

2025 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2025 Application Packet](#) 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 31, 2025 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.

Response instructions are on page 9 of the 2025 Application Packet.

Primary applicant jurisdiction

City of Newberg, Oregon

Mailing address

414 E First St, Newberg, OR 97132

Address Line 1

Address Line 2

Newberg Oregon 97132

City

State

Zip Code

Website

<https://www.newbergoregon.gov/>

Contact person name

Dillon Peck

First

Last

Contact person title

Digital Archivist and Grant Writer

Contact phone

(503) 537-1240 x7736

Contact email

dillon.peck@newbergoregon.gov

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

Will

First

Worthey

Last

Title of above named person

City Manager

Phone

(971) 281-9350

Email

will.worthey@newbergoregon.gov

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

Upload your resolution or meeting minutes from the governing body of applying jurisdiction(s) here:

Res 2025-3971 Newberg_Supporting TGM Grant App.pdf

PDFs only. Max 2mb per file.

Project information

Response instructions are on page 10 of the 2025 Application Packet.

Project title

City of Newberg Transportation System Plan

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

TSPmapNewberg.pdf

PDFs only, 1 file maximum, 2mb file size limit.

Option 2: Project area description

ODOT region (1-5)[ODOT Region Map](#)

Refer to the region map if you are unsure of your region.

Type of grant**Summary description of project**

Due to Newberg's unique position as a hub for several state highways, it is essential that we keep our Transportation System Plan up to date, and that we uphold our responsibility to be good stewards of public infrastructure. With ODOT's Newberg-Dundee Bypass project moving forward to phase 2A, our TSP now needs to accommodate changes in traffic flow throughout the city. Newberg must remain responsive to a changing regulatory environment, provide guidance to continually improve safety, and serve a growing population. This project will result in a new Transportation System Plan that responds to these pressures and meets the multi-modal transportation needs of our residents, now and in years to come.

Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)

Project cost table

Response instructions are on page 11 of the 2025 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant <input type="text" value="\$250,000.00"/>	Local reimbursement <input type="text"/>	Total TGM funds requested \$250,000.00
---	--	--	--

Local match	Minimum Match (Calculated) \$28,613.62 <i>Approximately 11.5% of requested funds</i>
--------------------	---

Match to be provided	Labor, supplies and services during project <input type="text"/>	Payment when Intergovernmental Agreement is signed <input type="text" value="\$28,613.62"/>
-----------------------------	--	---

Total Match to be Provided
\$28,613.62

Award criteria

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

The application demonstrates the proposed 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 13 of the 2025 Application Packet.

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?

Because of its geographical and historical position in the Oregon transportation network, Newberg must contend with overlapping jurisdictions, a large proportion of through-traffic, busy highways from all four cardinal directions passing through narrow downtown corridors, and many other local transportation challenges. In addition to these ongoing issues, we are anticipating several upcoming changes to our transportation system that will need to be accounted for. Since Newberg's Transportation System Plan was last updated, many factors beyond our local control have changed.

1. The Newberg-Dundee Bypass project, and the local improvements associated with it, are moving into Phase 2A. Our 2016 TGM-funded Downtown Improvement Plan prescribes a "road diet" for highway 99W when this phase has completed, which will alter traffic flows and encourage pedestrians and bicyclists to travel through and across this essential downtown corridor. Our Transportation System Plan needs to incorporate the impact of these in-progress changes to our system, which necessitates an update to our Transportation System Plan.
2. Newberg needs to incorporate a fresh source of revenue for road maintenance and repair into our Transportation System Plan: our Transportation Utility Fee. Put into place in 2017 after our current TSP was implemented, the TUF funds are intended to help us catch up on the backlog of repairs to our transportation network. It is essential that we have the most up to date information and planning documents as we put these funds to use, and an updated Transportation System Plan that accounts for TUF will fill this gap.
3. A commitment to safety has always been present in our Transportation System Plan, but an updated Transportation System Plan with a larger focus on traffic and pedestrian safety gives us both the benefits of a safer transportation system and the required elements for other safety-focused funding opportunities. Specifically, Newberg would like to target federal grants that are designed to fund safety improvements, such as the Safe Streets and Roads for All grant program from USDOT. By committing explicitly to safety in our Transportation System Plan, we will be able to apply a safety lens to all our transportation planning decisions going forward.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?

