

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 Yamhill

Mailing address

City of Yamhill

Address Line 1

205 South Maple Street

Address Line 2

Yamhill

Oregon

97148

City

State

Zip Code

Website

<http://cityofyamhill.org>

Contact person name

Walt

Wendolowski

First

Last

Contact person title

Contract City Planner

Contact phone

(503) 689-7288

Contact email

walt@wjwplan.com

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

Shea

First

Corrigan

Last

Title of above named person

Mayor

Phone

(503) 662-3511

Email

s.corrigan@cityofyamhill.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:

R-843 A Resolution Supporting and Application for a Transportation Growth Mgmt Grant.pdf

PDFs only. Max 2mb per file.

Project information

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

Project title

City of Yamhill Transportation System Plan Update

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

Option 1: Project area map

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

Option 2: Project area description

Subject area includes Yamhill City limits and adjacent Urban Growth Boundary.

ODOT region (1-5)

Region 2

[ODOT Region Map](#)

Refer to the region map if you are unsure of your

region.

Type of grant

Category 1: Transportation System Planning

Summary description of project

The purpose of the grant request is to secure funds to update the City's Comprehensive Plan Transportation element, creating a modern Transportation System Plan (TSP) addressing identified deficiencies and guiding future transportation options for Yamhill. The TSP will address the current network, traffic safety, multi-modal transportation options, environmental impacts, and where appropriate, updates to the City Comprehensive Plan and Development Code.

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	Local reimbursement	Total TGM funds requested
	\$204,000.00		\$204,000.00

Local match

Minimum Match (Calculated)

\$23,348.71

Approximately 11.5% of requested funds

Match to be provided

Labor, supplies and services during project

Payment when Intergovernmental Agreement is signed

\$23,348.71

Total Match to be Provided

\$23,348.71

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?

The City of Yamhill adopted the Transportation element of the Comprehensive Plan as part of a year 2000 update. While establishing a list of goals and general policies, as well as specific policies related to vehicles, bicycles and pedestrians, the element does not include supporting background information such as traffic counts, an analysis of alternatives, project priorities, timelines, or funding sources. The net result is transportation goals and policy recommendations that may no longer be applicable, with no plan of action for implementation, and fail to adequately address the City's growth and development.

An updated TSP is a timely project for the City. The City recently completed a Department of Land Conservation and Development grant addressing housing infill - including a buildable lands inventory - as well as current central business district regulations, with both efforts resulting in significant Development Code amendments. The City's central business district is located along State Highway 47 (Maple Street), which effectively separates active downtown businesses from most residents. Anticipating additional commercial growth, safe connections between residential neighborhoods and the commercial core are critical. Further, Code amendments also create new opportunities for infill housing development, while the buildable lands inventory strongly suggests the need to expand the urban growth boundary permit. It is incumbent upon the community to consider how the anticipated increase in residential development affects its transportation options.

An updated TSP is the new step for the City's planning efforts. The City anticipates the TSP update will incorporate the results and expectations of the recently completed DLCD grant to consider connectivity between residential and commercial areas and in a way that increases public safety and reduces dependency on the automobile.

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 proposed Project addresses a significant number of TGM Objectives:

- The City anticipates the recently completed housing study and downtown revisions to generate additional development prospects; therefore, it is important for the City to create a transportation system that serves both current issues as well as potential opportunities. An updated, modern TSP will help the City identify various improvements necessary to connect residential neighborhoods to the downtown, and to area schools (TGM Objectives 1.1, 2.1, 2.2).
- State Highway 47 effectively divides the City, separating the downtown from a significant residential area and the Yamhill-Carlton School District sites. Enhanced and safe access improvements to the downtown will increase economic opportunities (3.1, 3.2, 3.3). Further, the TSP will respect the regional importance of the State Highway 47 and Highway 240 when addressing associated safety issues with vehicle, pedestrian, and bicycle traffic (1.2).
- The current Transportation element identifies the need for improved pedestrian access and bike paths but does identify preferred locations nor improvement priorities. An updated TSP will address these deficiencies, providing alternatives to the automobile, supporting environmentally friendly transportation alternatives (1.4, 2.3). Having safe, non-vehicle access to the downtown, schools, and City parks is beneficial to the community and promotes a healthy lifestyle.
- Finally, the TSP will address potential improvements to the existing street network, identifying appropriate fundings sources, and establishing improvement priorities. This ensures the City uses limited resources efficiently (4.1). Further, incorporating a multi-modal transportation network benefits the public by reducing the reliance on the automobile and the associated infrastructure costs (4.2).

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?

