

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 Waldport

Mailing address

P.O. Box 1120

Address Line 1

Address Line 2

Waldport

City

Oregon

State

97394

Zip Code

Website

<https://www.waldportoregon.gov>

Contact person name

jaime

First

white

Last

Contact person title

City Planner

Contact phone

(541) 563-9178

Contact email

planner@waldport.org

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

Dann

First

Cutter

Last

Title of above named person

City Manager

Phone

(541) 563-3561

Email

dann.cutter@waldport.org

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

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

Waldport Council Letter.pdf

PDFs only. Max 2mb per file.

Project information

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

Project title

Crestline One-Way

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

Crestline One Way project area.pdf

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

ODOT region (1-5)

Region 2

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

Option 2: Project area description

Crestline Drive from OR34 to Cedar Street.

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

The 2019 Waldport Tsunami Evacuation Facilities Improvement Plan identified Crestline Dr., a major collector, as the main evacuation route for Old Town and 1 of 4 routes for the downtown area. The 2020 Waldport TSP identified 4 discreet projects on Crestline between Lint Slough Rd. and Cedar St. The hillside adjacent to Crestline Dr. is moving, the roadway is stable but there is no room for improvements without cost prohibitive slope stabilization. Thanks to a safe routes to school grant, sidewalks at another location on Crestline will be constructed this summer. One of the TSP projects completes the safe routes connection to the downtown area. The City would like to investigate reconfiguring Cedar as a 1-way in order to not increase the footprint while still providing future sidewalks, including recommendations for traffic/bike/ped safety and circulation of nearby streets and make recommendations for 1-way couplets, signage, signals, parking restrictions, etc.

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 \$70,000.00	Local reimbursement []	Total TGM funds requested \$70,000.00
Local match	Minimum Match (Calculated) \$8,011.81 <i>Approximately 11.5% of requested funds</i>		
Match to be provided	Labor, supplies and services during project \$8,011.81	Payment when Intergovernmental Agreement is signed []	
Total Match to be Provided \$8,011.81			

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?

South Crestline Drive from NE Lint Slough Road to SW Cedar Street is a narrow two-lane collector in a geologically unstable area. The hillside is constantly moving creating cracks and undulations in the roadway surface. A City sanitary sewer main under the roadway has broken twice in as many years due to ground shifting. The current roadway does not meet standards for right-of-way width, travel lane width, lack of sidewalks, lack of shoulder, and lack of bicycle lanes. The 2020 TSP identified two options to address these issues: 1. Full reconstruction including extensive slope stabilization; 2. Turning this segment of the roadway into a single lane one-way in the southbound (uphill) direction and repurposing the second lane into a two-way multi-purpose bike/ped path. A new bike/ped facility would link the neighborhoods to the south with the Old Town area which includes the newly developed Southworth Park, transit, businesses, community centers, and the Port of Alsea.

The 2019 Tsunami Evacuation Facilities Improvement Plan (TEFIP) identified Crestline Drive as one of four and the main evacuation route for Old Town. Use of any of the other three evacuation routes would mean most of Old Town, including vulnerable populations, would not reach safety before the arrival of waves.

The proposed project is an analysis of option 2 above. The analysis would include impacts to the surrounding areas from the reconfiguration of traffic patterns including potentially turning other roadways into one-ways. The analysis would also look at bicycle, pedestrian, and transit connectivity. Deliverables will include a traffic analysis, alternatives analysis, preliminary engineering including roadway cross sections, cost estimates, extensive public outreach and agency coordination, and updates to the 2020 TSP.

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?

The project objectives are:

1. Analyze the feasibility of converting Crestline Dr. into a one-way southbound road with an adjacent bike/ped multi-use path on the existing roadway with minimal physical reconfiguration and improvements.
2. Analyze impacts to traffic patterns on adjacent roadways, provide improvement recommendations as appropriate.
3. Identify discreet projects and/or project phases. Provide scope/schedule/budget estimates of projects and phases that can be used for inclusion in capital project lists and future funding requests and allocations.
4. Ensure identified solutions address tsunami evacuation requirements outlined in the 2019 TEFIP.
5. Update the 2020 TSP and 2019 TEFIP as appropriate.

