TGM 2019 Grant Application
Transportation and Growth Management Program grant application for the year 2019.

Be sure to download and review the 2019 application packet before filling out this grant application. Additional resources and examples of successful applications can be found on the TGM planning grants page.

You can save your progress by clicking the "Save" button at the bottom of the form.

**Type of grant**
Category 1: Transportation System Planning

**ODOT region (1-5):**
2

**Primary applicant jurisdiction:**
City of Wheeler

**Project title:**
North Coast Regional Transportation System Plan for Wheeler, Nehalem and Manzanita

**Mailing address:**
City Manager, PO Box 177, Wheeler, Oregon 97147

**Contact person name:**
Juliet Hyams

**Contact phone:**
(503) 812-7105

**Contact person title:**
Wheeler city manager

**Contact email:**
citymgrwheeler@nehalemтел.net

List other local jurisdictions providing match:
City of Nehalem, City of Manzanita

**Summary description of project:**
This application is to fund a consultant to develop a regional TSP for three neighboring towns -- Wheeler, Nehalem and Manzanita -- as well as individual TSP updates. The towns share transportation issues, school districts, economies and land use demands. However, despite their geographic closeness, they are disconnected by a highway with a documented vehicle crash history. Furthermore, they anticipate growth on their buildable lands, yet lack a current plan to link land use to transportation planning. Projected population growth for the next 20 years in the three towns is the highest in Tillamook County, so regional traffic will likely increase too. An integrated approach will provide strategies for our shared highway corridor, while aligning community assets. Anticipated outcomes may be comprehensive plan updates, code amendments and potential projects, depending on the consultant's recommendations.

**Project cost table**

<table>
<thead>
<tr>
<th>TGM funds requested</th>
<th>$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consultant:</td>
<td>$150,000</td>
</tr>
<tr>
<td>Local reimbursement:</td>
<td>$0</td>
</tr>
</tbody>
</table>
Total TGM funds requested

$ Total TGM Funds Requested
150,000

Local match

12% minimum (calculated)

$ 12% Minimum
20,455

Match to be provided

Labor, supplies and services during project:

$ Labor, supplies and services during project
20,455

Payment when Intergovernmental Agreement is signed:

$ Check at time of IGA signing
0

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

Consultant name (if applicable):

Untitled

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

Date
6/6/2019

Eligibility requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear transportation relationship

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

1. Clear Transportation Relationship


By anticipating the transportation impacts of population growth on the North Coast, this TSP would facilitate multimodal transportation between the towns. Traffic is already increasing, including a longer, more-intensive summer peak. Traffic counts, congestion, parking and safety needs will further increase with growth (Figure 1), underscoring the need for regional transportation infrastructure. Better connectivity will gain efficiencies, improve resiliency and increase each community's access to others' attractions: For example, only Wheeler has access to a rail easement, while Manzanita offers the grocery stores, bank and daily amenities the other towns lack. A bike path could link existing assets of the three towns, to showcase the beauty of the area to a degree one city's TSP cannot. Refer to Figure 2 for an example of how a bike route could safely connect the towns, yet require only modest improvements.

2. Adoption of products to meet project objectives

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

2. Adoption of Products to Meet Project Objectives
The final product will be a regional TSP that looks at three cities holistically, coordinating use of their common Highway 101. It will also provide separate TSP updates for each city, yet consider them in an integrated fashion, allowing trails, attractions, safety, wayfinding signage and resiliency plans that knit the towns together strategically. Once the TSP is created, it will be reviewed and commented on by the public, cities' staff and councils. An intergovernmental agreement will guide cities' collaboration and add a layer of communication between them. After incorporating comments, an adoption-ready TSP will be finalized and sent to city councils and state agencies for approval. The approved TSP will be implemented through cities' planning and development staff.

3. Support of local officials

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

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:
wheeler letter of support.PDF
Manzanita support letter.pdf

Award criteria

Applications will be scored on the following criteria. Instructions for responding to these criteria can be found in the application packet.

TGM may award up to 10 bonus points for innovation.
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.

