retirees as well as younger workers and their families have been attracted to the City, with its wonderful quality of life, magnificent setting, and small-

town feel. Talent has 6,323 residents (2014 estimate), representing an increase of 13% from its 2000 population.

Downtown Talent is compact and walkable. It boasts a coffee shop, an indoor-outdoor pub/restaurant, several other eateries, live theater, a grocery store, and a Friday evening Farmers' and Artisans' Market during summer months – all within a few minutes walk. There are frequent cultural/community events, such as the City's longstanding Harvest Festival. The City has affirmed its commitment to an economically healthy downtown through its infrastructure investments (particularly the roundabout that abuts the Gateway Property) as well as its acquisition of the Gateway site.

The downtown core is less than a mile from the Bear Creek Greenway, giving the city an opportunity to develop a plan that better connects the Greenway to the downtown.

Economic Vitality:

The downtown commercial area supports a diverse mix of dining, theater, retail, civic facilities, general office and residential. The City receives hundreds of visitors from near and far throughout the year that enjoy the vibrant downtown atmosphere while attending shows at the Camelot Theater. Well thought out improvements that enhance the transportation network will not only improve safety, but also sustain the positive aspects of an engaging downtown and encourage improvement to the economic viability of the City and in turn the region. With developable land left in the downtown core, a comprehensive, interconnected and well balanced transportation plan with short, medium and long term improvements will positively spur development and bring even more life to the downtown core. A lively and energetic downtown core with balanced transportation connections to the rest of the community activity centers creates better accessibility for the entire community.

Public and Private Costs:

The City strives to ensure the appropriate use of tax dollars and will identify better options to develop public/private opportunities for improvements. Improved design and facilities for ADA accessibility will enhance the downtown experience for those with disabilities and enable further connectivity with transit. Improved transit features and connections along with adequate bicycle parking facilities can also reduce the impact on parking requirements and the need for additional parking lots or structures. Public art could create innovative solutions to enhancing positive activity downtown.

Environmental Stewardship:

Providing wide inviting sidewalks that promote a safer and attractive walking experience, dedicated bike lanes and direct access to the local transit system, the City expects to reduce vehicle miles traveled and support the recently adopted Clean Energy Action Plan. The continued conversion of non-LED pedestrian scale lighting to LED will reduce energy burdens. Pervious and improved sidewalk drainage can help maintain a robust street tree network providing an improved visual streetscape and shade canopy.

City staff will actively coordinate with ODOT, RVTD, citizens, the Economic Development Commission, business and other stakeholders, City commissions, the Police Department, and finally the City Council throughout the plan development phase in order to ensure all voices are heard. This will allow the City to develop a strategy and final framework of executable capital and non-capital improvement projects and programs that meet the needs of all users within the downtown transportation system.

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 supporting a 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.

2. Proposed project is timely and urgent (up to 25 points)

The timing for this project aligns with many of the City's current transportation and public facilities policies, including planning and implementing projects on the periphery of the downtown that will ultimately benefit core area. The City is ready to develop a plan that seeks input from all users and stakeholders to improve mobility and safety within the downtown. Many of the projects outlined in the Downtown Parking Study as well as the TSP are short-term (1-5 year) projects that need further refinement to better understand the monetary and social impacts and thus the timing of projects.

3. Proposed project approach is reasonable (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.

3. Proposed project approach is reasonable (up to 20 points)

Community Development staff will take the lead for the project with the Director acting as principal. The City's Public Works staff and staff from the Police Department are committed to supporting the success of this project. The leads will work directly with the consultant and coordinate with all parties moving the project

forward. The project will take into account previous and current work associated with the downtown core. It is

critical to develop a project schedule that is reasonable and also to maintain the schedule throughout the plan. Staff

has the capacity to ensure project time lines and goals are met.