Our project's objectives are closely aligned with the TGM Objectives. Updating our Transportation System Plan will give us the tools we need to ensure that the byways of our city can accommodate multi-modal transportation; we want pedestrians, bicyclists, drivers, and all other users to be able to navigate our network in a safe, convenient, and balanced way. TGM objectives 1.1, 1.2, 1.3, and 1.4 align with this desire and the result of this TSP update will allow us to turn this value into built reality by prioritizing projects and creating a vision for the future.

The feeling and the reality that transportation by all modes is safe is a critical, foundational step toward maintaining a livable community where people are comfortable walking, biking, and taking local transit to meet their mobility needs. With this effort, we intend to place a heavier emphasis on the safety of our roads, sidewalks, bridges, and every other branch of our transportation network in our planning documents. By creating the necessary conditions for a complete, accessible, and interconnected transportation system through clear emphasis on safety, we will support Objective 2.1, 2.2, and 2.3 and ensure that the built environment encourages people of all ages, abilities, and financial means to use it. Industrial land is at an inflection point in Newberg. The large mill site on the south side of the city is currently vacant, and our City Council has identified the infrastructure that serves this site as a high priority so that we can attract new tenants that will provide living wage jobs, contribute to our tax base, and add vibrancy to our local economy. A newly updated Transportation System Plan will help us to center this local priority and align our project with TGM objective 3.2.

Historically, Newberg's rate of growth has kept up with or exceeded that of its neighbors. As Newberg continues to develop and densify, it is vital that we align our Transportation System Plan with TGM objective 4.1 and ensure that these new developments are well connected to the existing system and make efficient use of our UGB.

Our intention is to ensure that our Transportation System Plan encourages efficient, multi-modal transportation and other infrastructure investments that use fewer fossil fuels, like electric micromobility vehicles (eBikes), pedestrian travel, cycling, and other human-powered transport. This aligns with objective 5.1 by encouraging the creation of infrastructure designed to enable reduction in usage of greenhouse gas and pollution emitting vehicles for travel.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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 local conditions or in federal regulations, state requirements, or regional plans
- 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 15 of the 2025 Application Packet.

Why is it important to do the proposed project in this grant cycle?

There are two primary pressing issues that are representative of the reasons why an update to Newberg's Transportation System Plan is needed during this grant cycle.

1. Local transportation and land use: Initiation of Phase 2A of the ODOT Newberg-Dundee Bypass project and associated local transportation improvements. This project, which is under construction and will include Highway 218 interchange improvements and the first phase of a multi-use "bypass trail", represents an impactful change to the transportation network in and around Newberg, and our TSP should be ready for the challenges and opportunities it offers. As this and future phases of the bypass are implemented, we expect that more of the automobile traffic that passes through Newberg (primarily without stopping) will be using the new route rather than the current route directly through downtown Newberg on Highway 99W. In anticipation of this change, consistent with the TGM-funded Downtown Improvement Plan (2016), we are exploring options for a "road diet" on 99W in partnership with ODOT, making our downtown corridors safer and more pleasant to use for non-automobile travelers. Critically, an updated TSP should address whether and how the proposed road diet for OR 99 can be implemented regardless of the timing of the planned extension of the Bypass to OR 99 east of Newberg. With these ideas in play, we need the transportation forecasting, analysis, and public engagement backing of an updated TSP now to ensure that planned improvements are in sync with expected conditions, including current and future phases of Bypass construction.

