

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
2016 GRANT APPLICATION COVER SHEET**

APPLICATIONS DUE 4:00 PM, June 10, 2016

Type of Grant:	Category 1	ODOT Region (1-5):	Region 2
Primary Applicant Jurisdiction:	City of Dayton		
Project Title:	City of Dayton Transportation System Plan		
Mailing Address:	P.O. Box 339		
City/Zip:	Dayton, OR	97114	
Contact Person:	Scott Pingel		
Telephone/Email:	(503) 864-2221	spingel@ci.dayton.or.us	

	MATCH	
	YES	NO
Other Local Jurisdictions involved in the project:		
Yamhill County	<input type="radio"/>	<input checked="" type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

The purpose of this project will be to develop a Transportation System Plan (TSP) for the City of Dayton in compliance with the Transportation Planning Rule (TPR). The project will be coordinated with ODOT and surrounding jurisdictions that may be affected by the plan. Input will be obtained from stakeholders and the public, including Title VI populations. The expected outcome of the project is a newly adopted TSP.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Dayton

Project Title: City of Dayton Transportation System Plan

Budget Breakdown (Based on your response to Award Criterion 3)

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
Background Development	\$1,600.00	\$7,500.00
Existing and Future Conditions Analysis	\$2,600.00	\$30,000.00
Alternatives Development and Analysis	\$2,200.00	\$22,000.00
Project Phasing, Funding and Prioritization	\$2,600.00	\$18,500.00
Draft TSP and Implementing Ordinances	\$4,000.00	\$13,000.00
Final TSP and Adoption	\$4,000.00	\$12,000.00
Public and Agency Involvement	\$2,000.00	\$8,000.00
Total TGM Funds Requested:	\$19,000.00	\$111,000.00
		\$130,000.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$17,727.27
Match to be Provided:	\$20,000.00

Type of Match to be Provided:

2016 TGM Grant Application Cover Sheet

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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 of alternative scenarios, development of implementation measures, and public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance. 1000 character limit.

The City's existing TSP was adopted in 2001. Because of land use and transportation system changes within and outside of the City since that time, the current plan is of limited usefulness to the City. A new plan based on a comprehensive assessment of existing and future multimodal needs is required to support local decision-makers in determining how to allocate future transportation funding. This is particularly important for Dayton, because it is classified as a distressed city, with very limited funding for transportation improvements.

A new plan will also allow the City to consider future improvements that are consistent with the recently updated transportation system plans of several neighboring jurisdictions, including Yamhill County, and current plans for the Newberg-Dundee Bypass.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products 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 that will primarily do outreach, research, study an issue, compile data, or prepare maps are not eligible. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

The primary product will be a newly adopted Dayton TSP supported by amendments to city policies, codes, and ordinances that implement the TSP. Updates will be made to comply with the Transportation Planning Rule (TPR) and other applicable regulations. The TSP process will reaffirm city goals and complete a public involvement process to ensure the plan has community support. The project will comprise all necessary activities to ensure local adoption of the plan, including adoption hearings.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners) must be submitted with the application to meet this requirement. 500 character limit.

Support for the development of a TSP is indicated by the attached City Council Resolution of Support and a letter of support from Yamhill County. If awarded, development of the TSP will include a variety of mechanisms to incorporate meaningful citizen involvement in all stages of plan development. State agencies will be involved,

including ODOT and DLCD, as well as neighboring jurisdictions.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Dayton

Project Title: City of Dayton Transportation System Plan

Certifications

- 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:

Consultant Name:

Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact [Cindy Lesmeister](#) at 503-986-4349 if you have questions.

- I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO>

Applicant Title:

Printed Name:

Authorized Signature*:

*Please only include the authorized signature on the mailed hard copy. **DO NOT submit a printed, signed, and scanned version electronically.**

- I have mailed in a hard copy of my application with authorized signature.



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2016 GRANT APPLICATION FORM

Instructions: See the [Grant Application Packet](#) for how to respond to each of the Award Criteria

Completed Grant Application Form must not exceed 8 pages, less attachments. Excess pages will be discarded.

