

# 2023 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2023 Application Packet](#) and [2023 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 27, 2023 at 11:59 p.m. (PDT)***

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## 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.

**Response instructions are on page 3 of the 2023 Application Instructions.**

### Primary applicant jurisdiction

City of Phoenix

### Mailing address

220 N. Main Street, Phoenix, Oregon 97535

### Website

<https://www.phoenixoregon.gov>

### Contact person name

Zac Moody

### Contact person title

Planning Manager

### Contact phone

(541) 535-2050

### Contact email

[zac.moody@phoenixoregon.gov](mailto:zac.moody@phoenixoregon.gov)

### Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Eric Swanson

### Title of above named person

City Manager

**Phone**

(541) 535-1955

**Email**

eric.swanson@phoenixoregon.gov

## List co-applicants (if a joint project)

| List co-applicants (if a joint project) | Providing match? |
|---|------------------|
| N/A                                     |                  |

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

strategic\_plan\_2021.pdf

Draft Resolution 1113.pdf

AR Resolution 1113.pdf

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## Project information

**Response instructions are on page 4 of the 2023 Application Instructions.**

**Project title**

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**

Comprehensive Plan ANSIE\_reduced.pdf

**Option 2: Project area description**

Urban Growth Boundary and incorporated limits of City of Phoenix

**ODOT region (1-5)**

Region 3

[ODOT Region Map](#)

**Type of grant**

Category 1: Transportation System Planning

**Summary description of project**

The primary purpose of the grant is to update the existing Transportation System Plan to include new areas recently incorporated into the city's urban growth boundary. The goal of this update is to identify the transportation improvements that would be needed for new development in the urban reserve areas and to update the city's inventory of complete streets. The grant will also focus on needed improvements to multimodal transportation consistent with the recommendations of the current Bear Creek Greenway Corridor Revisioning project and the needs of the new urban expansion areas east of Interstate 5, north of the existing city limits.

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## Project cost table

Response instructions are on page 5 of the 2023 Application Instructions.

|   |                                   |                            |  |
|---|-----------------------------------|----------------------------|--|
| <b>TGM funds requested for the work identified in Criterion 3</b> | <b>Consultant</b><br>\$205,000.00 | <b>Local reimbursement</b> | <b>Total TGM funds requested</b><br>\$205,000.00 |
|---|-----------------------------------|----------------------------|--|

|                    |  |
|--------------------|--|
| <b>Local match</b> | <b>Minimum Match (Calculated)</b><br>\$23,463.17 |
|--------------------|--|

Local governments that are on the [Distressed Communities](#) list are eligible for a partial match waiver.

Click yes if your local government is on the Distressed Communities list and you need to receive a waiver.

No

|                             |   |   |
|-----------------------------|---|---|
| <b>Match to be provided</b> | <b>Labor, supplies and services during project</b><br>\$23,463.17 | <b>Payment when Intergovernmental Agreement is signed</b> |
|-----------------------------|---|---|

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## 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 10 of the 2023 Application Instructions.

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

The primary purpose of the grant is to update the existing Transportation System Plan to include new areas recently incorporated into the city's urban growth boundary. The goal of this update is to identify the transportation improvements that would be needed for new development in the urban reserve areas and to update the city's inventory of complete streets. The grant will also focus on needed improvements to multimodal transportation consistent with the recommendations of the current Bear Creek Greenway Corridor Revisioning project and the needs of the new urban expansion areas east of Interstate 5, north of the existing city limits.

Although the main purpose of this project is to update the TSP to include areas within the city's new urban growth boundary areas, the city will complete this update with an emphasis on providing transportation choices, creating communities, supporting economic vitality and growth, reducing public and private costs and promoting environmental stewardship.

This project includes three distinct planning areas. The first planning area falls within the existing city limits. While the existing TSP includes a variety of transportation choices, it was developed at a time where parking minimums were allowed and the main source of transportation to and from commercial and residential areas was more auto-centric. The reduction of parking mandates and a more defined focus on bicycle and pedestrian travel will require a new review of the plan to ensure that all modes of transportation are equally accounted for and that they are planned in a manner that will encourage their use.