The project objectives meet the TGM Objectives:

1. Provide Transportation Choices: The project Increases transportation options by providing a dedicated bike/ped facility. This increases connectivity between neighborhoods and sections of the City including the future transit station at Ray's Market. These increased choices will support current and future land uses (i.e. park and community centers). Those who don't or can't drive will be better served with the increased choices. Increased options will result in fewer vehicle miles travelled (VMT) leading to healthier, more active lifestyle.
2. Create Communities: The project will increase connectivity between north and south parts of Crestline Dr. by providing a safe and accessible bike/ped facility. This new facility will directly access the new Southworth Park, Future Community Center, and future transit locations. The City is completing a Safe Routes To School project on another portion of Crestline Dr. If this project is successful, it would add 1,800 feet to the 9,000-foot bike/ped connection from Old Town to the Elementary/High School campus. All that would remain is the connection from Cedar Street to Ball Avenue. Traffic safety will increase as well from the dedicated one-way roadway.
3. Support Economic Vitality and Growth: The project will increase connectivity to economic and community centers in Old Town and downtown. It will also increase recreation opportunities by linking destinations such as the Lint Slough Trail, Southworth Park and ball fields, the Schools, and the Alsea Bay. These linkages will increase the quality of life as well as create more desirable development opportunities.
4. Save Public and Private Costs: The one-way traffic and bike/ped facility is substantially more cost effective than full reconstruction and slope stabilization and addition of sidewalk. Reduced VMT leads to a healthier lifestyle resulting in health care cost savings, vehicle cost savings, etc.
5. Promote Environmental Stewardship: Positive environmental benefits are anticipated from reduced emissions due to increased bike/ped activity and reduced VMT, and the use of the existing roadway footprint instead of ground disturbing slope stabilization measures including tree removal.

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?

The Project is needed now because the ground in the project area is continually moving and the road surface is deteriorating. Reconfiguring the roadway use will reduce traffic and focus wear and tear on the portion of the roadway that is in better condition. One-way traffic will also allow restricting truck traffic to local vehicles only, thus reducing damage to the roadway surface.

Crestline Drive is a Tsunami Evacuation Route for Old Town. The recent Russian earthquake and subsequent Tsunami Warnings reiterated the importance of safe, accessible, and walkable evacuation routes. If Crestline Dr. is not accessible, then evacuees must use Cedar Street which is farther from Old Town. The time required to reach safety at a walking speed on Cedar Street from Old Town is longer than the Tsunami wave arrival time.

Phase 1 of Southworth Park (playground structure) and the adjacent dog park opened July 2025. Future phases of the park will be constructed as funding permits. The Safe Routes to School sidewalk project is currently under construction and will be completed by Fall 2025. The Crestline Dr. project would add 1,800 feet to the almost 10,000-foot bike/ped connection from Old Town to the Elementary/High School campus.

Additionally, Waldport has a higher poverty rate, higher population age 65 or older, higher low-income households, higher number of households with person(s) with disability than Lincoln County or the State. These population groups rely more heavily on public infrastructure or transit for access to day-to-day needs and jobs. The connectivity created by the proposed project could increase access to goods and services and the opportunities provided by increased access.

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?

The 2019 Waldport Tsunami Evacuation Facilities Improvement Plan identified Crestline Drive as the main evacuation route for Old Town and 1 of 4 routes for the downtown area.

The 2020 Waldport TSP identified 4 discreet projects on Crestline Dr. between Lint Slough Rd. and Cedar St. Thanks to a Safe Routes to School grant, sidewalks at another location on Crestline will be constructed this summer. One of the TSP projects completes the safe routes connection to the downtown area.

The Lincoln County Natural Hazards Mitigation Plan (NHMP) is currently being updated. Earthquakes and Tsunamis are some of the natural hazards identified in the plan. Walkable, safe, and accessible evacuation routes are essential parts of mitigation strategy. The NHMP will be completed December 2025. The Crestline Dr. project is an essential part of the NHMP mitigation strategy.

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?

This project aligns with other high priority City initiatives:

- Safety and Preparedness: Ensure Tsunami Evacuation Routes are Safe and Accessible.
- Access, Connectivity, & Mobility: Provide a multi-modal transportation system that ensures a safe, convenient, and accessible network. This includes Safe Routes to School and closing the bike/ped gap on Crestline Dr.
- Livability, Health, & Recreation: Increase Connectivity and Access to Southworth Park and other destinations.
- Strategic Investment & Economic Vitality: Provide cost effective solutions to infrastructure needs.