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

Three trends on the North Coast will drive the need for a regional TSP in the next 20 years:

1. A growing population, who will need housing and the ability to travel in the area. See Figure 1. (For more information, refer to http://nehalembayhd.org/wp-content/uploads/2019/03/NBHD-State-of-the-Community-Report-1.pdf.)
2. A aging population, who will need alternatives to driving and active transportation modes, to age in place.
3. Increasing health considerations, as the North Coast population grows and ages. It already experiences higher levels of obesity and diabetes than Oregon overall.

Population Growth

According to a 2019 study from Portland State University, for the next 20 years, “Nehalem and Manzanita will experience higher growth as a percentage of (Tillamook) county than any other Urban Growth Boundary (UGB), Furthermore, "In addition to the growth rates within Tillamook County, the age demographic will shift in the next 50 years. The most significant shift will come in the age groups of 75-79, 80-84, and 85+ years." The quantitative and qualitative transportation impacts of growth and aging constitute a need for regional and individual TSPs.

Traffic Impacts

More travelers will likely increase regional traffic through our communities, particularly Wheeler and Nehalem, whose main street is Highway 101. Residents, visitors and businesses must interact with it to get from one point to another, often from one town to another. Meanwhile, existing trends show both increasing traffic overall and a busier, longer summer peak. These factors indicate both the current and future need for a regional TSP and individual updates.

Aging and Health

The trends of an increasing and aging population in our towns and poor regional health underscore the need for optimal access to outdoor activity and alternatives to driving. Eventually, people become too old to drive, yet still need and deserve regional mobility and access to active transportation modes. In fact, mobility and its associated independence are key to aging in place and resulting positive health outcomes.

A lack of North Coast housing is driving new development in all three towns and will increase pressure on transportation infrastructure. Rural health is an increasing priority, as Tillamook County concerns about wellness pervade policy making. Wheeler recently annexed three properties and two new developments are planned: on five acres at the Rinehart Clinic Campus and on the Nehalem River at Bott’s Marsh. Nehalem is working on a Comprehensive Plan Review, after completing a Buildable Lands Inventory (BLI) and Housing Needs Assessment, to address their housing needs. Wheeler too is completing a BLI. Increasing area population and robust tourism, particularly in Manzanita, will continue to challenge transportation capacity. Furthermore, as more baby boomers retire to the coast, additional housing seems inevitable.
Therefore, a regional TSP would serve all five TGM objectives, as follows:

1. Provide transportation choices.

As the North Coast population increases and ages, residents and visitors alike will need safe, comprehensive modes of transit and opportunities to exercise. By leveraging infrastructure and pooling resources, the towns might connect by trails to commute, recreate and complete errands without driving. For example, Wheeler residents might cycle to Mohler or Manzanita for groceries, keeping buying power local. Better amenities, wayfinding and access to bus service will improve mode splits.

2. Create communities.

As Manzanita develops more housing and Nehalem grows, Wheeler is contemplating two new communities: one at Bott’s Marsh on the Nehalem River and a second on the five acres owned by the Nehalem Bay Health District. Appropriate, visionary transportation planning will support livable, appealing developments that facilitate physical activity, resiliency and regional place making.


The thriving existing neighborhoods and centers of Manzanita and Nehalem will be supported by increased transit options. Common connectors like Highway 101 must receive mitigation of risks and improvements to attract alternative transportation modes. Back-road connectors like Necarney Road could benefit from wayfinding signage to encourage pedestrians and cyclists. Residents of Bayside Gardens and southern Manzanita may also benefit from a regional connector that incorporates peaceful back roads.

Likewise, planned development in all towns must integrate with transit planning, to efficiently support new business, accommodate future occupants, be convenient to jobs and offer residents commuting options. It is not too early to think about parking regulation, which can absorb significant resources if completed as an afterthought. It can also deter residents and visitors if overlooked for long.

