

**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 3
Primary Applicant Jurisdiction:	Josephine County Department of Public Works		
Project Title:	Transportation Systems Plan (TSP) Update		
Mailing Address:	201 River Heights Way		
City/Zip:	Grants Pass, OR	97527	
Contact Person:	Eric Heesacker: Transportation Planner		
Telephone/Email:	541-474-5460 x 4407	eheesacker@co.josephine.or.us	

	MATCH	
	YES	NO
Other Local Jurisdictions involved in the project:		
City of Cave Junction	<input type="radio"/>	<input checked="" type="radio"/>
City of Grants Pass	<input type="radio"/>	<input checked="" type="radio"/>
Middle Rogue Metropolitan Planning Organization (MRMPO)	<input type="radio"/>	<input checked="" 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 a TSP Update is not only to keep up with the requirements to periodically update the document, but to keep pace with the local growth we are currently experiencing. We are attempting to keep our infrastructure updated and modified keeping pace with the growth that we think will be sustained at least through the next 2-3 years. Expected outcomes of this effort include a more environmentally friendly transportation system that allows for multi-modal connections as our citizens realize the use of the single driver auto diminishes. Identifying the potential for these multi-modal links will be a valuable exercise in the ensuing years. We expect our transportation systems to keep pace with the rapid growth and to provide more efficient mobility to a wider range of users.

2016 TGM Grant Application Cover Sheet

Jurisdiction: Josephine County Department of Public Works

Project Title: Transportation Systems Plan (TSP) Update

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

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
Start-up/Needs/Existing Conditions	\$10,000.00	\$10,000.00
Future Conditions Forecast	\$10,000.00	\$20,000.00
Plan Alternatives	\$15,000.00	\$15,000.00
Industrial Area/Freight Corridor Plan	\$10,000.00	\$25,000.00
Draft Plan and Ordinance	\$10,000.00	\$10,000.00
Plan Adoption	\$5,000.00	\$5,000.00
Total TGM Funds Requested:	\$60,000.00	\$85,000.00
		\$145,000.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$19,772.73
Match to be Provided:	\$20,000.00

Type of Match to be Provided:

2016 TGM Grant Application Cover Sheet

Jurisdiction: Josephine County Department of Public Works

Project Title: Transportation Systems Plan (TSP) Update

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.

An update of a jurisdiction's TSP is designed to produce transportation benefits as the relationships between transportation modes are clearly defined through the actions a jurisdiction takes in order to complete such a task. TSP updates entail analyses of existing conditions, evaluations of alternative scenarios, i.e.: a no-build scenario vs. several other scenarios which entail a wide range of building projects across various time spans, all the way out to a 20-year study horizon. Policies that are developed during the update process are vetted through various bodies (Technical Advisory Committee [TAC]; Citizen Advisory Council [CAC]) which are made up stakeholders from the public and various agencies. Updated policies are then implemented through the development process, requests for funding, and prioritizing the various identified improvements for construction as development occurs.

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.

A TSP Update includes creation of various documents (Technical Memos) considered as adoption-ready documents once they are compiled into a completed TSP document. These memos directly address the project objectives, implementation measures, detailed analyses of existing/proposed conditions and they are compiled into a single document which is presented at public hearings held just for the purpose of adopting the updated TSP document.

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.

We have attached letters of support of this effort from various agencies who understand the purpose of this grant application and support the project's many objectives. Those letters are attached with this packet and include support from our Board of Commissioners, local city officials with the county, and the regional Council of Governments.

2016 TGM Grant Application Cover Sheet

Jurisdiction: Josephine County Department of Public Works

Project Title: Transportation Systems Plan (TSP) Update

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 Josephine County: Department of Public Works	PHONE 541-474-5460 ext 4407
CONTACT PERSON NAME AND TITLE Eric Heesacker: Transportation Planner	CONTACT PERSON E-MAIL eheesacker@co.josephine.or.us
PROJECT TITLE Update of Josephine County Existing Transportation Systems 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).

