

2022 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2022 Application Packet](#) and [2022 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 28, 2022 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Primary applicant jurisdiction

City of Tangent, Oregon

Mailing address

PO Box 251, Tangent, Oregon 97389

Website

<https://cityoftangent.org/>

Contact person name

Creed Eckert

Contact person title

Principal, G&E Planning, Tangent City Planner

Contact phone

(541) 223-3312

Contact email

creed333@live.com

Would you like to receive TGM news and updates?

Yes

Authorized representative name, if different from the applicant contact

Authorized representative title

Phone

Email

List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?
Albany Area Metro Planning Organization	Yes
Linn County Roads Department	Yes

Project name and location

Project title

Tangent Transportation System Plan Update

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

Zone Map 2021.pdf

Option 2: Project area description

The TSP affects all land within the Tangent city limits and urban growth boundary

ODOT region (1-5)

Region 2

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

The 2010 Tangent TSP is in dire need of an update. Linn County, AAMPO, the City of Albany all have recently updated TSP's. Tangent must keep pace in order to remain contemporary with regional transportation planning objectives and projects. Linn County owns a number of streets within the city limits and UGB.

The project evaluates existing transportation goals vs. changes since the 2010 TSP, development forecasts, and current and future transportation needs across all modes, redefines transportation goals, identifies corresponding projects to guide development for the planning horizon. Local and regional needs and opportunities identified by recent updates of the TSP's for AAMPO; Linn County; and the City of Albany are consistent with local objectives and needs, as well as the TGM Objectives cited in the application narrative. Among the end products will be an updated BLI and land needs analysis as part of an adopted TSP, and code and plan amendments as necessary to implement the plan.

Project cost table

TGM funds requested	Consultant \$200,000.00	Local reimbursement \$10,000.00	Total TGM funds requested \$210,000.00
Local match			Minimum Match (Calculated) \$28,636.36
Match to be provided	Labor, supplies and services during project \$14,318.18	Payment when Intergovernmental Agreement is signed	

Certifications

Certifications

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

Certifications checkbox

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project.

Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Certification: Clear transportation relationship

By checking this box, I certify that the project meets this eligibility criterion.

2. Adoption of products to meet project objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

Certification: Adoption of products to meet project objectives

By checking this box, I certify that the project meets this eligibility criterion.

3. Support of local officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

Honorable Mayor Trulove Letter of TGM Support.pdf

Award criteria

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

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

Response instructions are on page 8 of the 2022 Application Instructions.

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

Evaluates existing transportation goals vs. changes since the 2010 TSP, development forecasts, and current and future transportation needs across all modes; redefines transportation goals, identifies corresponding projects to guide development for the planning horizon. Tangent's transportation planning needs are consistent with TGM Objectives cited:

Investment-guiding document: Current TSP projects are completed, in progress or no longer a priority. New TSP projects to be prioritized via technical analysis and public participation to advance community, regional, State transportation objectives. Will focus future capital investments toward enhancing access for

alternative modes; connectivity; equity; ADA access; safety; livability; environmental stewardship. TSP-adopted projects are more competitive for regional and state funding than unlisted projects, expediting Tangent's transportation goals. TGMO 1.2; 3.1; 3.2; 3.3; 4.1; 4.2; 5.1

Context sensitive street profiles: New TSP facilitates adopted street profiles guiding future highway design, ensuring consistency with ODOT's Blueprint for Urban Design (BUD). The BUD advocates for increased context sensitivity of highways where they intersect with urban areas. Context sensitive street profiles throughout Tangent will enhance multimodal connectivity; livability; safe access to residences, commerce, and employment. TGMOs 1.1; 1.2; 2.3; 3.2; 3.3

Pedestrian, bicycle focus: A funded TSP adopts city wide bicycle and pedestrian plans for a small city with many destinations within walking and biking distance. Identifying obstacles to pedestrian and bicycle access, particularly though not limited to filling gaps along and across the vehicle-centric Highway 99E, forwards a local objective of encouraging alternative modes. Key concerns include safely connecting neighborhoods west of Hwy99E to the elementary school on the east side; constructing safe bike/ped facilities at Hwy 99E/Birdfoot Drive, and connecting the residential southern core of town to employment and commerce on the north. Adopted bicycle and pedestrian plans will coordinate with facilities outside the city limits through regional partners Albany Area Metropolitan Planning Organization (AAMPO); Linn County; City of Corvallis, and Linn Benton Community College.