Within the city limits there are a number of areas where underserved communities have limited options for travel. Residential areas in the current city limits, including a large populated area in the core downtown area, are absent the most common of pedestrian facilities needed to access public transit. As part of the update to the existing city limits area, the city will be focused on updating a complete streets list that includes not only an appropriate street network, but a street system that includes both bicycle and pedestrian facilities. Additionally, the city will use this update as an opportunity to provide more direct access to the Bear Creek Greenway from downtown, connecting the west side of Phoenix to areas in the existing city limits on the east side of the greenway and to urban expansion areas north of the city and both east and west of the greenway.

The second planning area is currently known as PH-5. Much of the land in PH-5 is found to meet the more stringent siting standards of many potential employers for which the City of Phoenix has been allocated regional growth beyond its historical share. Within PH-5 itself, the land is most typically flat to gently rolling and provides opportunities for efficient urbanization patterns that are capable of integrating employment, parks and residential development (at various densities) and which can accommodate growth in a cohesive development pattern. PH-5 is also well situated from a regional perspective to integrate with planned development in southeast Medford in a manner that concentrates regional residential, commercial, and industrial growth for efficient urbanization and utilization of public facilities and services.

Improved transportation facilities are the primary prerequisite for development of PH-5. The main transportation artery through PH-5 is North Phoenix Road, a county road already experiencing heavy traffic because of commercial and residential development in southeast Medford. That traffic, plus traffic from as far distant as northern California accessing the regional medical facilities in south Medford, often use North Phoenix Road and the Fern Valley interchange. Recent improvement to the Fern Valley interchange, Fern Valley Road, and North Phoenix Road have relieved some of the traffic congestion, but did not adequately focus on multimodal transportation connections to the new areas to the north. The development of South Stage Road (midway between the Fern Valley and South Medford Interstate 5 interchanges) to handle some of the south Medford traffic and support multimodal transportation and connections, will be critical to the usability of PH-5 and development of the South Valley Employment Center.

The third planning area is PH-3 and was recently adopted in its entirety into the city's urban growth boundary. This 250-acre area serves as the northern gateway to Phoenix and lies immediately north of Phoenix city limits and south of the City of Medford's corporate limits and UGB. Prior to the 2020 Alameda Fire, most of PH-3 was developed with residential uses (some of which were at urban densities) though much of the area also contained significant commercial and industrial uses.

Historically, this area provided housing for a large population of the underserved community. Lack of planning, in addition to a transportation system that is outdated and provides very little multimodal transportation options, creates both social and physical barriers to the underserved that rely on as primary transportation.

## **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 12 of the 2023 Application Instructions.**

### **Explain how your proposed project is timely and urgent**

The project is timely and urgent due to the ongoing redevelopment of areas impacted by the 2020 Alameda Fire. Proper planning for multimodal transportation facilities now, is critical to the overall success of developing an efficient, usable multimodal facility. As more time passes and redevelopment continues without consideration of multimodal facilities, planning and construction of these facilities will not be successful.

The social consequences of the redevelopment of PH-3 are expected to be negative over time without the development of an efficient and diverse transportation system. This area has a great opportunity to integrate residential and commercial development which will enable people to walk and bicycle from home to work and to connect to areas of South Medford and Phoenix that would otherwise be unsafe.

The environmental consequences of development in this area are expected to be positive, primarily from an air quality perspective if additional transportation options are available and convenient to use. The location, along with the proposed pedestrian improvements to the highway between Phoenix and Glenwood Drive are well situated for an efficient combination of urban land uses and to support commercial development with an enhanced multimodal transportation facility. Although the improvements to this segment of highway are substantial, more interconnectivity between developments and more connections to the greenway are needed to encourage more non-vehicular trips and to reduce air quality issues. New strategies and implementation steps focused on multimodal transportation can reasonably be expected to provide long term air quality benefits.

The comparative social and environmental consequences of the development of PH-5 are expected to be positive over time as efficient arrangements of urban land residential and employment opportunities support community vitality over time. Moreover, this area has a great opportunity to integrate proximal residential and employment opportunities which will enable people to walk and bicycle from home to work and to connect to areas of South Medford and Phoenix that would otherwise only be connected by North Phoenix Road. This can reasonably be expected to support efficient transportation systems and alternative transportation modes for long term air quality benefits.

### **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 13 of the 2023 Application Instructions.**

### **Tasks and deliverables table**

#### **What are your proposed tasks and deliverables**

Review the existing TSP for any policies that use parking standards as the basis for developed policies and develop new goals policies, objectives and implementation steps.

Develop analysis of any existing and future needs based on the proposed uses in both newly adopted UGB areas.