Looking at the TGM Objectives on Pgs. 3-4 of the packet, Josephine County’s TSP update (as required by State Law) is indeed designed to provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth. The TSP Update will ensure Josephine County maintains a balanced, interconnected, and

safe transportation system that provides a variety of transportation options and supports land uses. It will further ensure appropriately sited, designed, and managed local, regional, and state transportation facilities. These facilities will continue to support the movement of goods and provide for services. The TSP Update will detail mobility and modality choices for underserved areas of the communities in the county and those areas with limited transportation options. The update will further detail safe and convenient walking, biking, and public transportation opportunities to support a healthy, active lifestyle.

The current TSP outlines those transportation facilities and conditions that existed in 2004. This 2017 Update will bring the County's TSP into conformance with state law (for periodic TSP updates) and will also detail current conditions of the communities. These communities are composed of vibrant neighborhoods and lively centers linked by differing modes of convenient transportation. The Update will identify the livable towns and cities in Josephine County that all have a mix of housing types, work places, shops, schools, and parks for people of all ages, incomes, and abilities. The update will identify well-located activity centers, schools and other government service centers, all of which should prove to be well accessed by all modes of transportation. Where this access is currently not provided, the update will be designed to indicate where shortfalls in the existing transportation system are occurring. Once these areas of failure are identified, the TSP Update will indicate the best ways to solve each failure. By its very design, the TSP Update identifies all transportation routes within Josephine County and any existing problems, then proposes financially solvent solutions to those problems. This process thus ensures a safe and appealing physical environment supportive of the social, cultural, and health needs of all the communities and their residents.

Required TSP Updates support economic vitality and viability by planning for current and future identified land uses and the movement of people and goods. This then assists all stakeholders in creating thriving existing neighborhoods and communities, providing for well-planned new growth that accommodates existing and future residents, businesses, and services while further ensuring well-located, and accessible, industrial and employment centers. The update will further identify those transportation links (strong AND weak links) needing possible improvements as we continue to link modes of transportation together.

As part of every TSP Update, results of the completed study indicate those areas where public and private costs can be minimized through compaction of land uses with well-connected transportation patterns. While we have to live with the infrastructure already in place, the study will help up identify how to modify this infrastructure to best serve all stakeholders. The TSP Update will identify the urban growth being accommodated within existing communities which should then optimize future expansions of urban growth boundaries (UGB), or at the very least – provide alternatives to UGB expansion. The study will ensure future transportation needs are accommodated within the existing or improved system, thus minimizing, delaying, or providing an alternative to constructing additional major infrastructure (transportation) projects.

A TSP Update promotes environmental stewardship through sustainable land use and transportation planning. Transportation systems and land use patterns that protect valuable natural resources, promote energy efficiency, and reduce emissions of air pollution and greenhouse gases are identified, promoted, and acquired through the TSP Update process.

These TSP studies are designed to meet the objectives listed above. Updates are intended to identify current conditions, current failures, and propose solutions to any identified problems. This what the update is for, and it shall be used as such.

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 TSP Update is needed now to at least address all the points listed above. Current booming growth in the area dictates future transportation problems if certain issues are not dealt with now.

As explained in a document found here:

<http://www.oregon.gov/ODOT/TD/TP/Plans/Guidelines.pdf>

TSPs are required in Oregon under the Transportation Planning Rule, OAR 660-012-000 through 660-012-0070. Updates to these TSP are also to be periodically undertaken which thus reflects the County’s urgency to update the document in a timely manner. Further explained through the document located in the link above, TSPs are needed to:

“Make decisions that are consistent with and support the community’s vision and expectations for future, development and redevelopment. Reflect the characteristics of and address the existing and future transportation needs of the local jurisdiction. Comply with the Transportation Planning Rule: OAR 660-012-0015 to: “establish a system of transportation facilities and services adequate to meet identified local transportation needs consistent with regional TSPs, and adopted elements of the State TSP.”