This application demonstrates timeliness. The City last considered transportation issues 25-years ago and only as part of the 2000 update of the Comprehensive Plan. As noted, the adopted Transportation element does not provide any background information or analysis. While goals and policies may reflect community concerns, the element does not establish priorities, design requirements, or identify funding mechanisms. In a sense, the element recognizes the issues but fails to establish the necessary steps to successfully address those issues.

The City needs transportation tools in place that recognize, and can address, current issues as well as anticipated community growth related to recently adopted Code amendments and the buildable land inventory. Not having the guidance offered by an updated TSP leaves the community lacking a significant planning tool.

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 City Council fully supported submittals for recently completed housing and central business district grant activities. Recognizing their impact on both infill, growth, and expansion, the Council's attached resolution recognizes the importance of, and fully supports, the TGM submittal to update the Transportation element of the City's Comprehensive Plan. Additional letters of support by the local school district and citizen committees are further evidence of the community's interest in moving forward.

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?

The recently completed DLCD led to Code amendments that provide additional housing options, while the supporting buildable land inventory identified residential infill opportunities and the need for an urban growth boundary expansion. The City also expects greater interest in the downtown area resulting from the current analysis of the Development Code as well as active City Economic Development and Downtown committees. In combination, the anticipated development creates potential traffic impacts that the current Transportation element simply does not consider nor address. A modern TSP is an essential part to successfully implement the completed grant.

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

1. Project Management (Months 1-24)

1.1- Kick off meeting with consultant and staff to discuss scope of work, deliverables, and project timeline.

1.2- Project Management team to have bi-weekly meetings where consultant prepares agendas, deliverables with assignments, and due dates with assistance from city staff.

Consultant: \$18,000

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.

2. Public Involvement & Outreach (Months 2-20)

2.1- Engagement plan created by consultant with City input. The plan may include interviews, open houses, online options, or newsletters. The consultant provides translation service if needed.

2.2- Establish/create advisory committee. Advertise and recruit advisory committee members representing diverse interests, and appropriate technical advisors. Staff and committee review document drafts, followed by Planning Commission and City Council with Consultant making necessary revisions.

Consultant: \$20,000

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.

3. Plans & Policy Review/Project Framework (Months 3-6)

3.1- Consultant prepares a framework document to function as a guide incorporating State and County regulations, policy requirements, City Master plans, municipal code, land use regulations.

3.2- Consultant will develop "Draft TSP Vision, Goals and Policies" based upon above gathered data, developing appropriate performance measures.

Consultant: \$38,000

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.

4. Transportation System Conditions and Needs Analysis (Months 6-14)

4.1- Consultant will assess existing conditions and needs analysis including, but not limited to, the following:

- Community demographics, commuting patterns, and growth projections.
- Measure impacts of the transportation system on affected classes; e.g. those with disabilities.
- Assessment of streets, sidewalks, bikeways, and pathways.
- Intersection inventory/assessment.
- Street classification inventory/assessment.
- Speed management coordinated with appropriate agency.
- Evaluate options to improve pedestrian and bicyclist safety.
- Evaluation of parking availability and need.
- Evaluate electric charging station need and potential locations.
- Intracity and intercity transportation options.
- Create goals and policies to lower greenhouse gases and reduce pollution.

Consultant: \$48,000

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.

5. Transportation Projects and Funding Strategy (Months 15-20)

5.1- Draft project list: Consultant will develop a project list based on performance measures and identify new and existing funding sources. This may include an assessment of existing system development charges (SDC) as well as project alternatives for the community to consider.

5.2- Consultant will develop a financially constrained capital project list if needed and/or required.

Consultant: \$28,000

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.

6. Draft TSP, Presentations and Draft Findings and Code Amendments (Months 20-22)

6.1- Draft TSP created.

6.2- Draft Development Code and draft staff/consultant findings created.

6.3- Present Draft TSP, Code Amendments, and findings to Planning Commission, then City Council.

Consultant will prepare and present documents. City staff will review and assist if needed by consultant, with revisions as necessary.

Consultant: \$35,000

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.

7. TSP Public Hearings, Findings, and Adoption (Months 22-24)

7.1- Consultant will attend all public meetings/public hearings (Planning Commission and City Council).

Consultant will assist staff with final adoption process if necessary.

Consultant: \$17,000

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?

Currently, the Transportation element of the Comprehensive Plan identifies the need to create a walkable, bicycle friendly community. Unfortunately, the current element does not identify needed projects, their priority, and funding sources to meet stated goals and policies. The proposed updated TSP will address these significant deficiencies and provide a multi-modal transportation network, addressing safety needs, reducing pollution, and serving all community members.

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 will occur at the end of the project, assisted by the Contract City Planner.