Examples of successful applications and help to develop a project approach and budget estimate are available on the TGM Grants page: <http://www.oregon.gov/LCD/TGM/Pages/grants.aspx>.

The answer fields below will expand as you type.

ORGANIZATION NAME City of Dayton	PHONE (503) 864-2221
CONTACT PERSON NAME AND TITLE Scott Pingel, City Manager	CONTACT PERSON E-MAIL spingel@ci.dayton.or.us
PROJECT TITLE City of Dayton Transportation System Plan	

Award Criteria

Applications may receive a total of 110 points.

- Up to 100 points are based on an applicant’s written responses to five award criteria.
- Up to 10 bonus points may be awarded for **Project Innovation**: *the application must demonstrate that the project will be innovative in subject matter, approach, or expected outcomes. Do not write a separate response about how your project meets this criterion; scorers will award points based on the entirety of the application. By the nature of the criterion, most projects will not receive any points.*

Projects are selected primarily based on scores for the TGM award criteria; also considered are the grant amounts requested, the estimated amounts TGM believes may be required for a project, the amount of grant dollars available for award within an ODOT region, and the balance of grant dollars between Category 1 and Category 2 projects. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

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 (as listed on pages 3-4 of the Application Packet).

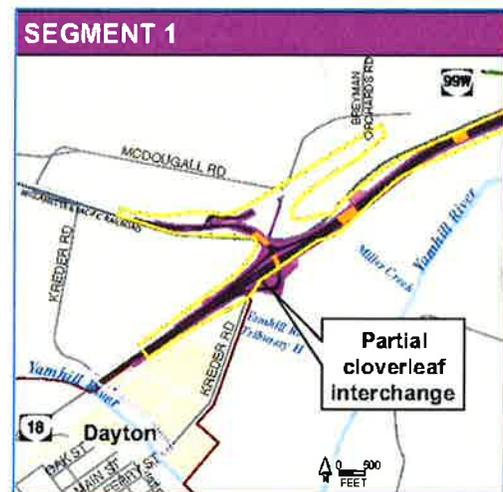
Local and Regional Transportation and Transportation-Related Land Use Issues, Problems, Needs, and Opportunities

Listed below are several local and regional transportation and transportation-related land use issues, problems, needs, and opportunities that the new TSP will address.

Transportation

1. Lack of pedestrian and bicycle facilities. Currently, the City has no bicycle facilities and sidewalks at only a few specific locations. Sidewalks are particularly needed along Ferry St., where the Dayton High School, Junior High School, and Elementary School are located. Here, students walk on the roadway where there are gaps in the sidewalk network. The City has identified two sidewalk projects to address this problem, but have been unable to obtain outside funding because of the lack of a current TSP. Bicycle facilities are also needed to accommodate the significant increase in recreational bicycling within the area and Yamhill County in general over the past decade.
2. Need for improved transit service. Dayton is currently served by only one Yamhill County Transit Area (YCTA) route, which operates at very infrequent headways. Dayton is classified as a distressed city, with many of its residents dependent on non-auto modes such as transit. The YCTA will soon be starting work on its Transit Development Plan (TDP). The Dayton TSP project will be able to inform the TDP about local transit needs and will help ensure consistency between the two plans.
3. Dependence on state highways. Like many small towns, much of the local traffic circulation in Dayton relies on the state highways within and around the city: OR 18, OR 221 (3rd St.), and OR 233 (Ferry St.). Improvements in local street connectivity would lessen the local traffic demands on the state highways, reducing or delaying the need for improvements on these facilities.

4. Consistency with planned Newberg-Dundee Bypass. The Dayton TSP project would provide an opportunity for the city's transportation planning to be consistent with the planned Segment 1 of the Newberg-Dundee Bypass. Segment 1 will terminate at the Yamhill River, just outside of the city limits. Roughly ¾ miles to the east at Kreder Rd., a partial interchange will be constructed, connecting the Bypass with OR 99W. As part of the associated local street improvements, a new bridge will be constructed across the Yamhill River, connecting Kreder Rd. with Ferry St. in Dayton. These changes will have a dramatic impact on local travel patterns. The current TSP does not reflect any of the effects of the Bypass. The new TSP would allow these changes to be considered in the City's decisions about future transportation investments.