“TSPs support the availability of a variety of transportation choices for moving people and goods that balance vehicular use with other transportation modes to avoid principal reliance on any one mode of transportation. Provide transportation options for all people including the transportation disadvantaged. Promote a safe and secure transportation system. Minimize conflicts between modes. Promote intermodal linkages for passengers and goods. Support the local and state economy. Minimize impacts to the natural and built environment that could result from needed transportation projects. Provide consistency with state transportation plans and with regional transportation plans prepared by metropolitan planning organizations (MPOs), for jurisdictions within MPO areas (TPR Section 660-012-0061. Ensure coordination among affected local governments and transportation service providers.”

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 text below explains the above, and again was taken from this document:

<http://www.oregon.gov/ODOT/TD/TP/Plans/Guidelines.pdf>

What Steps Should be Followed to Develop or Update a Transportation System Plan?

- *Determine that a TSP needs to be prepared or updated.*
- *Identify project statement of work, timeline, staffing requirements, oversight responsibility and budget.*
- *Assign staff or hire consultant expertise.*
- *Develop a stakeholder/public involvement plan:*
 - Establish a Technical Advisory Committee (TAC);*
 - Develop a public involvement plan;*
 - Develop a mechanism for insuring coordination of impacted agencies.*
- *Develop specific TSP goals and objectives.*
- *Develop criteria for evaluating project alternatives that are linked to project goals and objectives.*
- *Review plans, policies, regulations and standards.*
- *Inventory all elements of the existing transportation system.*
- *Identify current conditions and deficiencies.*
- *Identify existing funding mechanisms and projected revenues.*
- *Determine future deficiencies and needs.*
- *Develop and evaluate alternatives that address deficiencies and needs and can be constructed at a reasonable cost.*
- *Select a preferred transportation system.*
- *Prepare the TSP document.*
- *Begin plan review/adoption/implementation processes.*
- *Develop/adopt local and county ordinances that:*
 - Enable plan implementation and project development;*
 - Protect transportation facilities/corridor function;*
 - Encourage and support alternative modes (transit, ridesharing, bicycling and walking).*
- *Develop a transportation improvement program (package of facility/service projects) that implements the plan.*
- *Develop a transportation finance program that will fund the projects identified in the transportation improvement program.*

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.

As noted in the text above (#3), a Technical Advisory Committee (TAC) will be created to steer the efforts of the TSP Update. These TACs typically consist of members of all the local communities and advisory groups representing what should be a wide range of stakeholders who will not only be affected by the outcomes of the update, but should also desire to be a part of the entire process. Aside from an MPO’s Regional Transportation Plan, a County’s TSP serves to help guide the communities within the county. Local cities, neighborhoods, owners of freight companies, elected officials – all of these folks will be invited to sit on the TAC that will drive the efforts of this update.

LIST ATTACHED LETTERS OF SUPPORT
1. Ryan Nolan: City Recorder: City of Cave Junction
2. Michael Cavallaro: Executive Director: Rogue Valley Council of Governments (RVCOG)
3. Scott Chancy: Transit Supervisor: Josephine Community Transit
4. Josephine County Board of Supervisors (Simon Hare)
5. Click here to enter text.
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7. Click here to enter text.
8. Click here to enter text.