Develop plans for the location, design, and operation new multimodal transportation facilities and new bicycle and pedestrian connections to the Bear Creek Greenway and to areas along North Phoenix Road.

Develop a multi-jurisdictional multimodal plan between the City of Medford and City of Phoenix that allows for the seamless connection of bicycle/pedestrian facilities.

Update the City's Transportation Element to include revised goals, policies, objectives and implementation steps.

Define a public involvement process that is unique and encourages participation by the underserved residents and the commercial development community in the public process. Develop adoption materials and conduct local adoption hearings.

#### **General Process Includes**

Kick-off – Consultants meet with staff project team for area orientation, background, history, local knowledge of project area. Highlight issues and opportunities and talk about outreach strategy.

#### **Policy review and City/ODOT standards and requirements**

Review of relevant master plans, Regional Plans, Comprehensive Plan, Land Development Code requirements and other documents to determine parameters for location and elements of improvements.

#### **Existing land use condition**

Review of current land use designations in the project area, and review of new potential zones in newly expanded UGB areas, and new regulations pertaining to land use and potential impacts and results. Identify areas that could be appropriate for changes in land use designation to support local and statewide goals. Particular focus is on provision of appropriate densities of housing, and evaluate future CFEC implementation requirements.

#### **Existing conditions analysis**

Identification of opportunities and challenges – analyze existing streets, sidewalks, paths, drainage

easements, natural features, other utility easements, and obstructions as considerations of future street extensions and multimodal path locations.

#### Vehicle, bike, pedestrian system analysis and future modeling

Consultant will examine existing system and identify issues and opportunities. Consultant will work with City staff to project future transportation impacts (commercial uses, residential densities) and propose local street networks, accesses, and multimodal facility locations and alternatives.

#### Stakeholder and public input on alternatives

This includes input from stakeholders and significant outreach and discussion with property owners who would be impacted by the street improvements and multimodal path alternatives. General public outreach will be conducted in order to receive input from community members at large. Particular efforts will be made to engage traditionally underrepresented community members. In this area, some of those groups are identified as students of SOU, renters, small business owners, and economically disadvantaged persons/families.

#### Develop preferred alternative

Fully develop analysis, maps, etc. for preferred alternative, with evaluation of other alternatives and explanation for preference. Develop stakeholder concurrence on final proposed plan. This includes check-ins with decision makers (City Council, Planning Commission, City of Medford, and Jackson County Board of Commissioners).

#### Draft final document

Consultant preparation of final plan, including policy analysis, alternatives discussion, preferred alternative conclusion, maps, cost assessment, funding strategies and revised Comprehensive Plan Transportation Element (SDC and Utility Billing Fees).

#### Adoption-ready final document

Final document delivered by consultant to staff, with relevant finding and ordinances for adoption. Staff anticipates the completion of the process to take approximately 18-24 months.

### **How will the project approach lead to a successful project?**

An update to the TSP now, while the area of PH-3 is not fully redeveloped post-fire and in conjunction with the development of the S. Stage Rd. facility and other local and collector streets in PH-5 will allow the multimodal system to be developed with far less barriers. Updating the TSP now will also encourage the types of developments that can benefit from a multimodal transportation system.

### **If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)**

Adoption hearings would be required as part of this grant request and TSP update. Considering the need for multimodal transportation facilities and the relatively undeveloped area of PH-3 lost to the Alameda Fire, it will be important to adopt any necessary changes within an 18 to 24-month time period.

## **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 15 of the 2023 Application Instructions.**

Upload letters of support from stakeholders here  
Phoenix TSP LOS TGM 2023.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 16 of the 2023 Application Instructions.**

**Explain how proposed project sponsor is ready and capable**

Zac Moody will serve as project manager. He is the Planning Manager within the Community Development Department at the City of Phoenix. Zac currently serves as project manager for many of the city’s planning and wildfire recovery grants and was the project manager for multiple state grants while serving as the Community Development Director for the City of Talent (neighboring city to the south). His project management experience from his time at the City of Talent includes 2014 TGM grant, Oregon Parks and Recreation grant and multiple Department of Environmental Quality brownfield grants. Zac was hired by the City of Phoenix in May 2021 with the intention of having a staff person whose primary role is to manage planning and wildfire recovery grants.