2. Grant funding for other high priority needs: An updated TSP and an increased focus on safety will put Newberg in a stronger position to seek grant funding for high-priority transportation needs from other sources. For example, we intend to use the updated TSP to fulfill the planning requirements for the USDOT Safe Streets for All program which would fund construction of transportation safety projects. In addition, an updated TSP would better position Newberg to apply for grants and explore other funding for improvements near the downtown OR 99 corridor and to the City's pedestrian, bicycle, and transit system. This and other opportunities become possibilities with an up-to-date TSP formulated with these requirements in mind.

Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?

All the elements needed for this effort are already in place, including City Council support and strong endorsements by several community leaders. Our Community Development department staff have the necessary capacity and experience to administer the TGM grant. Our Council has issued a resolution supporting a Transportation System Plan update and our Mayor, City Manager, Director of Community Development, City Engineer, City Grant Administrator, and the entire Newberg team stand ready to implement this project.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?

Newberg has updated a majority of its strategic and master planning documents in recent years, including an addendum related to the industrial property along the riverfront. In anticipation of the Newberg-Dundee Bypass project Phase 2 and the effects we expect it to have on traffic flows through town, we have begun working with ODOT on a road diet for Highway 99W, the intention being to make Newberg's downtown corridors safer for pedestrians, bicyclists, and other travelers. In 2017, Newberg City Council adopted a Transportation Utility Fee (TUF) to fund road maintenance. The City has also recently partnered with ODOT in the Newberg Urban Design Verification Study, which is looking at multimodal access and traffic safety improvements in the downtown corridor and Highway 99/Highway 219 area. An updated Transportation System Plan will help us to prioritize limited funds and ensure that they are spent in service of the broader plan.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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 16 of the 2025 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

Task 1: Establish Goals, Objectives, and Performance Measures. This task will be completed by a combined effort of the project consultant, ODOT/DLCD, and the City of Newberg staff. We believe the scoping and establishment of a schedule can be completed within eighteen months.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 2: Assess Existing and Future Conditions to Determine Needs. This task will be completed by a combined effort of the project consultant, ODOT/DLCD, and the City of Newberg staff. Once we have established goals and objectives, this will be our next priority.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 3: Develop Potential Solutions and Evaluate Alternatives. This task will be completed by a combined effort of the project consultant, ODOT/DLCD, and the City of Newberg staff. This can happen concurrently with Task 2, but should be informed by its findings.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 4: Estimate Project Costs and Develop a Funding Strategy. This task will be completed by a combined effort of the project consultant, ODOT/DLCD, and the City of Newberg staff based on Tasks 1-3 informed by the project budget, funding availability, and other factors.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 5: Develop Required Comprehensive Plan and Development Code Amendments for Plan Implementation. This task will be completed by a combined effort of the project consultant, ODOT/DLCD, and the City of Newberg staff. The task will include robust public involvement and work sessions to inform and review deliverables, with measures to ensure participation by people who have been historically underrepresented and underserved in past planning efforts. As part of this process, Newberg's Planning Commission will first review the proposal, conduct a public hearing, and adopt a resolution with its recommendation to City Council. Council will then need to approve these amendments.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 6: Develop and Adopt the TSP. This task will be completed by a combined effort of the project consultant, ODOT/DLCD, and the City of Newberg staff. The task will include robust public involvement, public hearings, and work sessions to inform and review deliverables, with measures to ensure participation by people who have been historically underrepresented and underserved in past planning efforts. City Council approval will be needed for adoption of the updated TSP and related plan/code amendments. We expect that tasks 2-6 can be completed within 24-36 months from the notice to proceed.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

How will the project approach support investment decisions that align with Oregon's Transportation Plan and Transportation Planning Rules?