5. Proposed Project Sponsor Readiness and Capacity

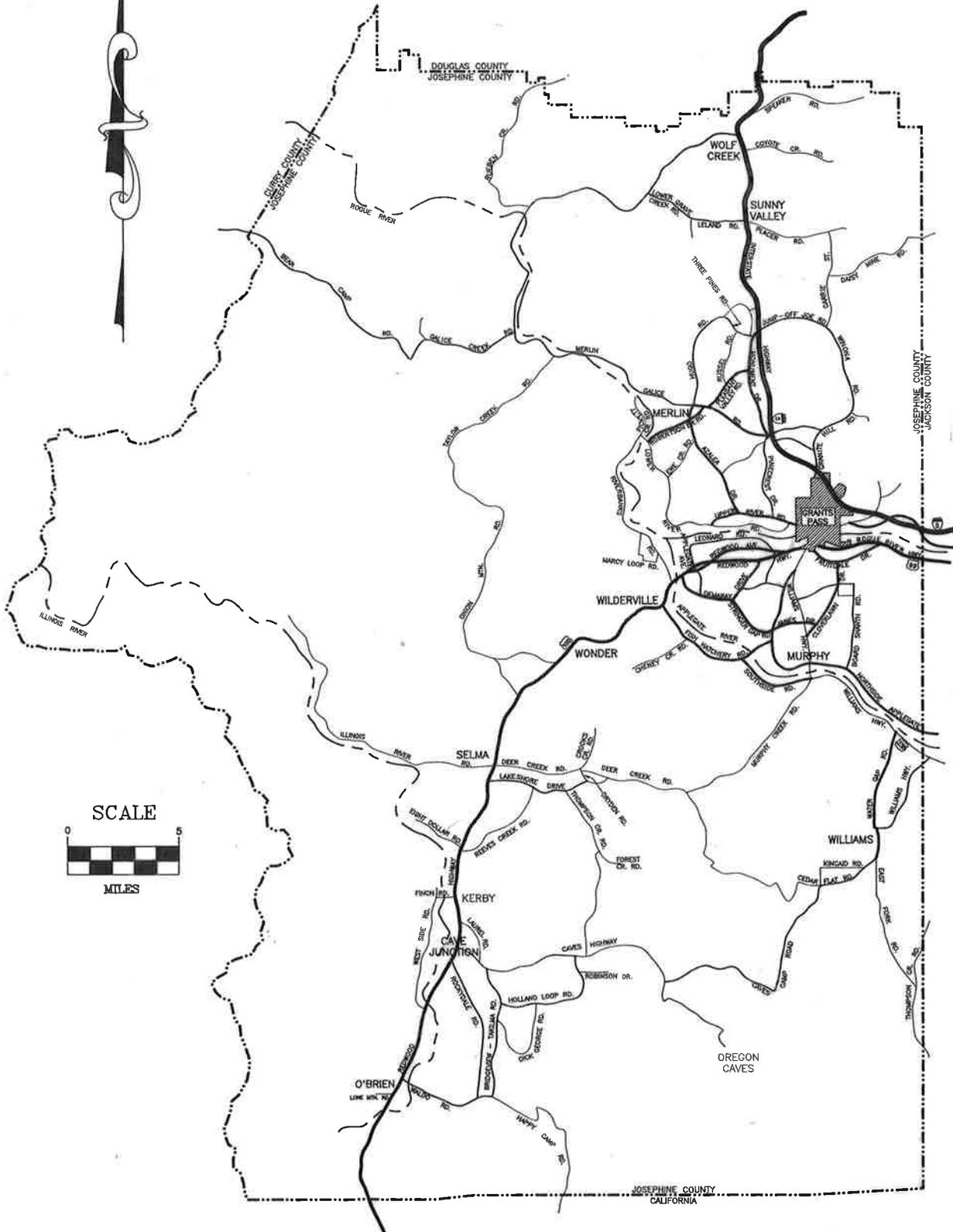
10 Points

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.

Josephine County’s Department of Public Works has been ready for this process to begin for a couple years now. As stated elsewhere in this application, the County is currently experiencing a growth spurt and while it is not likely that any local transportation system is failing, failures are more likely if certain transportation needs are not addressed.

As evidenced in the attached letters of support, local officials in other jurisdictions are ready for this update to occur. Other stakeholders in the area are aware of the update process and needed infrastructure improvements to keep up with the local housing and employment markets. All these folks are ready to work with each other to attain shared goals.

JOSEPHINE COUNTY OREGON



SCALE



MILES



*Josephine County Board of Commissioners
Simon Hare, Commissioner*

June 8, 2016

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

Dear Ms. Lesmeister,

As the County's representative on the Rogue Valley Area Commission on Transportation (RVACT), and the liaison commissioner for our Public Works and Planning Departments, I am keenly aware of the importance of planning and funding an effective transportation system. The Josephine County Transportation Systems Plan (TSP) is in need of significant updates, with the last update having occurred in 2004.