The City plans to establish a technical advisory committee (TAC) that will advise the principals/project managers for

the City on all phases of the project. In addition, the City's Transportation and Traffic Safety Commission will review any and all plan alternatives and make final plan recommendations that will then be presented before the City Council for adoption. The City expects to hold at least one open house during the process to obtain public input. Throughout the project City staff will coordinate with outside agencies, including ODOT, RVTD, the Talent Chamber of Commerce and the Economic Development Commission.

Plan development outline:

1. Project kickoff meeting and open house
2. Perform a walking audit of the downtown, capture and itemize through GIS all deficiencies and safety

concerns

3. Analyze previous and current work associated with adopted plans and policies
4. Develop improvement alternatives and prioritization criteria
5. Alternatives open house
6. Develop final plan recommendations
7. Analyze funding sources and mechanisms
8. Develop financial plan to support capital improvements
9. Develop final documents, including specific project prioritization
10. Public Hearings for adoption of final plan

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.

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

The City of Talent's Council and Transportation Commission support the project and its stated objectives. Throughout the process of amending the Transportation System Plan and the development of the Downtown Parking Study, local businesses, citizens and other agencies have also been supportive of a study and have been excited about the opportunity to participate in future surveys and questionnaires.

Upload letters of support from stakeholders here:

5. Proposed project sponsor readiness and capacity (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.

5. Proposed project sponsor readiness and capacity (up to 10 points)

The City of Talent has two staff members dedicated to ensure the project meets TGM time lines. Community Development Director, Zac Moody will act as the principal in charge for the project ensuring the project stays on path. Public Works Director, Bret Marshall, will serve as acting backup throughout the project. Both are versed in managing public projects of this nature and coordinating with multiple agencies and stakeholders. The City's Planning staff and staff from the Police department are committed to supporting the success of this project. In addition, the City has capable administrative staff that can assist throughout the project life on a multitude of requirements.

Upload supplemental application materials

Project area map (optional):

DT Trip GenerationStudy Area.jpg

Title VI: Racial & Ethnic Impact Statement form

Racial-Ethnic-Impact-Statement.pdf

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

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

Abigail Erickson
Planning Section Web Coordinator
Abigail.ERICKSON@odot.state.or.us

**CITY OF TALENT
RESOLUTION NO. 2019-994-R**

**A RESOLUTION AUTHORIZING THE CITY MANAGER OR HER DESIGNEE TO
APPLY FOR A TRANSPORTATION GROWTH MANAGEMENT (TGM) GRANT
OFFERED BY THE DEPARTMENT OF LAND CONSERVATION AND
DEVELOPMENT FOR THE PURPOSE OF DEVELOPING A DOWNTOWN PARKING
MANAGEMENT PLAN AND PARKING STANDARDS**

WHEREAS, The City of Talent, Oregon is a local unit of government recognized by the State of Oregon and the IRS;

WHEREAS, the City Council is the governing body of the City;

WHEREAS, the City Council has requested the development and implementation of a parking management plan;

WHEREAS, the City completed an initial parking study in 2018 and further refinements are necessary to develop programs that encourage multi-modal transportation, reduce the need for on and off-street parking;

NOW, THEREFORE, BE IT RESOLVED by the Talent City Council that:


SECTION 1 Authorization. The City Council hereby authorizes the City Manager or her designee to apply for a Transportation Growth Management (TGM) grant to complete a downtown parking management plan in the amount of \$75,000.

SECTION 2 Contribution. The City will contribute \$9,000 in match funds from the Streets System Development Charge fund.