Other City efforts include:

- The 2020 Waldport Transportation System Plan: The Crestline Dr. project will make improvement recommendations that are anticipated to impact the current TSP recommended improvements. A TSP update is on hold pending this project.
- Waldport Development Code: Waldport is undergoing a comprehensive update to the development code that will address housing and other land use issues.

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

For consistency purposes the existing 2020 TSP will be used as a starting point to establish project goals and objectives. Project goals and objectives will be refined as appropriate. A qualified consultant will be hired to perform the traffic data gathering and analysis, alternative analysis and selection, preliminary engineering and cost estimating, and preparation of technical memos, draft report, final report. The City will provide project management and oversight, and public outreach.

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.

Project Management – The City, in cooperation with the DLCD/ODOT management team, will provide overall project management and oversight. A Technical Advisory Committee (TAC) will review the major deliverables and attend a workshop. The management team will review deliverables and work efforts, review invoices, and direct the consultant as appropriate. Consultant contract is anticipated to be 8-10 months in duration from NTP. Project meetings (includes TAC meetings) including agendas, minutes, and use of remote technology (i.e. Zoom) will be the responsibility of the consultant.

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.

Public Outreach – Public outreach and involvement will be the responsibility of the City with support from the management team. The consultant will provide materials such as exhibits and informational summaries that can be posted on websites and social media. In person meetings such as workshops, design charettes, and public hearings/meetings will be conducted at a City facility. The consultant shall provide maps, renderings, and other information for these meetings. Anticipate one workshop/design charette, two public hearings (Planning Commission, City Council), and three TAC meetings.

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.

Traffic data gathering and analysis – Consultant will gather data from 2020 TSP and other recent studies such as the 2022 Housing Needs Analysis. Field data gathering such as traffic counts and turning movements will be required. Deliverable will be a traffic data gathering and analysis technical memo focusing on the feasibility on a one-way on Crestline Drive and impacts to adjacent roadways..

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.

Alternatives analysis and selection of preferred alternative – Consultant will develop alternatives and selection criteria based on the project goals and objectives. The TAC and Management team will work through the selection process with the Consultant. Deliverable will be an Alternatives Analysis and recommended improvements technical memo.

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.

Preliminary engineering – Consultant will prepare preliminary designs of the preferred alternative and recommended improvements. Preliminary engineering will include alignment, lane configuration, signage and striping, cross sections, renderings, and costs. Preliminary engineering will be incorporated into the Alternatives Analysis.

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.

Draft report – consultant will prepare a draft report to include the tech memos and further develop the preferred alternative. The management team and TAC will review the draft report and provide comments/edits. Deliverable is Draft Report.

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.

Final report – consultant will prepare a final report for the public hearings and adoption. Deliverable is Adoption ready Final Report.

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 project goals and outcomes will address the following:

Safety – Real or perceived safety risks prevent people from using more active travel modes (walking, biking, and transit). A well designed system will remove or minimize those risks.

Equity – Project components need to benefit all demographic groups. Waldport has a higher poverty rate, higher age 65 or older, higher low-income households, higher households with disabilities than Lincoln County or the State.

Climate – Provide a sustainable transportation system that minimizes impacts on the environment, encourages energy conserving modes, and reduces VMT. Evaluate and implement, where cost effective, environmentally friendly materials and design approaches.

Goal 12 – A primary objective of Waldport's Comp Plan and TSP is to provide street connectivity, bike/ped needs, decrease dependence on the private automobile, and provide pleasing routes which promote safety by reducing conflicts between bike/peds and automobiles.

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 hearings will be held as part of this project. However, we anticipate this project will have impacts on other projects such as the TSP update. Adopted portions of this project will be incorporated into future projects as appropriate.