4. Save public and private costs.

The regional TSP will inform development, supporting the goals of compact land use and well-connected transportation patterns. The geography of our towns and hard boundaries -- like waterways and highway 101 -- make compact land use a natural choice. However, the TSP will need to be resourceful in planning future transportation with so many logistical and geographic constraints. Again, the benefit of planning for three towns is the potential to realize efficiencies through collaboration. It might even lessen private vehicle expenses.

5. Promote environmental stewardship.

Multimodal transportation infrastructure between three towns as lovely as Wheeler, Nehalem and Manzanita is a powerful way to promote respect for one's environment, while reducing carbon emissions.

Furthermore, a single, compact region, made up of town centers, can define a regional economy, rather than sending residents out of the area simply for groceries. Supporting a local, dense, walkable retail mix could significantly reduce fossil fuel use and promote equity. In the disadvantaged county of Tillamook, a dollar increase in a gallon of gas, as just occurred this spring, would be less detrimental to the poor if they could limit driving.

2. Proposed project is timely and urgent (up to 25 points)
The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding
- build on, complement, or take a necessary step toward completing or implementing other high-priority community initiatives, including supporting a Governor's Regional Solutions team priority
- 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.

2. Proposed project is timely and urgent (up to 25 points)
A Regional TSP would accommodate current and projected growth. It is needed now to address the following:

Economic Constraints

A workforce shortage, largely due to insufficient housing and lack of connectivity, limits business capacity. Workers face long commutes, which may limit hiring. Isolated towns -- lacking amenities-- often send their buying power to Warrenton or Tillamook. Multimodal enhancements could connect towns to nearby grocers, farmers and retail they currently bypass, or must navigate a challenging highway to reach.

A Need for Safe, Multimodal Transportation

Vehicle traffic on Highway 101 becomes congested in summer, impeding tourism and resident mobility, as well as generating emissions. Car accidents are common, although current statistics are not available. Adding multimodal routes can help relieve traffic, improve health outcomes and attract visitors.

Timeliness

- The three towns supported and participated in this concept, with the express approval of their city councils. The city managers and officials habitually collaborate and share infrastructure: Manzanita provides police services to Wheeler and Nehalem; Nehalem manages Wheeler’s wastewater. Their city managers already enjoy productive working relationships and agree on the significance of this project.
- All three towns’ TSPs need updates: Wheeler's was completed in 2001, Nehalem's in 2003 and Manzanita's Transportation Plan dates to 2003. Since almost 20 years of land use law has occurred since those plans were adopted, they need to be brought up to date. The timing is right for individual updates, as well as the regional TSP.
- Most of the population growth forecast for Oregon's coast, in the next 20 years, is in its North Coast. New and growing communities will only benefit from a regional TSP. Through its embedded public process, they will contribute their ideas to shape outcomes. Proactive transportation planning is needed before problems become entrenched.
- Tillamook County is actively increasing options for walking and cycling, to promote wellness for all and access for the aging.

Support for the Governor's Regional Solutions North Coast Priorities
A regional TSP can address these Regional Solutions goals:
- "Sustain and grow NW Oregon businesses" through better transportation planning. Currently, it can be hard to hire workers, when they face long commute times. More housing is inevitable, will sustain businesses and requires transportation planning.
- "Improve readiness of industrial lands with transportation access." Again, industry requires effective transportation planning for its employees, suppliers and customers.
- "Support comprehensive solutions to barriers limiting business retention and expansion (housing, workforce development)," like the long commutes and congestion already experienced in our communities.
- "Work with rural communities to plan and install needed infrastructure and resiliency." The uncertainty of emergency preparedness means that the more routes available, the better. They may facilitate evacuation and moving emergency supplies.