5. Lack of transportation funding. Although many jurisdictions lack sufficient funding for transportation, this is a particularly serious problem for the City of Dayton because it is classified as a distressed community. Much needed improvements have been put on hold because the City lacks a current TSP that will allow it pursue funding from outside sources. This project would also provide the opportunity to explore potential internal funding sources that the City is interested in. These are an updated systems development charge (SDC) and a street maintenance fee.

Transportation-Related Land Use

Nearly all of the developed area within the City's UGB lies to the south of OR 18. However, roughly 40% of the total area within the UGB lies to the north of OR 18. This area is sparsely developed, with low-density rural development and only two roads providing access across OR 18 and through the area. The City has indicated that because of OR 18 and other natural barriers, it would be prohibitively expensive to develop this area to higher densities. Without this area, however, the City has very little room to grow.

This project would provide an opportunity, from a transportation perspective, to address the issue about whether further development in this area can be reasonably expected. If not, this would help the City to move forward in exploring other options for future development. Such development will be essential in improving the economic vitality of the City.

Project Will Achieve One or More TGM Objectives

The five objectives of TGM program are: 1) to provide transportation choices; 2) create communities; 3) support economic vitality; 4) save public and private costs; and 5) promote environmental stewardship. All of these objectives will be achieved in one or more ways by this project.

The TSP will identify improvements for the bicycle, pedestrian, and transit modes. This will provide the basis for the programming and funding of these improvements, which will achieve Objectives #1, #2 (by increasing the mobility of transportation-disadvantaged populations), and #5 (by reducing air pollution and GHG emissions through the increased use of alternate modes). In identifying ways to improve local connectivity, the TSP will achieve Objectives #2 (by increasing accessibility between neighborhoods and activity centers), #4 (by reducing private travel costs and the need for improvements to state highways), and #5 (reducing air pollution and GHG emissions by increasing the directness of travel). Investigation of the feasibility of growth, from a transportation perspective, in the UGB area north of OR 18 will help achieve Objectives #2 (by determining the potential for convenient transportation linkages to this area, particularly for bicyclists, pedestrians, and transit users) and #3 (by helping the City to move forward in exploring other options for future development if this is not feasible).

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; or
- 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.

The development of a new TSP is needed for four of the five reasons listed above.

Address Pressing Local Transportation and Land Use Issues

- Lack of transportation funding. As described in the response for Criterion #1, this is a particularly serious problem for the City of Dayton because it is classified as a distressed community. Much needed improvements have been put on hold because the City lacks a current TSP that will allow it pursue funding from outside sources. This project would also provide the opportunity to explore potential internal funding sources that the City is interested. These are an updated systems development charge (SDC) and a street maintenance fee.

- Feasibility of development within existing UGB area. As described in the response for Criterion #1, there are important questions regarding the feasibility of developing the portion of the UGB area north of OR 18 to higher densities, because OR 18 and other natural barriers may make it prohibitively expensive to provide the required infrastructure and services. Without this area, however, the City has very little room to grow.

This project would provide an opportunity answer to these questions, from a transportation perspective, about whether further development in this area can be reasonably expected. If not, this would help the City to move forward in exploring other options for future development. Such development will be essential in improving the economic vitality of the City.

Make Amendments to Local Plans or Regulations Regulations Necessitated by Changes in Federal Regulations, State Requirements, or Regional Plans

- Changes in the Transportation Planning Rule-(TPR), Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), and other applicable statewide plans. The new TSP will be expanded to include: performance measures and targets; transportation needs for youth, seniors, persons with disabilities, and environmental justice populations; and sustainable programs and projects.
- Newberg-Dundee Bypass Plan. As described in the response for Criterion #1, the City's TSP needs to be consistent with the Newberg-Dundee Bypass Plan, so that the City's decisions about future transportation investments reflect the effects of the Bypass on local travel patterns.
- Changes in neighboring jurisdictions' plans. Several neighboring jurisdictions have recently adopted or are in the process of adopting updated TSPs. These include Yamhill County and the Cities of Dundee and Newberg. In addition, the YCTA will be starting work soon on their TDP. This project will provide the City with information on existing and future conditions that is consistent with the time frames of the other plans. This is a important consideration given the significant amount of change that has occurred in Yamhill County since the City's current TSP was adopted in 2001.