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
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

- Dann Cutter, City Manager, Principal in Charge – Dann has been involved with all City of Waldport projects, plan updates, budgets, and infrastructure decisions in the last 20 years. He has served as a Planning Commissioner, City Councilor, Mayor, and City Manager. Since becoming City Manager four years ago, he has successfully brought in over \$8M in grant funding for projects. The majority of these projects are currently underway or completed. Dann is available and dedicated to the success of this project.
- Jaime White, City Planner, Project Manager – Jaime will be in charge of day-to-day management of the project including consultant management and agency coordination. Jaime is a former Licensed Professional Engineer with 25+ years' experience in Transportation Planning, Engineering and Construction for all aspects of transportation. His project experience includes roadway, transit, active transportation, alternatives analysis, NEPA, public outreach, etc. His strengths are managing scope/schedule/budget to ensure projects are delivered on time and within budget. He has been a City Planner in Oregon for the last five years where he has focused on local issues such as housing, economic growth, long range planning, natural hazards and mitigation plans, and managing small infrastructure projects. Jaime is 100% available and dedicated to the success of this project.
- Ellen Valentine, Finance Manager – Ellen is the Finance Manager for the City and is in charge of managing budgets. One of her responsibilities is ensuring that all State and Federal grants follow required procedures for managing, reporting, and closeout. Ellen is available to work on this project.

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 has successfully brought in \$8M in grants in the last 4 years. Projects funded by \$4M of the grants have been successfully completed and closed out, \$2M are nearing completion, and \$2M have just been awarded. The City has a long history of successfully hiring and managing consultants and contractors to perform studies, planning, engineering, and construction projects within budget and on schedule. The City will work closely with ODOT and DLCD to scope the project and hire a qualified consultant. The City successfully completed a Housing Needs Analysis in 2022 in partnership with DLCD. The Housing Needs Analysis was similar in size and scope to this project. The City Planner has 25+ years of experience managing similar projects, he successfully managed the 2022 Housing Needs Analysis.

The City Council has prioritized, and authorized City staff to pursue and complete projects that include:

- Safety and Preparedness – Ensure Tsunami Evacuation Routes are Safe and Accessible.
- Access, Connectivity, & Mobility – Provide a multi-modal transportation system that ensures a safe, convenient, and accessible network. This includes Safe Routes to School and closing the bike/ped gap on Crestline Dr.
- Livability, Health, & Recreation – Increase Connectivity and Access to Southworth Park and other destinations.
- Strategic Investment & Economic Vitality – Provide cost effective solutions to infrastructure needs.

City staff are available and committed to the success of this project.

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
2C-17	Transportation System Plan Update	Completed 2019. Adopted by City Council 2020. 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?

The proposed Crestline Dr. project is about creating safe links from one part of the City to another, whether it is for tsunami evacuation, recreation, increased mobility, or transportation. Reliable transportation can be a significant barrier to underserved populations. The final document will recommend traffic improvements and promote alternative modes of transportation such as biking which can significantly reduce transportation costs for low-income households, improve access to employment, and contribute to healthier, more active lifestyles.

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

Required forms

Title VI: Racial & Ethnic Impact Statement form
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

7/31/2025

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

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



City of Waldport
OFFICE of the Council President
355 NW Alder Street
P.O. Box 1120
Waldport, OR 97394
Phone: 541-563-3561
Greg.Dunn@waldport.org

August 1st, 2025

To: TGM Application Selection Committee

Re: TGM Grant application

Honorable Committee Members,

I am writing to express the city's support for the Transportation Growth Management application the City of Waldport has submitted for 2025.

As mentioned in the 2020 Transportation System Plan, the city's proposal specifically addresses a significant concern with the major collector Crestline Drive.

The project would consider South Crestline Drive from NE Lint Slough Road to SW Cedar Street, which is a narrow two-lane collector in a geologically unstable area. The hillside is constantly moving creating cracks and undulations in the roadway surface. A City sanitary sewer main under the roadway has broken twice in as many years due to ground shifting. The current roadway does not meet standards for right-of-way width, travel lane width, lack of sidewalks, lack of shoulder, and lack of bicycle lanes.