Joe Slaughter will advise and oversee the TSP update in his role as Community Development Director. Joe has been most recently responsible for administering the city’s Public Safety Building grant totaling more than \$16 million dollars and has been successful in securing multiple infrastructure grants to replace water facilities in the city’s new urban growth boundary and to construct a new water reservoir to provide redundant water resources in the case of a catastrophic event. More recently, Joe has secured \$4.5 million dollars to construct street and utility infrastructure in another one of the city’s urban expansion areas.

Joe and Zac are experienced planners and project managers who have each spent nearly 20 years facilitating public decision-making processes and creating plans, policies and projects that support community development.

The city hopes to improve its development of multimodal transportation facilities with support from this TSP update, with community engagement, analysis, and project identification. To do this, it will use a combination of in-house talent and other outside resources. The city’s well-resourced and talented GIS team will assist with spatial analysis work, data collection and mapping, and the city’s planning staff will conduct background research and provide background information as needed. This will allow the city to be more iterative and responsive in its process.

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

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

| TGM File Code | Project Title | Status |
|---------------|---------------|--------|
|---------------|---------------|--------|



|         |  |            |
|---------|--|------------|
| C1A1-21 | Bear Creek Greenway Corridor Revisioning | In Process |
| 3C-14   | Phoenix URA Concept Planning             | Complete   |
|         | Phoenix TSP Update                       | Complete   |

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## Bonus points: Housing (up to 10 points)

Response instructions are on page 7 of the 2023 Application Instructions.

**How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or works to link the location of future workforce housing to walkable/bikeable areas with good transit?**

This project will develop a plan for an interconnected and safe transportation system in the project area. It supports the development of healthy transportation alternatives, and assists in the efficiency of local and regional transportation corridors. It also will assist underserved community members providing safer multimodal access to commercial centers, employment, schools, and other services. Planning for neighborhood interconnectivity and multi-modal transportation options will help ensure that the area develops in a safe and efficient way.

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## Required forms

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

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

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## Certifications

Response instructions are on page 8 of the 2023 Application Instructions.

### Eligibility criteria

This application demonstrates a clear transportation relationship

This application demonstrates adoption of products to meet project objectives

This application demonstrates the support of local officials

### Preparation of application

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

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**Would you like to receive TGM news and updates?**

Yes

**Today's date**

7/27/2023

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

Rachael Levasseur

Planning Section Web Coordinator

[Rachael.LEVASSEUR@odot.oregon.gov](mailto:Rachael.LEVASSEUR@odot.oregon.gov)

**CITY OF PHOENIX  
RESOLUTION NO. 1113**

**A RESOLUTION AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO APPLY FOR A  
TRANSPORTATION GROWTH MANAGEMENT GRANT OFFERED BY ODOT AND DLCD'S  
TGM GRANT PROGRAM FOR THE PURPOSE OF UPDATING THE 2019 TRANSPORTATION  
PLAN AND DELEGATING AUTHORITY TO THE CITY MANAGER TO SIGN THE  
APPLICATION**

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

**WHEREAS**, Oregon Department of Land Conservation and Development and Oregon Department of Transportation jointly administer the Transportation and Growth Management (TGM) Grant Program; and

**WHEREAS**, The TGM Grant Program is accepting applications for grant funding to support local area integrated land use and transportation planning; and

**WHEREAS**, the City Council is the governing body of the City and is authorized to delegate authority to the City Manager to sign the grant application; and

**WHEREAS**, the Phoenix Community Development Department desires to participate in this grant program to develop a transportation and pedestrian connectivity plan for three areas within the City's Urban Growth Boundary.

**WHEREAS**, the City is required to plan for and develop adequate transportation facilities within its Urban Growth Boundaries.

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

**SECTION 1 Authorization.** The City authorizes the City Manager to submit a grant application to the Transportation Growth Management Program to update the 2019 Transportation System Plan.

**SECTION 2 Effective Date.** This Resolution shall take effect on August 7, 2023.

**PASSED AND ADOPTED** by the City Counsel of the City of Phoenix, Oregon on the \_\_\_\_ day of \_\_\_\_\_, and signed in authentication thereof.

\_\_\_\_\_  
Terry Baker, Mayor

ATTEST:

\_\_\_\_\_  
Bonnie Pickett, Recorder



## Agenda Report to Mayor and Council

**Agenda item title:** Resolution No. 1113 authorizing the City Manager to apply for a planning grant offered by the Oregon Department of Transportation and DLCD's TGM Grant program.