Make Amendments to Local Plans or Regulations Necessitated by Changes Not Anticipated in Previous Plans

- Changes in bicycle use. Since the adoption of the current TSP in 2001, there has been a significant increase in recreational bicycle use in the Dayton area, and Yamhill County in general. This increase has accompanied the growth in popularity of the area as a wine country destination. This higher bicycling demand has not been well-served by the existing local streets because they were not designed for this use. A new TSP is needed to identify specific bicycle facility needs and improvements to address this demand.
- Changes in land use and commuter travel patterns. Over the past 10 to 15 years, there has been a fundamental change in the character of new development and the orientation of travel in Yamhill County. Previously, the county was relatively self-contained, with weaker linkages to areas outside of the county. With recent growth, many of the urban areas in the county now function as bedroom communities for the Portland metropolitan area and Salem area. This has resulted in significant changes in travel patterns, with strong weekday commuter flows between the county and the Portland and Salem areas.
- Changes in overall population. The overall population of Yamhill has increased over 20 percent since the adoption of the current TSP, adding traffic to both state highways and local roads.

Build on, Complement, or Take a Necessary Step Toward Completing or Implementing Other High Priority Community Initiatives

In 2012, City of Dayton and the Dayton Community Development Association prepared the Dayton Forward

plan, an overall vision for future development and public services in Dayton. The plan lays out goals, planning guidelines, and action items in 15 different areas for revitalizing Dayton as a unique community within Yamhill County. The transportation element of the plan emphasizes many of the objectives of the TGM program, such as improving pedestrian links between different neighborhoods, focal points, and facilities within Dayton. Development of the new TSP would provide added impetus for moving the City forward in its efforts to implement the Dayton Forward Plan.

3. Proposed Project Approach is Reasonable

Up to 20 points

The application demonstrates a clear approach to achieving the expected outcome and results in consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear.

The proposed project will be accomplished following a typical TSP work plan over a time period of approximately 18 months. The following work plan assumptions were used to prepare the preliminary budget for this application.

Background Development. Relevant planning documents, policies and regulatory documents will be reviewed and summarized. Based on an assessment of available count data and the proposed study area for the new TSP, it is assumed that five to ten study intersections would be evaluated. New intersection counts (pedestrian, bicycle, transit, auto, heavy vehicle) will be collected to supplement available data; collision data will be collected from ODOT; and transit data will be collected from YCTA. A survey will be conducted to develop an inventory of pedestrian facilities and streets that are suitable for bicycle use.

Existing and Future Conditions. Existing transportation conditions will be analyzed to identify needs and deficiencies for all modes. For roadways, this will include traffic operations, geometric, and safety analyses. Gaps in the network to serve the bicycle and pedestrian modes will be identified. Transit needs will be determined through an examination of existing service levels, transit access, and facilities. Future needs for roadways will be determined based on traffic forecasts to be developed using the Enhance Zonal Cumulative Analysis Method outlined in ODOT's Analysis Procedures Manual. Future needs for the pedestrian, bicycle, and transit modes, in addition those identified for existing conditions, will be determined based on an examination of future growth within the City.

Alternatives Development and Analysis. Goals will be developed to guide the TSP recommendations. Performance measures will be developed for several transportation related categories, such as safety and mobility. Preliminary project alternatives will be developed to address identified transportation needs by improving existing facilities and providing new facilities. Sketch-level evaluation may be used to screen out potential improvement ideas. Draft recommended programs and projects will be based on existing and future operating conditions, performance measures and advisory committee/public input. Project alternatives for pedestrians will reflect the Americans with Disabilities Act requirements.