Enhancing bicycle and pedestrian infrastructure, ensuring facilities to accommodate all comfort levels, encourages use of alternative modes, with social equity; health; traffic; environmental; and place making benefits. TGMOs 1.1; 1.3; 1.4; 2.3; 3.1; 3.3; 5.1

Pedestrian, bicycle policies/standards: The TSP guides adoption of code and design standards and policies related to provision of safe and connected pedestrian and bicycle facilities. Current TSP design standards do not reflect recommendations from recent publications, e.g., FHWA's Bikeway Selection Guide (2019) or ODOT's BUD, which advocate for increased physical distancing from high volume, fast moving traffic. TGMOs 1.1; 1.2; 1.4; 2.3; 5.1

Future development transportation needs: Tangent has seen ample recent local industrial and commercial development and expansion, e.g., Oregon Powdercoating; Pacific Landscape Services; Bagg Warehouses; L&M Fabrication; CamWest, with more pending. Growth-induced demands on the transportation system require updated evaluation via a new TSP. Highway traffic speeds at the north and far south ends of town are a related concern. Recently-annexed properties on the north end of town take access via the vehicle-centric Hwy99E and are zoned for multi-family residential development, which could be a first in Tangent. Supporting a wide range of transportation choices for future development, especially multifamily development with concentrated or more complex transportation needs, requires supporting infrastructure to safely accommodate all modes, and potentially slow highway travel speeds. TGMOs 1.1; 1.4; 2.1; 3.2; 3.3

Regional and local changes: Local and regional changes since the 2010 TSP include the City's inclusion in AAMPO; Linn County's 2019 TSP update; altered access due to construction of a 2.5 mile +/-traffic barrier in Hwy34; new developments affecting transportation; recent annexations. The discussion of Criterion number 2 notes the project's timeliness relative to these changed circumstances.

Transportation system inclusive to all modes. Currently, public transportation in Tangent is limited to a single bus stop at Hwy99E and Rolland Drive, in the northern, more industrial portion of town. Tangent seeks to work with Albany Transit System (ATS) to explore transit options that better serve the residential areas of the city. ATS, in addition to operating transit in Albany, also operates regional routes between Albany and Corvallis. Tangent recognizes that many residents travel to both Albany and Corvallis for work and recreation, and having available public transit to these locations would be very valuable. TGMO 1.3

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

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 10 of the 2022 Application Instructions.

Explain how your proposed project is timely and urgent

A new TSP is needed to guide capital improvements; establish consistency with recent regional plans; incorporate newer ODOT standards and address changed local priorities since 2010; leverage funding opportunities; proactively address obstacles to multimodal travel; respond to growth, expand transportation choices.

New Transportation Needs: Respond to substantial industrial and commercial growth. There have been approximately 36 new or expanded commercial/industrial uses since 2010, a pace which continues to generate new demands on systems. Recent land use approvals permit multi-family residential development on newly urbanized land along Hwy99E. More urbanization is foreseeable in this part of the UGB. A new TSP evaluates state facilities for needed improvements/modifications to accommodate the considerable development potential of Tangent's urbanizing UGB. Timely transportation policy ensures safe, efficient access for all modes of travel to address existing and future development.

Linn Benton Community College recently obtained bond approval for a 50 acre equine and agricultural campus abutting the city limits on Looney Lane, which also serves LBCC's main campus approx. 1.5 miles away. This early conceptual stage in the planning of a new campus represents a felicitous opportunity to coordinate bicycle, pedestrian, and transit planning amongst Tangent, AAMPO, Linn County, LBCC, Albany Transit System, and state and federal funding sources. It is a significant opportunity in terms of connecting Tangent and Albany with bicycle facilities. Further urban development, and development of the LBCC campus, without an updated TSP represents a significant lost opportunity for Tangent and the region.