The result of this project will be a Transportation System Plan that incorporates the same values and principles that are reflected in Oregon's Transportation Plan and Transportation Planning Rules. When implemented, the newly updated Transportation System Plan will help guide all the decisions that the City of Newberg makes regarding our transportation network, ensuring that the State-level plans flow down to local decision-making. This includes specifically the rules outlined in Chapter 660, Division 12, of the OAR, which describe the categorical rules that govern transportation planning across the state generally.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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

Adoption of the updated Newberg TSP will be conducted as a stand-alone process that is not part of a larger plan adoption or amendment effort.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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 17 of the 2025 Application Packet.

Upload letters of support here

2025 Newberg TGM App Letters of Support_combined.pdf

PDFs only. Max 2 mb per file.

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 18 of the 2025 Application Packet.

Describe the experience and availability of key staff

The City of Newberg has demonstrated the ability to deliver complex planning projects. Key staff who will work on or support the Newberg TSP Update project include the following:

- Scot Siegel, Director of Community Development. Thirty-five years of experience in municipal planning efforts on both the city side and the consultant side. Specific experience leading and supporting the development of TSPs, interchange area management plans, corridor studies, downtown plans, Oregon highway access management rule updates, model codes, and local development standards and zoning regulations. Committed to completing this planning project and able to fit the necessary time into regular work hours.
- Dillon Peck, City Grant Writer. Available to manage grant activity tracking and reporting, as well as communications between stakeholders throughout the administration of the grant. Able to serve as primary point of contact for the grantor and local participants in the grant project.
- Brett Musick, Senior Engineer. Current staff liaison to City Council's Transportation Safety Committee. Deep knowledge of planning efforts in Newberg including the most recent Riverfront District Addendum to our current TSP.
- Preston Langeliers, Superintendent of Public Works Maintenance. Representing the department charged with maintenance of the infrastructure that will be prioritized by this TSP, ensuring the resulting recommendations can be implemented successfully.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years

The City of Newberg is ready and able to implement an update to its Transportation System Plan within the time limits described and has included the project in the relevant city departments' work plans. We have executed many strategic planning efforts from start to finish within the timelines described in the grant guidelines, including our most recent Stormwater Master Plan and addendums to our current TSP. Our staff, as outlined above, have the skills and the capacity that a project of this scope requires, and we are accustomed to working closely with consultants and contractors to complete city business. This will be accomplished through careful scoping and project management that realistically assesses staff capabilities, workload, and the need for and best use of outside consultant services. It will also consider resource requirements, scheduling, and logistics. For example, the scope should account for periods when staff and/or consultants are unavailable so that these expected occurrences do not become workflow interruptions.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If applicable, list applicant'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
TGM2B-14	Newberg Downtown Improvement Plan	Project completed and plan adopted in 2016. 300 character limit.
TGM2C-16	Newberg Riverfront Master Plan Update	Project completed and plan adopted in 2019. 300 character limit.

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2025 Application Packet.

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

By making pedestrian, bicycle, and automobile safety considerations more central to our updated Transportation System Plan, we will be empowered to be more proactive about creating a larger and more connected system of walkable/bikeable transportation that will connect a range of housing centers to commercial and industrial areas. Increasing safety will make this system more attractive to use and will facilitate an increase in the use of multi-modal human-powered transport and improve conditions for transit service in Newberg.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

to manually expand it.)

Required forms

Title VI: Racial & Ethnic Impact Statement form
2025 Newberg Racial-Ethnic-Impact-Statement.pdf

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

PDFs only. Max 2 mb per file.

Certifications

Response instructions are on page 20 of the 2025 Application Packet.

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
 - ☐ This application was prepared by the following COMPENSATED consultant (indicate below)
 - ☐ This application was prepared by the following UNCOMPENSATED consultant (indicate below)
-

Would you like to receive TGM news and updates?

☐ Yes ☐ No ☒ I am already subscribed

Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.