Project Phasing, Funding and Prioritization. Planning level cost estimates will be prepared for the draft recommended project list. An assessment of existing funding sources and potential future funding sources will provide a long-range financial forecast for projects. Phasing options will be considered to provide strategic investments. Based on input from the city staff and project committees, the draft recommended projects will be grouped into short, medium and long-term priorities.

Draft TSP and Implementing Ordinances. A Draft TSP will be prepared based on the analysis and findings for further review. Draft implementing ordinances will be prepared to amend the Comprehensive Plan and

Development Code and to bring them into compliance with the Draft TSP, OTP and TPR.

Final TSP and Adoption. A Final TSP will be prepared based on comments received by city staff, project committees, Planning Commission, City Council and the public. The new TSP and implementing ordinances will be adopted by the City of Dayton.

Public and Agency Involvement. The project will gain input from a Citizen Advisory Committee (CAC) made up of local public representatives and a Technical Advisory Committee (TAC) made up of partnering agency staff. Their role will be to participate in meetings, establish community goals, identify local transportation needs, develop potential solutions and review draft technical memorandums and the draft TSP. Open houses will provide an opportunity to listen to the public and review the draft TSP. A project website will be used to share project information and obtain public input. Specific steps will be taken to provide opportunities for participation by Title VI communities, such as the availability of translation services at public meetings and a bilingual project website. The Planning Commission and City Council will be involved with the project through joint work sessions.

The City will manage the City contract to provide a local support role. The City will participate in meetings (advisory committees, public workshops and hearings), provide local input on community goals and policies, and review all draft deliverables (technical memorandums, implementing ordinances, and draft and final TSP). The Consultant will manage the Consultant contract to lead the TSP update efforts, conduct the technical analysis, produce project deliverables, and lead committee/public involvement efforts.

4. Proposed Project has Community Support

Up to 5 points

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

Both the City of Dayton and Yamhill County recognize the need and importance of this project and are strongly committed to participate in it and provide their full support. This commitment is documented in the attached City Council resolution of support and the letter of support received from the Yamhill County Board of Commissioners.

LIST ATTACHED LETTERS OF SUPPORT
1. Dayton City Council resolution of support
2. Yamhill County letter of support
3. Click here to enter text.
4. Click here to enter text.
5. Click here to enter text.
6. Click here to enter text.
7. Click here to enter text.
8. Click here to enter text.

5. Proposed Project Sponsor Readiness and Capacity

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 the project

considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

The City of Dayton is fully prepared undertake this project within the TGM timetable. The Project Manager will be Dayton City Manager, Scott Pingel. Mr. Pingel has been the City Manager in Dayton since March 2013, and he was the City Manager in Stanfield, Oregon for over three years prior to Dayton. Mr. Pingel has extensive experience managing complex projects including several State-funded projects. Mr. Pingel has been the project manager for water projects involving the Safe Drinking Water Revolving Loan Fund (SWRLF), one for over \$4 million and another for nearly \$1 million. The SDWRLF program is administered by the Oregon Business Development Department and requires the project manager to facilitate the bid process, pre-construction meetings, project and loan management during the project, preparing progress reports and reimbursement requests, along with all project close-out responsibilities. Mr. Pingel has also been the project manager for a storm sewer/sidewalk project involving ODOT bike/pedestrian funds, where coordination and facilitation between various agencies, contractors, and vendors was required. Other than State-funded projects, Mr. Pingel has managed several other local projects over the last nine years of his career that required coordination between the city, contractors, residents and vendors to ensure adequate communication and smooth administration of projects.

The City has received no TGM funding within the past 10 years.



<p>LEGEND</p> <p>TYPE TRAVEL</p> <ul style="list-style-type: none"> Interstate State County City Local Private Other <p>ROAD CLASSIFICATION</p> <ul style="list-style-type: none"> Interstate State County City Local Private Other <p>ROAD TYPE</p> <ul style="list-style-type: none"> Interstate State County City Local Private Other 	<p>Published by</p> <p>North</p>	<p>SCALE</p> <p>0 500 1000 2000 Feet</p> <p>0 150 300 600 Meters</p>	<p>DAYTON</p> <p>POPULATION 2,570</p> <p>TAS R3W WM</p>	<p>OREGON TRANSPORTATION MAP</p> <p>Showing Federal Functional Classification of Roads</p> <p>City of</p> <p>DAYTON</p> <p>YAMHILL COUNTY</p> <p>2015 Edition</p>
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**RESOLUTION NO. 15/16-19
CITY OF DAYTON, OREGON**