New Regional Plans: New transportation planning affecting Tangent since the 2010 TSP includes Linn County's 2019 TSP, affecting six county owned roads within the UGB and AAMPO's first (2018) Regional Transportation Plan and Bicycle and Pedestrian Plan (reportedly close to adoption). These regional planning efforts provide an exceptional opportunity to align local priorities and projects with the larger geographic and socio/economic context.

New/existing Funding Sources: Tangent's 2013 inclusion in AAMPO resulted in new funding sources and planning resources. The passage of HB 2017 brought additional unanticipated opportunities, as has COVID relief funding, the federal infrastructure and jobs act, and other programs. These opportunities are not anticipated by the 2010 TSP.

An updated TSP aligns with AAMPO plans, and Linn County road projects within the city, enhancing competitiveness for funding. The sooner Tangent can incorporate county and MPO planning efforts into its own TSP, the sooner quality local and regionally-coordinated projects can be realized through various potential funding sources.

New ODOT Standards: ODOT's adoption of the BUD bolsters a timely TSP project. The City is eager to adopt highway street standards consistent with the BUD to guide future improvements on state highways.

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

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

Response instructions are on page 11 of the 2022 Application Instructions.

Explain how your proposed project approach supports policy decision

Task 1, Public engagement plan guides activities throughout project, consistent with Statewide Planning Goal 1, identifies key stakeholders, forms project advisory committee, potential members to include residents, local companies, the local fire district and elementary school, Linn County. Includes community specific opportunities for outreach, information sharing and refreshments event(s) at city hall, Tangent Community Facebook page, local postings, notices in monthly newsletter, inserts in utility bills. Identifies opportunities to engage historically under-served groups, minorities and low income populations. City will seek direct involvement from elderly, alter-abled, other under-served sectors via posted notices of meetings, committee opportunities in public locations and other outreach. Primarily a City task.

Task 2, Goal and objective setting: Appraises existing TSP goals, objectives, determines whether reflective of current local, regional priorities and public's desires for the trajectory of their transportation system. The final list of goals and objectives informs project evaluation and prioritization criteria. Primarily a city task.

Task 3, Existing conditions: Consultant will review relevant state, regional, local planning documents, inventory existing conditions of facilities. Per LOC's Ariel Nelson, Tangent is subject to these requirements of the new CFEC rules: New multifamily and multi-use development, require 40% of spaces have conduit to serve electric vehicle charging (OAR 660-012-0410). Transportation modeling or analysis used for a land use decision must comply with OAR 660-012-0210; decision must not increase VMT per capita. Implement multiple transportation performance standards for plan amendments and development review. Apply reduced parking mandates for new development near frequent transit/for certain development types. Implement parking regulation changes and mandate reform. Oregon Revised Statutes at 455.417 also apply. A new TSP ensures compliance.

Major trip generators, unmet transportation needs such as limited transit and multimodality along Highway 99E identified. Task undertakes funding review, identifying existing, anticipated sources.

Task 4, Future conditions: Consultant and city will analyze future multimodal travel demands and identify deficiencies and gaps in the transportation system. Population and employment forecasting play an important role in this task. The consultant will utilize the recently updated CALM model, PSU population projections, existing comprehensive plan and land use maps, and local knowledge in developing future travel demand and capacity needs forecasts.

Task 5, Street profiles: Consultant, city and county will establish new standard street profiles throughout

town, including for Hwy 99E. This task reviews best practices related to street profiles, including those found in ODOT's Blueprint for Urban Design. The task results in a set of adoption-ready street design profiles that realistically balance safety, street function, multimodal needs, and the character of the community.

Task 6, Project development and evaluation: Once developed by consultant and city, city will evaluate project alternatives to meet identified transportation needs. Adopted projects will adhere to local, regional, and state goals, objectives, and policies, be reasonable in nature, and will reflect Tangent's small town character. Tangent is particularly interested in identifying projects that increase safety, ADA and multimodal access, and livability in all parts of town, as well as projects that complete and extend the bicycle and bicycle and pedestrian network.