Since the 2004 TSP was created, Josephine County and the greater Grants Pass area have continued to experience steady growth in population and many economic drivers. In fact, the 2010 census designated the Grants Pass urbanized area as a Metropolitan Planning Organization (MPO). As you well know, the MPO designation further underscores the need to identify future transportation projects before they become a critical need.

In addition to the MPO designation and development of a Regional Transportation Plan, several other planning documents are in various stages of development, or have been recently finalized. Grants Pass began the process of updating the City TSP update in 2015, Josephine County Airports recently finished updates to both Airport Master Plans, Josephine County Transit (JCT) completed the Transportation Human Service Coordination Plan and will begin the development of a Transit Master Plan during 2016 as well; and Exit 61 on Interstate 5 underwent an Interchange Area Management Plan in 2012, to accommodate the rapid growth of commuter and freight traffic at that interchange.

The county has also seen tremendous levels of growth in many modes of transportation since the last TSP. Ridership with JCT has nearly tripled from less than 80,000 annual riders in 2008, to over 200,000 riders projected for 2016. The transit system is now linked with the Rogue Valley Transportation District (RVTD), providing service connections from Cave Junction all the way through Medford and Ashland. Flight activity at the Grants Pass Airport has more than quadrupled in less than five years – from 400 combined takeoffs and landings in 2011, to over 1,600 in the most recent twelve months.

COURTHOUSE

500 N.W. Sixth Street, Dept. 6, Grants Pass, Oregon 97526 Phone: (541) 474-5221 Fax: (541) 474-5105

Cindy Lesmeister: ODOT

June 6, 2016

Page 2 of 2

All of the above speaks to continued strong local growth and the attendant increased use of our local transportation system. This growth will require continued analysis of all modes of our existing system, and identification of appropriate enhancement in the near future. To this end, I am fully supportive of the need to fund an update of our current TSP.

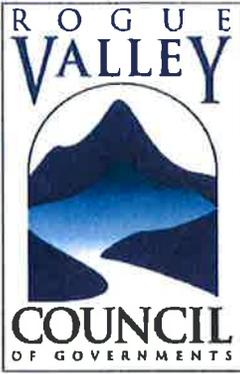
Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Simon Hare".

Simon Hare

Josephine County Commissioner



Administration Office
Rogue Valley Council of Governments

(541) 664-6674 · FAX (541) 664-7927 · www.rvcog.org

June 8, 2016

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

Dear Ms. Lesmeister,

The Josephine County Department of Public Works contacted me to write a letter of support for the County's proposal to update its Transportation Systems Plan (TSP). The current TSP has not been updated since 2004

As with all of Oregon, Josephine County's population is increasing. With this growth, transportation systems will have to be modified to accommodate the growing number of users. Updates of TSPs identify current conditions and while today's conditions might mirror those of 2004 in some ways, the previous years of stagnant growth resulted in little identification of possible problem areas in any transportation system. All aspects of the County's transportation system require an updated analysis to ensure they are used in the most efficient possible way.

I understand the Josephine Community Transit District is formulating a long-range plan. Updating the County's TSP at the same time would be advantageous to all stakeholders, and it is an indispensable document as the County seeks to compete for project funding as a member of the Middle Rogue Metropolitan Planning Organization.

Josephine County is currently has limited finances and has neither the staff nor the funding to complete a required TSP update on its own. It will need to hire consultants to assist with the TSP update and that will be possible only through funding sources other than the County. This letter affirms the Rogue Valley Council of Government's strong support of the Josephine County grant application to complete its TSP update.