3. Proposed project approach is reasonable (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.

3. Proposed project approach is reasonable (up to 20 points)
According to the online TSP Guidelines tool, multiple regional conditions qualify as TSP-update triggers, including:

- Annexations. Wheeler annexed over eight acres this year.
- Emergency preparedness objectives, requiring planning for evacuation and supply routes. All cities are planning for resiliency and our three will develop a Mutual Aid Agreement this summer. Enhanced interconnectivity could add emergency route options to the area.
- Community health objectives and interest in more active transportation modes.
- Funding constraints and the need to maximize the efficiency of the existing transportation system. A single grant for the three communities to develop this coordinated approach would realize significant efficiencies.
- Need for new transportation projects, based on updated future travel demand and a reassessment of capacity, deficiencies, and needs. All towns have outdated TSPs.
- Specific modal elements need inclusion or update.
- Concerns about underlying conditions and capacity of roadways (reevaluation and reassessment needed). Highway 101 can be crowded, in need of repaving and is the site of many accidents.
- Current TSP planning horizon is less than 15 years from the present date.
- Plans related to access to and connectivity with other transportation modes (e.g., air, rail, transit, freight).

Developing a North Coast Regional TSP will require that the cities prepare an intergovernmental agreement and communication protocol. They may need an additional set of meetings, to keep the three towns synchronized. Then, they will hire a qualified consultant, by soliciting and reviewing consultant bids. The consultant will work with the city managers and staff. The cities will provide data and sources, review products and collaborate in community outreach. They will update their councils, relay feedback and work with the consultant to prepare the plan for adoption. They will coordinate with Tillamook County, whose land may be affected by the TSP. Furthermore, the county may help identify opportunities to coordinate with the Salmonberry Trail development. Regional information will be integrated into city plans, producing a similar and overlapping context, but individual project lists.

Four committees will guide TSP development:

- A project management team (PMT).
- A technical advisory team, to make sure recommendations are technically and logistically feasible. They may adjust proposals before they reach advisory committees.
- A steering committee, made up of mayors, city managers and ODOT representatives. They will make recommendations to city councils. It also insulates the PMT and advisory committees from leadership issues.
- A diverse, inclusive public advisory committee, with a broad range of perspectives. They will develop a preferred project list for adoption by cities.
- Public outreach may require special consideration to represent three towns. However, their close proximity to one another increases the likelihood of strong meeting attendance.

Wheeler, Nehalem and Manzanita are committed to the success of this project and will satisfy all grantee obligations. The Wheeler city manager will serve on the PMT and as the primary point of contact. She will complete the following:

- Coordinate the intergovernmental agreement and schedule.
- Monitor and coordinate all work, including the consultant's.
- Inform and involve Nehalem and Manzanita.
- Report progress to cities.
- Arrange logistics.
- Prepare reports.
- Manage tasks outside the consultant's contract.

The project will include the general tasks listed below. The consultant will manage the project and make sure tasks are completed. City staff will review drafts, participate in citizen involvement, website content, planning commission and city council updates, hearing procedures, staff reports and agency coordination. The cities have contract planners and would like reimbursement for staff time, as appropriate.

**Tasks**
1. Research documents, data, conditions, projections and map existing transportation modes.
2. Identify system deficiencies, alternatives and draft circulation map.
3. Develop street and pathway design standards, plan policies, strategies and zoning standards.
4. Provide public outreach and agency coordination.
5. Develop a draft TSP.
6. Provide legal notices, findings and adoption ordinances.
7. Adopt the final TSP.

**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.

**4. Proposed project has community support (up to 5 points)**
The cities of Wheeler, Nehalem and Manzanita have been discussing this project with ODOT and the DLCD for several years and agree that the time is right to submit our grant. Their leadership and staff know each other well and look forward to collaborating for the common good. Mayors and most city council members are familiar with the project.

The team has identified a point of contact, Juliet Hyams, also the city manager of Wheeler.

The Wheeler and Nehalem city managers will work closely with city contract staff: Nehalem's John Morgan and Sabrina Pearson in Wheeler. In Manzanita, City Manager Cynthia Alamillo carries the land use planning function.
Attached to this application are letters of support from the Cities of Wheeler, Nehalem and Manzanita, as well as Bott's Marsh developer Ken Ulbricht and Tillamook County Wellness.