Today's date

7/29/2025

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

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

REQUEST FOR COUNCIL ACTION



Date Action Requested: June 2nd, 2025

Order <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Information <input type="checkbox"/> Proclamation <input type="checkbox"/> No. 2025-3971	
Subject: Resolution to support an application for the State of Oregon Transportation and Growth Management Grant Program to fund a Transportation System Plan update	Staff: Dillon Peck and Scot Siegel Department: Engineering and Community Development
Business Session	Order On Agenda: Consent
Hearing Type: Administrative	

Is this item state mandated? Yes ☐ No ☒

If yes, please cite the state house bill or order that necessitated this action:

Recommendation: Motion to approve Resolution 2025-3971 to support an application for the State of Oregon Transportation and Growth Management Grant Program to fund a Transportation System Plan update.

Executive Summary: The City of Newberg's Transportation System Plan (TSP) needs an update, as it has not been comprehensively updated in nearly ten years. With ODOT's Newberg-Dundee Bypass project moving forward to phase 2, the TSP now needs to accommodate changes in usual traffic flow through the city. Newberg's TSP must remain responsive to a changing regulatory environment while serving a growing population. An updated TSP will also assist Newberg in advocating for traffic calming and other safety solutions including downtown. Our goal in updating the TSP is to ensure that our plan responds to these pressures and meets the transportation needs of our residents, now and in years to come. The Transportation & Growth Management Grant program offered jointly by ODOT and DLCD will allow the city to do just that without creating undo strain on the city's budget and staff.

Fiscal Impact: If Newberg is selected for a 2025 Transportation & Growth Management grant to update the TSP, about 90% of the cost will be covered by the grant after the required 10% local match.

The local match required for this grant funding is approximately \$30,000, which can take the form of cash or in-kind contributions from the city. Any payments would come from our Transportation SDC fund, per the Capital Improvement Plan. Based on cost estimates from Newberg CDD staff and from the State itself, a comprehensive update to our TSP will cost between \$250,000-\$300,000, meaning that we will be able to provide up to \$270,000 in value to Newberg citizens.

Council Goals: This resolution advances four of the Council's 2025 goals. First, the Council's continuous goal to "Ensure Newberg Infrastructure (roads, water, city employees) is in good repair and supply" by informing future infrastructure prioritization. It meets "Goal 5: Implement a careful and prudent fiscal policy" by seeking alternative sources of funding for necessary planning costs. This resolution meets "Goal 3: Enhance Community Safety" by ensuring that our TSP is informed by the most recent safety data and that it foregrounds transportation safety. Lastly, a TSP update would assist Newberg in advancing its Downtown Improvement Plan, consistent with City Council Goal 6, "Revitalize and beautify the appearance and utility of Newberg's downtown area."

RESOLUTION No. 2025-3971



A Resolution supporting a Transportation System Plan update funded by a Transportation & Growth Management Grant issued by the State of Oregon

Recitals:

1. The City of Newberg's Transportation System Plan (TSP) has not been comprehensively updated since 2017.
2. The Newberg-Dundee Bypass project will soon move to Phase 2, creating change and opportunity across Newberg's transportation network.
3. The state-level regulatory environment related to transportation and land use has substantially changed since Newberg's TSP was last updated.
4. The Oregon Department of Transportation and Department of Land Conservation and Development have jointly issued a Notice of Funding Opportunity for the Transportation & Growth Management (TGM) Grant program, which provides funding for updating municipal TSPs among other goals.
5. Updating Newberg's TSP aligns with City Council goals for Infrastructure, Community Safety, and Downtown improvements.

The City of Newberg Resolves as Follows:

1. City Council supports a comprehensive update to Newberg's 2017 Transportation System Plan.
2. To seek funding for an update to the Transportation System Plan, City Council supports an application to the 2025 Transportation & Growth Management Grant program administered by ODOT and DLCD.

Effective Date of this resolution is the day after the adoption date, which is: June 3, 2025.

Adopted by the City Council of Newberg, Oregon, this 2 day of June, 2025.

A handwritten signature in black ink that reads "Rachel C. Thomas". The signature is written in a cursive, flowing style.