Sincerely,

Michael Cavallaro
Executive Director
Rogue Valley Council of Governments

The Rogue Valley Council of Governments is a voluntary association of these local governments and special districts in our region:

- Jackson County
- Josephine County
- City of Ashland
- Town of Butte Falls
- City of Cave Junction
- City of Central Point
- City of Eagle Point
- City of Gold Hill
- City of Grants Pass
- City of Jacksonville
- City of Medford
- City of Phoenix
- City of Rogue River
- City of Shady Cove
- City of Talent
- Emergency Communications of Southern Oregon (ECSO)
- Jackson Soil & Water Conservation District
- Rogue Community College (RCC)
- Rogue Valley Sewer Services (RVS)
- Rogue Valley Transportation District (RVTD)
- Southern Oregon Regional Economic Development, Inc. (SORED)
- Southern Oregon University (SOU)



City of Cave Junction • Home of the Oregon Caves

P.O. Box 1396 • 222 Lister Street • Cave Junction, OR 97523
Phone (541) 592-2156 • Fax (541) 592-6694 • TDD Relay 1-800-735-2900
e-mail: cityofcj@cavenet.com

June 2, 2016

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

Dear Ms. Lesmeister,

The Josephine County Department of Public Works has contacted me to write a letter of support as the County is currently in need of an update of Josephine County's Transportation Systems Plan (TSP). Their last TSP update was 2004. The City of Cave Junction completed a TSP update in 2014 and continues to benefit from the project.

As with all of Oregon, Josephine County is seeing an increase in population. With this growth, transportation systems will have to be modified to accommodate the growing number of users. Updates of TSPs identify current conditions, conditions that the city of Cave Junction closely shares with Josephine County. All aspects of the County's transportation system require an updated analysis to ensure all users of the system can enjoy the navigation of their daily lives. The City's recent TSP update pointed out several transportation planning issues that we would like to see the County incorporate into their new plan.

I understand the Josephine Community Transit District is formulating a long-range plan. Completed in concert with an update of the County's TSP would be of benefit to all stakeholders.

Josephine County is currently financially constrained and the County does not have the staff, nor the funding, to complete a required TSP update on their own. They will need to hire consultants to assist with the TSP update and that will take funding the County does not have.

This letter denotes support of the County's request for the TGM grant on behalf of all City of Cave Junction citizens.

Sincerely,

A handwritten signature in blue ink that reads "Ryan L. Nolan".

RYAN L. NOLAN
Recorder



Scott Chancey, Transit Supervisor

201 River Heights Way / Grants Pass, OR 97527
(541) 474-5441 / FAX (541) 474-5414
schancey@co.josephine.or.us

Josephine Community Transit

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

June 8, 2016

Dear Ms. Lesmeister,

I am the Transit Supervisor here in Josephine County. The Department of Public Works has contacted me to write a letter of support as our County is currently in need of an update of Josephine County's Transportation Systems Plan (TSP). As I understand it, the last was 2004. This area was designated as an MPO in 2013 and this update is critical to help guide and support the Regional Transportation Plan.

Josephine County is currently experiencing a lot of growth. Many things are driving the growing market and with this growth our transportation systems here will need to be expanded and modified to accommodate the growing number of users our systems are expected to hold. With the existing home market tightening more and more each day we are seeing home construction making a steep climb. Along with this steep climb, we are seeing more users on our local transit system.

As director of the local transit system, I have made the decision to formulate a long-range plan for growth. I will be hiring a consultant to assist me and mention this only as it relates to the County's TSP update. Update of the TSP and formulation of the transit long range plan will be well-suited to be completed around the same time. A very timely circumstance for all of us.

Local growth implies the local existing transportation system will need to experience some modifications and updates in the ensuing years. Josephine County is currently financially constrained; the County simply doesn't have the staff to complete a required TSP update on their own. They will need to hire consultants to assist with the TSP update and that will take money they do not have.

Please read this letter as my support of the Josephine County TSP update process. Thanks for all your hard work to help our smaller jurisdictions reach the goals they need to assist the citizens.

Sincerely:

A handwritten signature in blue ink that reads "Scott Chancey". The signature is written in a cursive style and is positioned above a horizontal line.

Scott Chancey: Josephine Community Transit

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.

Eric Heesacker
Signature
Printed Name: ERIC HEESACKER
Title: TRANSPORTATION PLANNER

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.