Task 7, Funding program: Identifies which projects will be funded, based on existing and anticipated revenue sources, projected costs, and local and regional priorities. The task culminates in a fiscally-constrained list of projects, reasonably expected to be completed in the next 20 years; potential funding sources; and a timeline for the respective projects. To assist in future funding applications, projects not included in the fiscally-constrained project list will include a grant-ready project description as well as other information that may be important should new opportunities for funding become available.

Task 8, Final plan and adoption: The TSP will be adopted by the Tangent City Council. The City's Comprehensive Plan and Development Code will be amended simultaneously to implement the plan.

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

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

Response instructions are on page 13 of the 2022 Application Instructions.

Upload letters of support from stakeholders here

Brush Letter of TGM Support.pdf

DLF Letter of TGM Support.pdf

L&M Letter of TGM Support.pdf

Linn County Roads Letter of TGM Support.pdf

AAMPO Letter of TGM Support.PDF

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 14 of the 2022 Application Instructions.

Explain how proposed project sponsor is ready and capable

Tangent city council and staff stand ready to execute the project within the timetable. The Mayor's letter, attached to Criterion 4, above, illustrates the will and commitment of City Council to update the TSP under the requested TGM grant contract. The city was disappointed not be awarded under the prior TGM cycle, and remains hopeful for its current prospects. Staff have received supporting input from Mr. David Helton of the TGM program indicating the 2021 TGM grant application was well prepared and appeared

competitive, and this application incorporates most elements from that prior round's request.

The original, 1999 TSP was produced under a TGM grant which the current primary project manager, City Planner Creed A. Eckert of G&E Planning, co-authored with the consultant, and co-managed under his former employment with then city planners Gazeley & Associates. The entirety of that TGM contract was executed in a timely and efficient manner. Mr. Eckert provided considerable oversight over and participation in both consultant's and city's required deliverables and the final work product. The 2010 TSP update was also facilitated through successful award and management of a TGM grant. The City has historically clearly demonstrated its capacity for and commitment to fulfilling all terms and expectations of the TGM program.

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

TGM File Code	Project Title	Status

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement 2022.pdf

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

Today's date
7/28/2022

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

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



TANGENT, OREGON - ZONING

Map Revised July 9, 2021









0 500 1000 2000 3000 Feet



Map by Linn Co.
GIS Department

Legend

Zoning

-  CC - COMMUNITY COMMERCIAL
-  EFU - EXCLUSIVE FARM USE
-  HC/I - HIGHWAY - COMMERCIAL/INDUSTRIAL
-  GI - GENERAL INDUSTRIAL
-  RM-10 - MULTI-FAMILY RESIDENTIAL
-  RM-6 - MULTI-FAMILY RESIDENTIAL
-  RS-10 - SINGLE-FAMILY RESIDENTIAL
-  GI-PD - GENERAL INDUSTRIAL - PLANNED DEVELOPMENT
-  NO ZONE
-  Tax Lots
-  City Limits
-  UGB

Corvallis-Lebanon Hwy

Corvallis-Lebanon Hwy

Levee Creek

Tangent

City of Tangent

32166 Old Oak Dr. • Post Office Box 251 • Tangent, Oregon 97389

(541) 928-1020 • Fax (541) 928-4920 • www.cityoftangent.org

July 26, 2021

David Helton
Oregon Department of Transportation
Transportation & Growth Management (TGM) Program
2080 Laura St.
Springfield, OR 97477

RE: City of Tangent TGM Grant Application for a Transportation System Plan Update

Dear Mr. Helton,

I have the pleasure of serving as Mayor of the beautiful city of Tangent, where we take pride in being a small city that can get the job done. Over the past decade, Tangent has experienced significant new and expanded commercial and industrial activity. This has resulted in increased and changing demands for transportation facilities to accommodate the community's economic growth and simultaneously provide a livable community with access to a full range of transportation alternatives and modes for residents and employees.

The Tangent Transportation System Plan continues to be a pivotal tool in guiding the City's capital improvements and forwarding the mutual objectives of addressing residents' and businesses' needs for safe and convenient facilities and access for all modes. Going forward, anticipated benefits of an updated TSP include improving pedestrian and bicycle safety along and possibly adding crossings of Oregon Highway 99E; supporting our Safe Routes to School projects; and enhancing the safety and efficiency of interactions between commercial and industrial trucks and traffic with residential travel, including biking and walking.