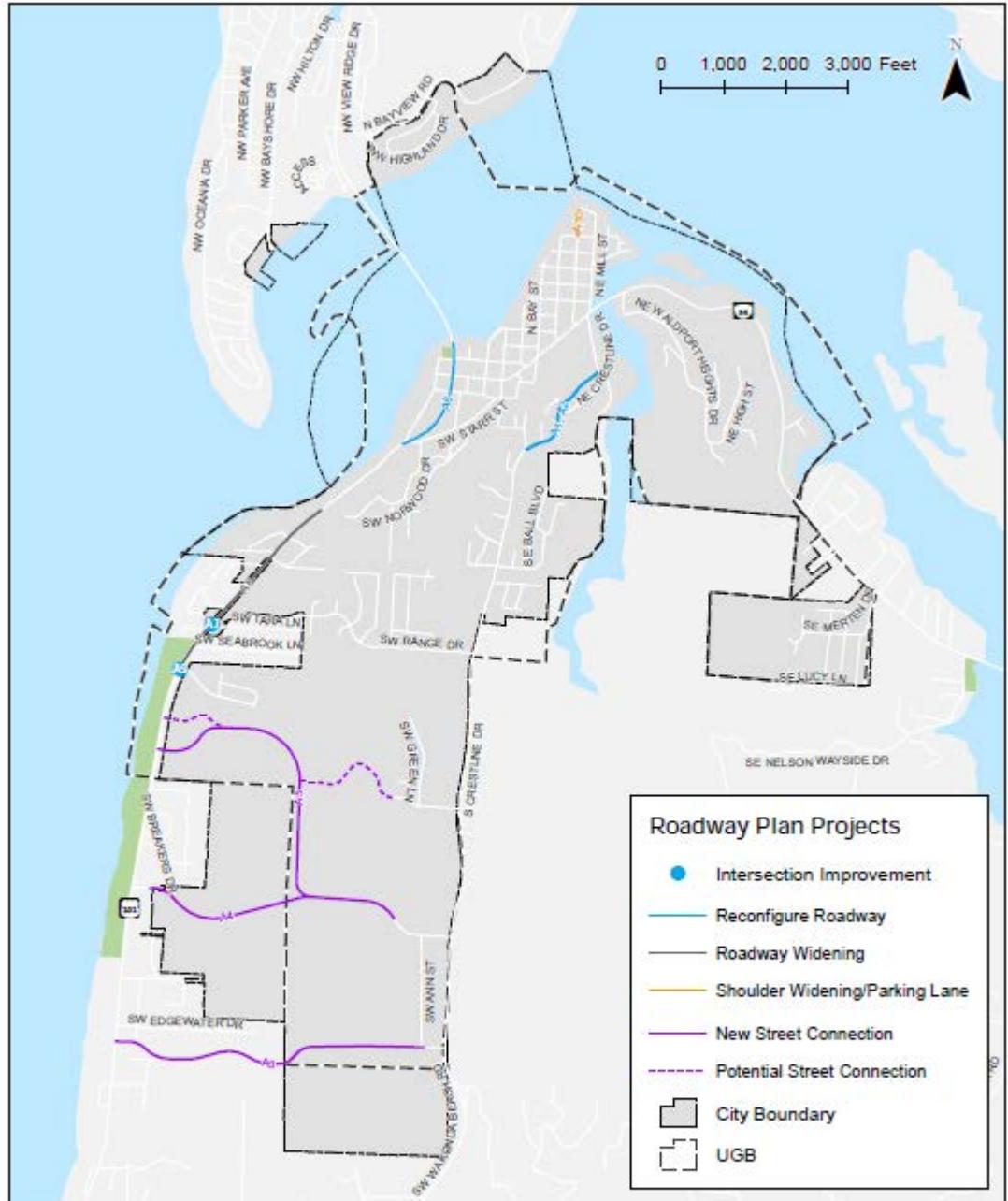
The 2020 TSP identified two options to address these issues: 1. Full reconstruction including extensive slope stabilization; 2. Turning this segment of the roadway into a single lane one-way in the southbound (uphill) direction and repurposing the second lane into a two-way multi-purpose bike/ped path. A new bike/ped facility would link the neighborhoods to the south with the Old Town area which includes the newly developed Southworth Park, transit, businesses, community centers, and the Port of Alsea.

The proposed project is an analysis of option 2 above. The analysis would include impacts to the surrounding areas from the reconfiguration of traffic patterns including potentially turning other roadways into one-ways. The analysis would also look at bicycle, pedestrian, and transit connectivity. Deliverables will include a traffic analysis, alternatives analysis, preliminary engineering including roadway cross sections, cost estimates, extensive public outreach and agency coordination, and updates to the 2020 TSP.

We thank you for your consideration of this proposal.

Sincerely,

Greg Dunn, Council President
The City of Waldport



Roadway Plan Projects
Waldport, Oregon

Figure
10



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.