**Meeting Date:** August 7, 2023

**From:** Zac Moody, Planning Manager

**Action:** ☐ Motion, ☐ Ordinance, ☒ Resolution, ☐ Information only, ☐ Other

### SUMMARY

In October 2021, the City Council adopted a Strategic Plan that was developed to maximize and build on strengths and opportunities following the September 2020 Almeda Fire. The Council adopted a list of goals and objectives with some identified as "priority" and others as "priority two".

Priority Goals 7, 9, 12 and 16 were adopted in part, as a means of providing an improved transportation system within the City of Phoenix. The objectives outlined in these goals include increasing pedestrian safety, constructing sidewalks in areas that are not currently served by pedestrian facilities, developing plans for better connectivity to the Bear Creek Greenway and pursuing grants to fund the development of plans that would lead to the construction of multimodal facilities.

At the beginning of 2023, the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) announced the 2023 Transportation Growth Management (TGM) grant cycle. The TGM program provides both funding assistance and outreach to Oregon's local communities through various programs. TGM currently administers several grant programs, which combined give millions of dollars annually to grant project sponsors.

TGM grants were developed to support planning work that leads to local policy decisions and projects resulting in the development of a new adoption-ready plans or land use regulations or amendments to existing plans or land use regulations. There are two categories of grants: Transportation System Planning (Category 1) and Integrated Land Use and Transportation Planning (Category 2).

Staff is requesting authorization through this resolution to apply for a Category 1 grant to update the city's Transportation System Plan (TSP) to evaluate the transportation systems (current and future) in the areas of PH-3, PH-5 and areas within the city's downtown core. This grant will not only allow the city to evaluate the current and future needs of the transportation system, but will also allow the city to bring the TSP into compliance with Transportation Planning Rules (OAR 660-012-0045) and to develop policies that further

the city's implementation of the Oregon Transportation Plan and other statewide modal plans.

Applying for this grant not only meets three strategic planning goals, but allows the city to better plan for future growth and to provide multimodal transportation facilities in areas that are underserved or not served at all by a multimodal facility.

### **COUNCIL GOALS SUPPORTED**

**Goal 7: Increase sidewalks and controlled intersections and improve road conditions.** Address parking issues, especially downtown. (Not categorized) Objectives 7.a Update the pavement management plan. **7.b Seek and secure grant funding.** 7.c Evaluate the need for standards for surface parking for new development. **7.d Enhance pedestrian safety at crossings.** 7.e Create a downtown parking plan, including investigation of a downtown parking district

**Goal 9:** Continue to advocate for PH-3 and PH-5 inclusion. (Important/Not Urgent) Objectives 9.a Follow up with Jackson County on applications for PH-3 and PH-5 inclusion. **9.b Ensure that PH-5 bike path connects to Bear Creek Greenway.** 9.c Plan for bringing city water to areas currently served by Charlotte Ann W.D. **9.d Work with City of Medford to develop a joint plan for the development of infrastructure in PH-5 and MD-5.**

**Goal 12:** Support organizations that support the Bear Creek Greenway and riparian areas. (Not categorized) Objectives 12.a Participate in the Bear Creek restoration initiative. **12.b Study the feasibility of lighting the Greenway through Phoenix.**

**Goal 16: Continue pursuit of all available grant funding – public and private.** (Category: Important/Urgent) Objectives 16.a Regular reporting on status of grants and potential grants. 16.b Regular reporting on fire-related state appropriations and public assistance grants.

### **FISCAL IMPACT**

Possible future grant funding and transportation system development expenditures.

### **RECOMMENDATION**

Approve the resolution as drafted or modify the resolution if desired.