Upload letters of support from stakeholders here:
Ken Ulbricht support letter.PDF
Tillamook County Wellness letter of support.pdf

5. Proposed project sponsor readiness and capacity (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.

5. Proposed project sponsor readiness and capacity (up to 10 points)
The cities of Wheeler, Nehalem and Manzanita have discussed a regional TSP for several years. The attached letters from the city councils demonstrate their community support. The three towns already have productive working relationships and often collaborate to share resources and achieve efficiencies.

The team has identified Wheeler's city manager as its committee representative and primary point of contact. She will allocate roughly 20 percent of her time to this key project. She will provide updates to cities, attend advisory and steering committee meetings and serve on the Project Management Team. She will also work closely with cities' contract staff: For Nehalem, John Morgan and for Wheeler, Sabrina Pearson.

John Morgan is the principal for MorganCPS planning services and organizational development. He provides current and long-range planning services to many cities, including serving as the contract city planner currently for three jurisdictions. He has prepared strategic and organizational development plans for many jurisdictions and non-profit organizations. He designs and facilitates public involvement processes and has managed planning, finance, and redevelopment programs for urban renewal agencies. John served as interim City Administrator of Cascade Locks and interim Planning Director of Troutdale and Wilsonville. He provides training in urban planning and economic development through the League of Oregon Cities.

Sabrina Pearson is a City Planner, Land Use Consultant, Certified Floodplain Manager, Certified Hazard Mitigation Plan Writer for multiple coastal towns.

Cynthia Alamillo was promoted from Assistant City Manager to City Manager of Manzanita last year. She holds a Master of Public Administration degree from PSU's Mark O. Hatfield School of Government.

Upload supplemental application materials

Project area map (optional):
Figure 1- Growth Projections.PNG
projectareamap.PNG
Figure 2 bike path example.JPG

Title VI: Racial & Ethnic Impact Statement form
Racial & Ethnic Impact.PDF

Download the Racial & Ethnic Impact Statement here
If you encounter any issues with the submittal process, please contact:

Abigail Erickson
Planning Section Web Coordinator
Abigail.ERICKSON@odot.state.or.us
May 28, 2019

TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM

RE: Cities of Manzanita, Nehalem and Wheeler Joint TGM Grant Application

The City of Nehalem supports a joint Grant Application from the cities of Manzanita, Nehalem and Wheeler for funds to hire a Consultant to create a joint Transportation Plan for the three cities along with separate individual plans for each of the cities.

Each city has individual issues but our proximity makes it important that we work cooperatively. Nehalem is working on a Comprehensive Plan Review and we have done the Buildable Lands Inventory and the Housing Needs Assessment. Our current Transportation Plan is from 2003. A new Transportation Plan is an important part of the Plan Review process and will help Nehalem create a living document that will be viable for years to come.

A joint Transportation Plan along with three individual plans will help the three cities thrive, address the needs of individual cities along with joint issues, and create up-to-date Transportation Plans to help address traffic increases caused by the increasing growth of our area.

Sincerely,

Bill L. Dillard,
Mayor
Ken Shonkwiler, Senior Region Planner  
Oregon Department of Transportation | Northwest Area  
350 W Marine Dr., Astoria, OR 97103  

Dear Mr. Shonkwiler: 

The city council of Wheeler supports an application for an ODOT/DLCD Transportation & Growth Management grant to promote transportation and economic interconnectivity between Wheeler, Nehalem and Manzanita. The grant would fund a transportation planning consultant, who would develop a novel regional, municipal Transportation System Plan (TSP). 

To a greater degree than earlier plans, the regional TSP would emphasize multimodal transportation, resiliency, workforce housing and sustainability. It would leverage our existing infrastructure and relationships to develop projects that benefit the region. The result would be planning goals and code language that Wheeler, Manzanita and Nehalem could adopt. We feel that enhanced multimodal transportation would optimize the region’s accessibility, interconnectivity and economy, as well as residents’ recreation, health and sense of community. 

We look forward to working with you further to realize the goals of this grant. 

Regards,  

Stevie S. Burden  
Mayor  
City of Wheeler
June 4, 2019

Oregon Department of Transportation
350 W Marine Dr.
Astoria, OR 97103

RE: Cities of Manzanita, Nehalem, and Wheeler Joint TGM Grant Application.