The Tangent City Council is excited about the potential for a TGM grant that will allow us to identify, plan for and realize needed projects to better promote all modes of travel in the city limits; to adopt highway street profiles and other policies and standards to

further local and state objectives; and particularly to address gaps in the current pedestrian and bicycle networks in town, connecting destinations and reducing reliance on the automobile for local travel.

With assistance from the Oregon Cascades West Council of Governments, the team at City Hall has done an excellent job in preparing our application and representing Tangent's need for a timely TSP update. In particular, our City Planner, Mr. Creed Eckert, and newly retired City Manager, Georgia Edwards, have made substantial contributions to the application before you. Thank you very much for your consideration of this grant request.

Sincerely,

A handwritten signature in black ink, appearing to read "Loel Trulove, Jr.", written in a cursive style.

Honorable Mayor Loel Trulove, Jr.

cc: Catherine Rohan, CWCOG
Nick Meltzer, CWCOG

TO WHOM IT MAY CONCERN:

As a long time resident of Tangent, I have seen many changes to our little town since moving here in 1988.

Immediately, I became involved with and took an active interest in the preservation, improvement, growth and development of Tangent.

In recent years, the planning, development and building of a "linear park" system (aka multimodal system) has been my greatest interest.

The system would include connecting the four quadrants of the greater Tangent area by building a series of intersecting loops and pathways along/through riparian waterways, dedicated easements around farmland, as well as utilizing sidewalks and bike lanes, etc. This system would connect neighborhoods to each other, provide safe travel to public buildings (Tangent Elementary School, City Hall, Post Office), city parks, commercial/industrial businesses AND PUBLIC TRANSPORTATION.

The welcoming natural beauty of Tangent's open farmlands, punctuated by many riparian areas, is a unique setting and preserves the small town feel.

Add to that, Tangent's proximity to three major arterial highways, State Highways 34 and 99E, and Interstate 5, it is no wonder that our town is growing!

Because of high volume, faster traffic on the minor arterials through Tangent, there is an increasing need for safe, off-road (where possible) transportation choices. This is the opportune time to develop a plan for our future transportation needs.

Through the TGM Program, coupled with incremental funding, our plan could be accomplished in phases. As an example, Phase 1 of the David E. Brush Memorial Pathway was completed in 2018. This wonderful community asset consists of a network of city sidewalks and a multi-modal pathway connecting the Tangent City Hall, Tangent Elementary School, Tangent Community Church and Fire Department.

I enthusiastically support Tangent participating in the TGM Program! The reality for a more safe and livable Tangent could be within reach!! Besides providing pedestrians and cyclists (especially children) with safe connectivity throughout town, such a program could open doors to extending Tangent's connectivity to Corvallis (West), Albany (North) and Lebanon (East).

Respectfully submitted,

Debra M. Brush

City of Tangent
32166 Old Oak Dr.
PO Box 251
Tangent, OR 97389



Date: July 28, 2021

To whom it may concern,

DLF Pickseed has been a steady employer within the Tangent City limits for decades. Our business is steadily growing, creating a need for further expansion of our Tangent Campus. This expansion has impact on the traffic flows around our campus, which have been discussed with the City of Tangent administrators. They expressed the need for integration of the traffic flow with the future development plans of the City. To meet that requirement, DLF Pickseed supports the update of the City's Transportation System Plan (TSP) and its request for the TGM Program grant to support this effort.

DLF Pickseed strives to be a valued member of the Tangent community, providing employment and support the wellbeing of a vibrant community in the mid-valley. We encourage the City to develop the future of our community with a proper balance of residential and business areas, offering safe commutes for residents and easy access to meet the transportation needs of the businesses that drive our local economy.

Sincerely,

A handwritten signature in black ink, appearing to be "R. Kapsenberg", with a long, sweeping horizontal line extending to the right.