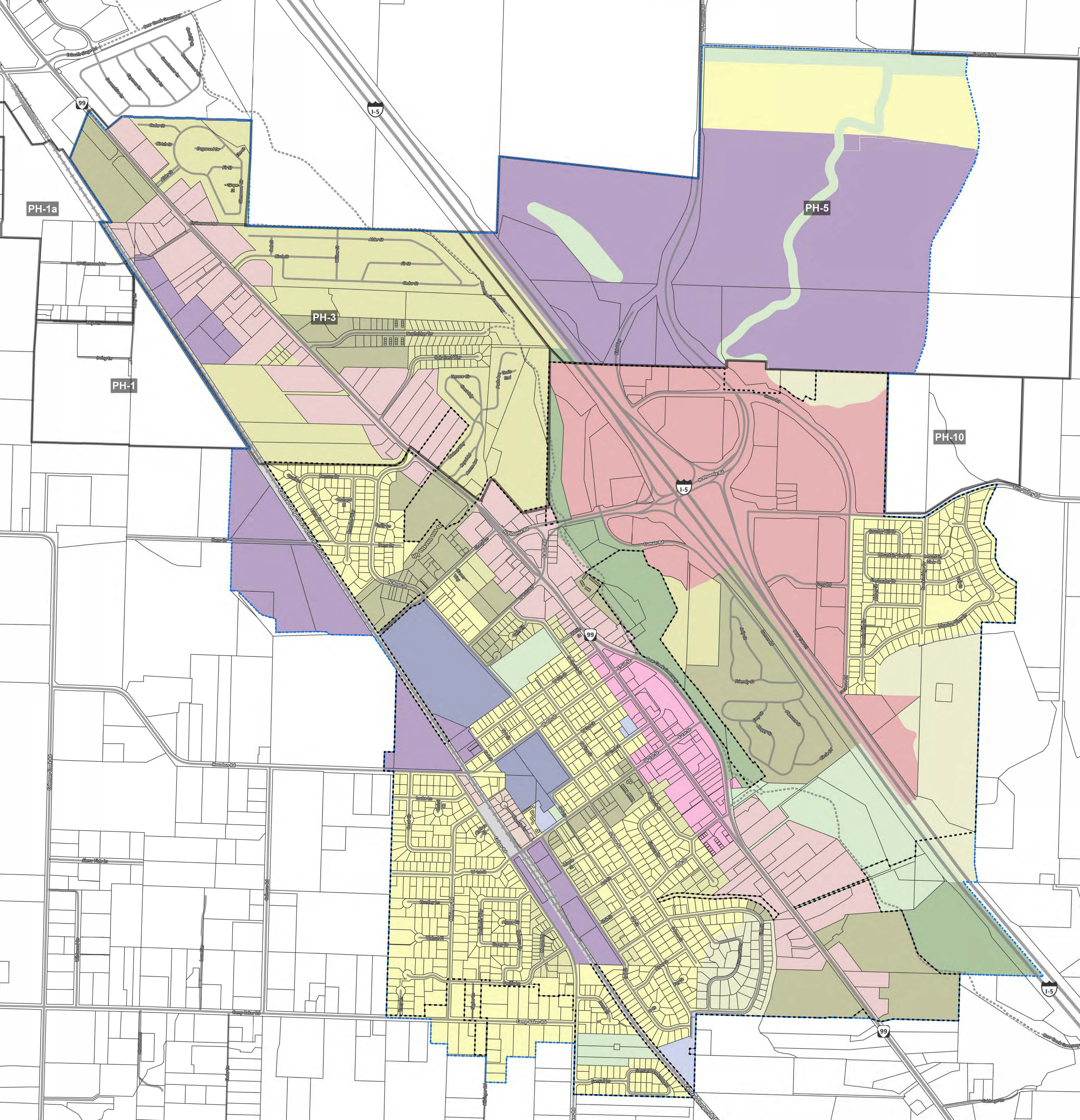
### **PROPOSED MOTION**

*"I move to approve Resolution number 1113 as presented (as modified), authorizing the City Manager to apply for a planning grant offered by the Transportation and Growth Management Program."*

### **ATTACHMENTS**

- Draft Resolution No. 1113









**MEDFORD**  
PUBLIC WORKS

July 25, 2023

Virginia Elandt  
Region 3 Lead Grant Manager  
Transportation Growth Management Program  
Oregon Department of Transportation

## **RE: CITY OF PHOENIX TGM GRANT APPLICATION FOR UGB TSP UPDATE**

Dear Ms. Elandt,

I am the Transportation Manager for the City of Medford. On behalf of the City of Medford, I am pleased to support this application for a Transportation Growth Management (TGM) Program grant that would help Phoenix develop new multimodal transportation connections between our two cities.

The City of Phoenix has recently adopted a new Urban Growth Boundary (UGB) that includes areas adjacent to the Medford's UGB on both the east and the west side of Interstate 5 and annexation of these lands into Phoenix is currently underway.

If awarded, this important project would give Phoenix the tools and resources they need to plan and develop according to their community's vision.

Please accept this letter as support for this grant and let me know if you have any questions or require further information.

Sincerely,

Karl MacNair  
Transportation Manager

## 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 persons<sup>1</sup> 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:

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<sup>1</sup> “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.