The City of Manzanita supports a grant application from the Cities of Nehalem, Wheeler and
Manzanita for funds to hire a consultant to create a joint Transportation Plan for the three cities
along with separate individual plans for each of the cities.

Our current Transportation Plan is from 2003 but it is not a full transportation system plan as it only
focuses on our downtown area. A new Transportation Plan will help Manzanita identify existing
transportation conditions, deficiencies and future opportunities.

A joint Transportation Plan along with three individual plans will help the three cities address long-
term transportation needs and identify new transportation projects based on the future growth of
the area.

Sincerely,

Michael Scott
Mayor

The City of Manzanita is an Equal Opportunity Provider and Employer.
June 3, 2019

Michael W. Duncan
Senior Region Planner, TGM Grant Manager
Transportation and Growth Management Program
Oregon Department of Transportation, Region 2
350 W. Marine Drive
Astoria, OR 97103

Dear Mr. Duncan:

I am writing to support the regional Transportation and Growth Management grant submitted by Wheeler, Nehalem and Manzanita. As the owner of the Wheeler property known as Bott’s Marsh, I am completing plans for 29 units of housing, as well as commercial buildings. My partner, Jeff Wong and I intend to include bicycle facilities and develop zero-energy homes. We are enthusiastic about the property’s access to the rail easement, future Salmonberry Trail and other multimodal opportunities.

I believe that the TGM grant is timely and appropriate to support housing growth and other development in Wheeler and our neighboring towns. It also addresses the TGM objectives of providing transportation choices, creating communities, saving costs and promoting environmental stewardship. I think that the collegial relationships between our towns’ leadership and city managers make them a worthy recipient of the grant.

Sincerely,

Kenneth B. Ulbricht
June 5, 2019

Tillamook County Wellness
PO Box 489
Tillamook, OR 97141
tillamookcountywellness@gmail.com

RE: Cities of Manzanita, Nehalem and Wheeler Joint Transportation and Growth Management Grant

To Whom It May Concern,

We are writing in support of the cities of Manzanita, Nehalem and Wheeler joint Transportation and Growth Management grant application. Tillamook County Wellness (TCW), is a grassroots coalition of community partners operating under the local public health authority that is working toward a common goal of reducing rates of type 2 diabetes in Tillamook County. Our partners, which include city and county governments, are focused on influencing the places people, live, work, play, and learn in ways that shape healthier lifestyle behaviors.

TCW encourages and supports all city and county public works processes to ensure “health in all planning.” To that end, we especially support projects which increase access to physical activity through the addition or enhancement of sidewalks, bike lanes and community trails. Increasing connectivity within and between communities for pedestrian and bike connections is a key strategy for our Access to Physical Activity and Trails committee.

Research supports improving population health by increasing access to safe spaces for walking, hiking and biking. Coordination of community connectivity in this regard, is critical and requires dedicated staff capacity, which can be challenging. We are pleased to support the efforts of these communities in working together toward this goal and request that you favorably consider this grant request to facilitate their process.

Sincerely,

[Signature]

Michelle Jenck
Coordinator
Tillamook County Year of Wellness

www.tillamookcountyhealthmatters.org
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\(^1\) in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. ☐ The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:
   
   Indicate all that apply:
   - ☐ Women
   - ☐ Persons with Disabilities
   - ☐ African-Americans
   - ☐ Hispanics
   - ☐ Asians or Pacific Islanders
   - ☐ American Indians
   - ☐ Alaskan Natives

2. ☐ The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:
   
   Indicate all that apply:
   - ☐ Women
   - ☐ Persons with Disabilities
   - ☐ African-Americans
   - ☐ Hispanics
   - ☐ Asians or Pacific Islanders
   - ☐ American Indians
   - ☐ Alaskan Natives

3. ☑ The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, 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: 5-28-19

Printed Name: Juliet Hyams  
Title: City Manager

Agency Name: City of Wheeler

\(^1\)“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.