Rachel Thomas, City Recorder

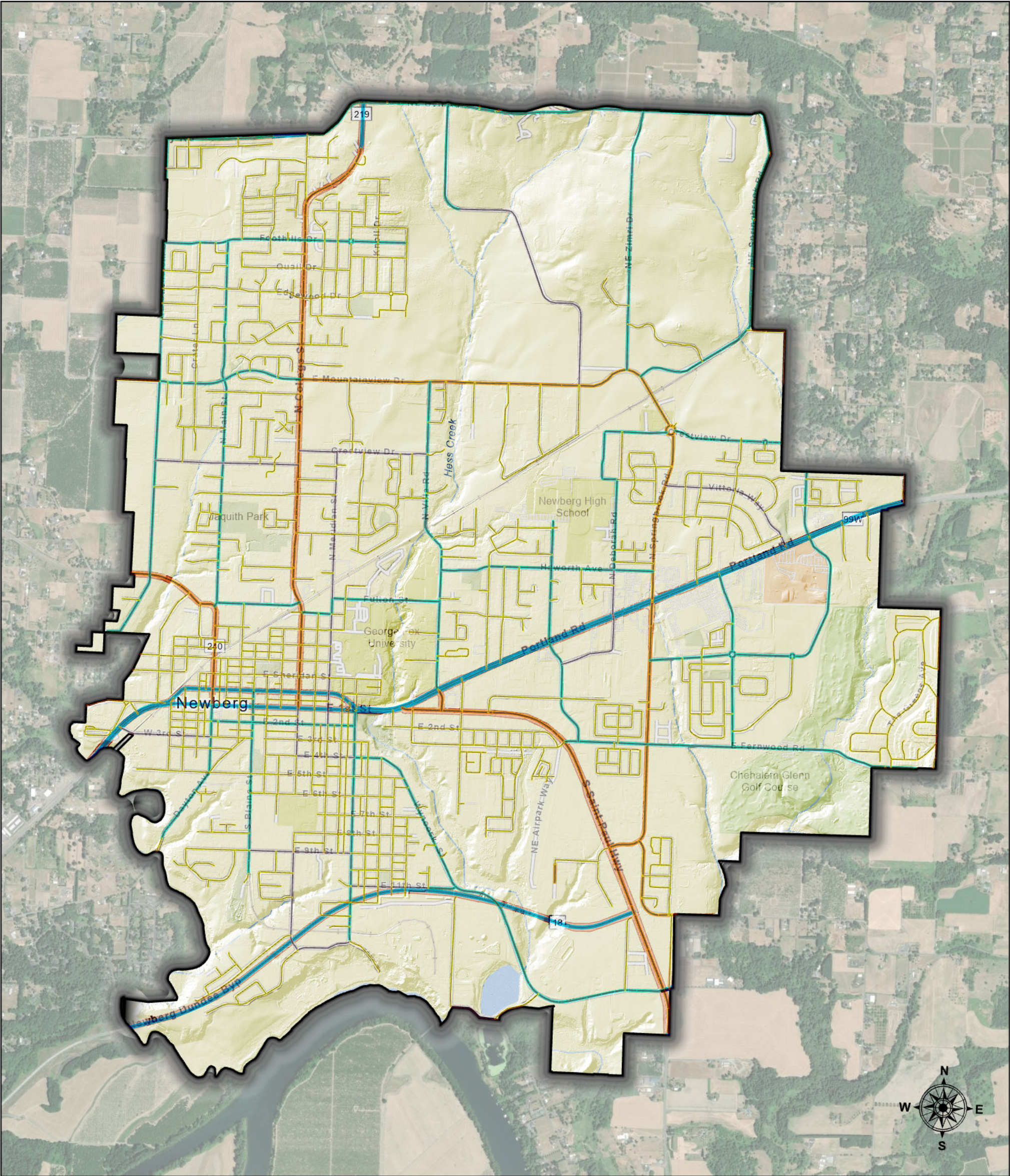
Attest by the Mayor this 2 day of June, 2025.