Title: *A Resolution Authorizing the City of Dayton to Apply for TGM Grant from the Oregon Department of Transportation & Department of Land Conservation & Development for Development of a Transportation System Plan and Authorizing the City Manager to Sign the Application*

WHEREAS, the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) are accepting applications for Transportation Growth Management grants; and

WHEREAS, the City of Dayton desires to participate in this grant program to the greatest extent possible as a means of providing Transportation System Plan (TSP) goals and strategies to guide future growth decisions in Dayton in a manner that is consistent with ODOT programs for Highway 18; and

WHEREAS, the Dayton City Council has identified a need to develop an inventory and needs analysis, alternative scenarios, and implementation measures that result in a balanced and efficient transportation system plan for all modes of travel including roads, pedestrians, bicycles and transit facilities; and

WHEREAS, there is community support today to develop policies and strategies for the planning of a well-connected, sustainable transportation system that meets the needs of Dayton's residents; and

WHEREAS, the City of Dayton has available local matching funds to fulfill its share of obligation related to this grant application show the grant funds be awarded; and

WHEREAS, the City of Dayton intends to seek agency and public participation and adopt a TSP should the grant funds be awarded.

The City of Dayton resolves as follows:

- 1) **THAT** the City Council demonstrates its support for the submittal of a grant application to ODOT and DLCD for development of a citywide Transportation System Plan; and
- 2) **THAT** this resolution shall be effective following its adoption by the Dayton City Council.

ADOPTED this 6th day of **June 2016**.

In Favor **Bixler, Collins, Frank, Marquez, Taylor, Wytoski**

Opposed **None**

Absent **Price**

Abstained **None**


Elizabeth Wytoski, Mayor

6/6/16
Date of Adoption

ATTESTED:


Rochelle Roaden
City Recorder

6/6/16
Date of Enactment



BOARD OF COUNTY COMMISSIONERS

STAN PRIMOZICH • ALLEN SPRINGER • MARY STARRETT

535 NE Fifth Street • McMinnville, OR 97128-4523
(503) 434-7501 • Fax (503) 434-7553
TTY (800) 735-2900 • www.co.yamhill.or.us

June 1, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Re: 2016 Transportation and Growth Management Grant Application - City of Dayton

Dear Ms. Lesmeister:

The Yamhill County Board of Commissioners strongly supports the City of Dayton's application for a 2016 Transportation and Growth Management Grant to update its Transportation System Plan. The City's current plan was prepared in 2001. Since that time, there have been significant changes in Yamhill County that have affected travel volumes and transportation needs both within and outside of the city. Because of these changes, the current TSP no longer serves as an effective guide for local decision-makers regarding transportation investments. An updated plan will provide the City with the necessary information for allocating scarce local funding to the highest priority projects and serve as a basis for pursuing additional funding from outside sources.

An updated plan will also promote improved coordination between the City and the County on future transportation decisions affecting both jurisdictions. This year, Yamhill County adopted its updated TSP, which includes new goals, objectives, and policies, roadway standards, and improvement projects. In addition, the Yamhill County Transit Area will soon start work on updating its Transit Development Plan. An updated City of Dayton TSP will allow the City, County, and ODOT to work together on planning, programming, and implementing transportation projects using the most recent information available on current and future transportation system needs.

Again, the Yamhill County Board of Commissioners strongly supports the City in its efforts to obtain a Transportation and Growth Management Grant that will allow this important project to occur.

Sincerely,



Mary Starrett, Chair



Stan Primozich, Vice-Chair



Allen Springer, Commissioner

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
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

- 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
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

- 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, on a separate sheet of paper, provide 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.

I HEREBY CERTIFY on this 10th day of June, 2016, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

Scott Pingel
Signature
Printed Name: Scott Pingel
Title: City Manager

¹ "Minority persons" 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.