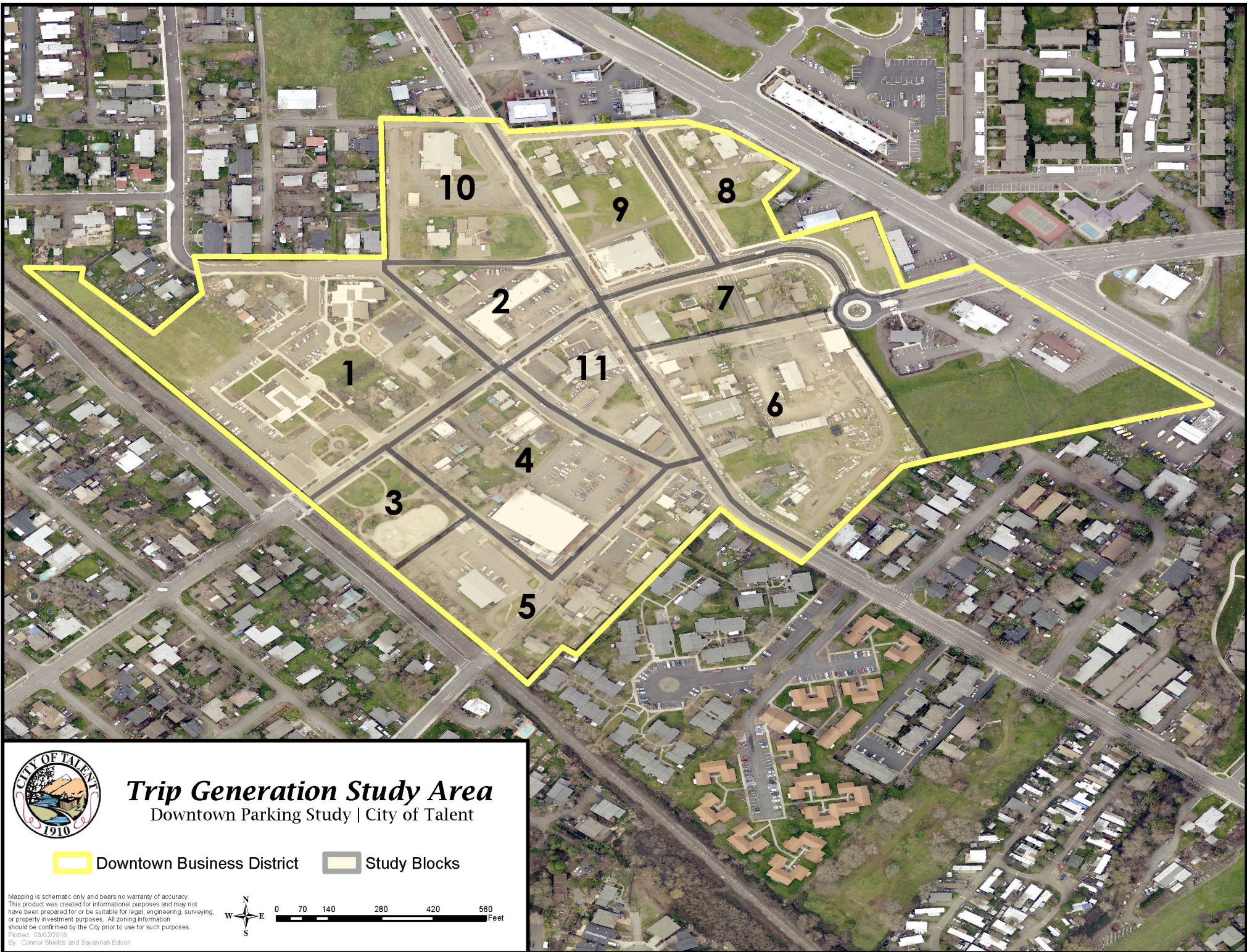
SECTION 3 Effective Date. This Resolution shall take effect on June 5, 2019.

Duly enacted by the City Council in open session on June 5, 2019 by the following vote:

AYES: 6 NAYS: 0 ABSTAIN: 0 ABSENT: 0



Gabriella Shahi, City Recorder

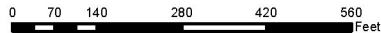


Trip Generation Study Area

Downtown Parking Study | City of Talent

 Downtown Business District  Study Blocks

Mapping is schematic only and bears no warranty of accuracy. This product was created for informational purposes and may not have been prepared for or be suitable for legal, engineering, surveying, or property investment purposes. All zoning information should be confirmed by the City prior to use for such purposes. Plotted: 03/02/2018



By: Connor Shields and Savannah Edson

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.