Bill Rosacker, Mayor

City of Newberg Transportation Network

As of 7/9/2025



0 0.5 1 2 Miles

Roads

- Major Arterial
- Minor Arterial

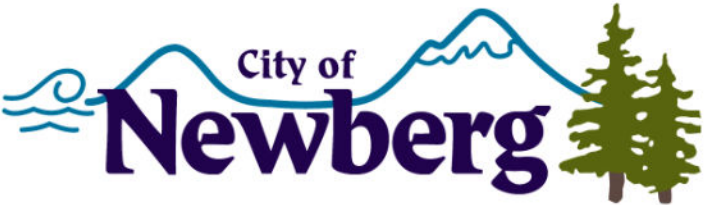
- Major Collector
- Minor Collector
- Residential
- City Boundary



IMPORTANT NOTICE TO ALL USERS:

DISCLAIMER AND LIMITATION OF LIABILITY
This information is not guaranteed to be accurate and may contain errors and omissions. The City of Newberg provides NO WARRANTY AS TO THE MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE FOR ANY INFORMATION HEREIN.

This map is created from various data sources and is subject to change without notice. This map is intended for general planning purposes only.





503-537-2909
fax 503-538-9669
125 South Elliott Road
Newberg, OR 97132
cprdnewberg.org

Wednesday, July 2, 2025

TO: Transportation and Growth Management Grant Program
Department of Land Conservation & Development and Oregon Department of Transportation

SUBJECT: Letter of Support for City of Newberg Application to TGM Grant Program

Chehalem Park & Recreation District (CPRD) supports the City of Newberg's application for the Transportation & Growth Management grant program to update Newberg's Transportation System Plan. We ask that you approve their request for funding and technical support through this program to improve Newberg's transportation system planning for years to come.

In CPRD's role, we are focused on our mission "to connect and enrich our community through parks, recreation, open space, natural resources, and educational opportunities." This letter represents our organization's view that communitywide connectivity and transportation planning is essential to fulfillment of CPRD's mission, that the City of Newberg has identified an important funding need for our community, and that the City of Newberg is capable of executing grants of this kind.

Thank you for accepting our letter of support and for assisting the City as they work to improve transportation for residents, visitors, and community members in our city.

Sincerely,

A handwritten signature in black ink, appearing to read "Clay Downing". The signature is fluid and cursive, with the first name "Clay" and last name "Downing" clearly distinguishable.

Clay Downing, AICP | Superintendent
Chehalem Park and Recreation District
125 S Elliott Road, Newberg, OR 97132
971-281-1444 | cdowning@cprdnewberg.org



Office of the President
414 N. Meridian St., Newberg, OR 97132

July 2, 2025
George Fox University
414 N. Meridian St
Newberg, OR, 97132

This letter from George Fox University supports the City of Newberg's application for the Transportation & Growth Management grant program issued by DLCD and ODOT to update Newberg's Transportation System Plan. We ask that you approve their request for funding and technical support through this program to improve Newberg's transportation system planning for years to come.

George Fox University, located in Newberg, is Oregon's largest private university. Next fall, we will enroll nearly 5,000 total students, with most of them attending class in Newberg. The City of Newberg has identified an important funding need for this community and is capable of executing grants of this kind. The completion of this project will also support our mission.

Thank you for accepting our letter of support and for assisting the City as they work to improve transportation for students, faculty, staff, and visitors to our community.

Regards,



Robin Baker,
President, George Fox University



BOARD OF COUNTY COMMISSIONERS

KIT JOHNSTON • MARY STARRETT • DAVID "BUBBA" KING

535 NE Fifth Street • McMinnville, OR 97128-4523

(503) 434-7501 • Fax (503) 434-7553

TTY (800) 735-2900 • www.yamhillcounty.gov

This letter from the Yamhill County Board of Commissioners supports the City of Newberg's application for the Transportation & Growth Management grant program issued by DLCD and ODOT to update Newberg's Transportation System Plan. We ask that you approve their request for funding and technical support through this program to improve Newberg's transportation system planning for years to come.