Roeland M. Kapsenberg
Vice President Operations



*Building Strong Relationships through Strong Products
Since 1970*

July 28, 2021

RE: State of Oregon – TGM Program

As a longstanding member of the business community within the City of Tangent, I would like to offer my support of their grant application for the Transportation & Growth Management Program. I believe it is critically important that the City of Tangent continue to foster a healthy balance between the needs of its Business and Community members. Participation in the TGM program will serve to further the development of appropriate short and long-range transportation plans that will support the vitality of both residents and business community members alike. This program will allow the City of Tangent to resolve their critical need to update the TSP plan which will help to clearly identify and meet their transportation needs. Please consider my strong support of the City of Tangent and specifically of the applicable benefits of this program when evaluating their application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Smith', is written over a light gray circular stamp.

Matt Smith, PE
President
L&M Industrial Fabrication



Linn County Road Department

*Providing safe and efficient transportation to
citizens and visitors of Linn County.*

July 27, 2021

Joe Samaniego, City Manager
City of Tangent
32166 Old Oak Drive
Tangent Oregon 97389

Re: Letter of Support –
For Award of Funding to Update City of Tangents Transportation System Plan
Grant Application for ODOT Transportation and Growth Management Program

Joe Samaniego,

This is a letter of support in support of funding to update the City of Tangent's Transportation System Plan. The funding, if awarded, will be provided by the ODOT Transportation and Growth Management Program.

The Linn County Road Department works with the Cities within Linn County to prioritize needs and projects for the improvement of the roads and transportation systems. Linn County has dedicated right of way within the city limits as well as the urban growth boundary of City of Tangent.

In 2018, Linn County completed a Transportation System Plan. As part of the development of this plan, the existing needs as provided by other cities TSP within Linn County were also considered. Linn County also completed an ADA transition plan in June 2020.

The City of Tangent is also within the Albany Metropolitan Area (AAMPO). A Transportation System Plan was adopted by AAMPO in May 2018. The City of Albany, which borders the City of Tangent to the south also last amended its Transportation System Plan in September 2015 and is currently working on development of an ADA Transition Plan.

The City of Tangent last updated their Transportation System Plan in 2010.

This area within the City of Tangent and its urban growth boundary and within AAMPO is rapidly growing. It is vital to keep an up to date Transportation System Plan. This plan is also vital to Linn County so improvements may be determined to match the plan and also Linn County can update its Transportation System Plan. This will result in the proper use of funds and planning for improvements for the mutual benefit of the City and County and the citizens that we serve.

Please contact me if you need any further information on the need for the City of Tangent to update their current Transportation System Plan that was last updated over ten years ago.

Sincerely,

Chuck Knoll, PE
Linn County Engineer



Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •
Benton County • Oregon Department of Transportation

July 20, 2021

David Helton, Lead Grant Manager - TGM
Oregon Department of Transportation, Region 2
2080 Laura Street, Springfield, OR 97477

RE: Letter of Support – Tangent TGM Application

Dear Mr. Helton,

The Albany Area Metropolitan Planning Organization's Policy Board would like to express support for the effort to develop a new Transportation System Plan (TSP) in the City of Tangent. As a board, we recognize the regional importance of inclusive and holistic planning for transportation services and this cannot occur unless we are all working with the most up-to-date information. Tangent has one of the oldest TSPs of any of our member jurisdictions, written before the MPO was formed. Not only is the document old, but it is no longer an effective tool for the City to leverage funds to improve transportation to and from, and within, the city.

As part of the MPO, Tangent has access to funding sources for transportation projects that cover transit, bike and pedestrian, and other roadway needs. The majority of projects in the City's current TSP have been completed, and there is no mechanism in place for the development of new projects that address current needs. While we may think our cities feel and operate in the same way as they did over a decade ago, we know that major changes have occurred that warrant an update to our guiding transportation document. A new TSP is needed to determine opportunities that exist for Tangent, and the entire MPO region, to continue to grow in a fiscally, socially, and environmentally conscious manner.

Thank you for the opportunity to provide our most sincere support for this application. The Transportation and Growth Management funding for this TSP is integral to our regional planning work and our ability to serve all residents within the MPO boundary. We thank you for your consideration and hope you find merit in the application.

Sincerely,

Catherine Rohan

Catherine Rohan, Staff, on behalf of Albany Area MPO Policy Board

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.