In the Yamhill County Board of Commissioner's role, we are focused on our duty to administer county government in accordance with the law, and to support the services that Yamhill County provides to its residents. This letter represents our organization's view that the City of Newberg has identified an important funding need for our community and is capable of executing grants of this kind, and that the completion of this project will also support our mission.

Thank you for accepting our letter of support and for assisting the City of Newberg as they work to improve transportation for residents, visitors, and community members in our community.

Sincerely,

Kit Johnston
Chair

Mary Starrett
Vice-Chair

David "Bubba" King
Commissioner

TASTE NEWBERG

July 7, 2025

Taste Newberg
210 N. Blaine St.
Newberg, OR, 97132

RE: Letter of Support

Taste Newberg is pleased to submit this letter in support of the City of Newberg's application to the Transportation & Growth Management (TGM) grant program administered by DLCD and ODOT to update Newberg's Transportation System Plan. We respectfully request that you approve their application for funding and technical assistance to strengthen Newberg's transportation system planning for the future.

As the official Destination Marketing Organization for Newberg, Taste Newberg is committed to enhancing the local economy by attracting visitors to the region and promoting support for local businesses. We believe that the City of Newberg has identified a critical funding opportunity that will not only improve infrastructure but also align with our mission to create a more accessible and vibrant community for both residents and visitors.

Thank you for considering our letter of support and for your continued efforts to assist the city in improving transportation for all who live in and visit Newberg.

Regards,

A handwritten signature in black ink, appearing to read "Leigh Jensen", written over the printed name.

Leigh Jensen
Executive Director
Taste Newberg
210 N. Blaine St.
Newberg, OR, 97132

Ride.



July 9, 2025

Cycle Oregon
PO Box 13695
Portland, Oregon 97213

This letter from Cycle Oregon supports the City of Newberg's application for the Transportation & Growth Management grant program issued by DLCD and ODOT to update Newberg's Transportation System Plan. We ask that you approve their request for funding and technical support through this program to improve Newberg's transportation system planning for years to come.

Cycle Oregon is a statewide non-profit dedicated to bringing the joy of riding a bicycle to all of Oregon. This letter represents our organization's view that the City of Newberg has identified an important funding need for their community and is capable of executing grants of this kind, and that the completion of this project will, in part, also support our mission by providing safe and accessible options for using the bicycle as a method of transportation.

Thank you for accepting our letter of support and for assisting the city as they work to improve transportation infrastructure for residents, visitors, and community members in Oregon.

Regards,

Steve Schulz
Executive Director, Cycle Oregon

Bringing the Joy of Riding a Bicycle to All of Oregon

AUSTIN INDUSTRIES

July 23, 2025

Mr. David Helton
635 Capitol Street NE, Suite 150
Salem, OR 97301

Dear Mr. Helton,

My name is Brian Naffin, and I am the General Manager of Austin Industries LLC ("Austin Industries"). I am submitting this letter on behalf of Austin Industries to support the City of Newberg's application for DLCD/ODOT's Transportation & Growth Management Grant Program to update Newberg's Transportation System Plan. We ask that you approve the City's requested grant for funding and technical support through this program to improve Newberg's transportation system planning for years to come.

Austin Industries is a long-standing member of the Newberg community, has significant property holdings and operates multiple businesses in the City of Newberg. We understand how important a well maintained and planned transportation infrastructure is to the operations and growth of the community and local businesses. We support the City's desire to update and improve its Transportation System Plan to enhance the transportation system and accommodate future growth in the community.

Thank you for accepting our letter of support and for assisting the City as they work to improve transportation infrastructure for residents, visitors, and businesses in Newberg.

Regards,

A handwritten signature in black ink, appearing to read 'Brian Naffin', with a stylized flourish at the end.

Brian Naffin
General 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 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.