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

YDA TGM Grant Letter of Support.pdf

7-25-2025 YNA_Letter_of_Support_TSP.pdf

Letter of Support - YCSD.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

While the City of Yamhill does not have history of any TGM funded projects, the City successfully completed a \$75,600 DLCD Grant to address housing needs and refine central business district regulations. The project manager will be Mayor Shea Corrigan. Mayor Corrigan assisted the prior City Manager in completing the above noted DLCD Grants. Direct experience also includes contributing to the oversight of an Environmental Protection Agency grant secured via Senator Merkley's office. Public Works Director Jason Wofford will assist, having previously worked with grants from Business Oregon for impound channelization and West First Street roadway improvements. In addition, the City anticipates receiving an award letter next month for a FEMA grant, continually demonstrating our ongoing success in securing, and managing, diverse funding streams.

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 will be supported by Contract City Planner Walt Wendolowski who has over 40-years of state-wide planning experience. In addition, Mr. Wendolowski worked on behalf of the cities of Sheridan, Dayton, and Nehalem consulting on their TSP projects, and as Community Development Director for the City of Lebanon, on their TSP update. Given the range of recently awarded and completed grants, the City has the administrative and support team in place to successfully complete grant-awarded projects.

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
<input type="text"/>	<input type="text"/>	<input type="text"/> 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 City completed a housing analysis project which included Comprehensive Plan and Development Code amendments to provide infill housing opportunities. Updating the TSP will ensure necessary improvements are identified, and properly budgeted, to serve the new residents and provide safe walkable/bikeable connections in the community. In effect, the updated TSP is a necessary implementing measure for infill housing.

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)

Name of consultant who prepared this application

Walt	Wendolowski
First	Last

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



RESOLUTION R- 843

A RESOLUTION SUPPORTING AN APPLICATION BY THE CITY OF YAMHILL FOR A TRANSPORTATION GROWTH MANAGEMENT GRANT FOR THE PURPOSE OF UPDATING THE CITY'S TRANSPORTATION SYSTEM PLAN

WHEREAS, the Community Resources – Transportation element of the City's Comprehensive Plan identifies the City's transportation needs; and

WHEREAS, the current Community Resources – Transportation element of the Comprehensive Plan was last updated in 1999; and

WHEREAS, the City of Yamhill has conducted studies addressing housing needs, including a buildable lands inventory, and is in the process of completing Development Code amendments to improve the Central Business District; and

WHEREAS, the City of Yamhill anticipates that future projects will require an updated assessment of the community's current and future transportation needs; and

WHEREAS, the State is awarding grants through the Transportation Growth Management (TGM) program to assist cities in updating their Transportation System Plans; and

NOW, THEREFORE, THE CITY OF YAMHILL RESOLVES AS FOLLOWS:

Section 1. The City Council authorizes the City Administrator and staff to make an application to the Department of Land Conservation and Development Department (DLCD) Transportation Growth Management (TGM) program for grant funds to support the revisions to the Yamhill Comprehensive Plan and to make any applicable changes to the other regulating documents for the City of Yamhill.

Section 2. The City Council authorizes the City Administrator to sign any document needed to apply for/and execute this grant.

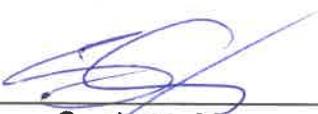
Section 3. This Resolution shall be effective upon its approval and adoption.

Ayes: 5

Nays: 0

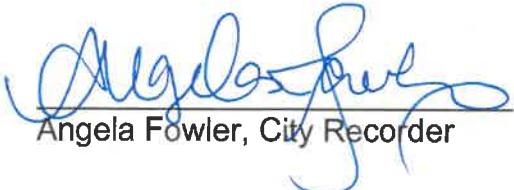
Duly passed by the City Council this 8th day of July 2025.

Signed:



Shea Corrigan, Mayor

Attest:



Angela Fowler, City Recorder



Date: July 28, 2025

To: Oregon Department of Transportation and Department of Land Conservation and Development

Subject: Letter of Support for the City of Yamhill's TGM Grant Application

Dear ODOT and DLCD,

On behalf of the Yamhill Downtown Association (YDA), I am pleased to offer our enthusiastic support for the City of Yamhill's application for the Transportation and Growth Management (TGM) Grant. This funding will enable the City to update its Transportation System Plan (TSP) and address urgent infrastructure needs.

The City of Yamhill has been working diligently to cultivate economic vitality in the Central Business District along Highway 47—a corridor that separates downtown businesses from much of the residential community. In addition to modernizing its downtown codes, the City is actively pursuing amendments regarding infill housing and is developing a comprehensive master parks plan. The TGM Grant would provide vital resources to design safe, accessible, walkable/rideable, and inclusive transportation routes that bridge residential areas with the downtown core and accommodate future growth.

The YDA is a steadfast partner in advancing the City's goals. Our mission is to empower the community by:

- Supporting small businesses to ensure they not only survive but thrive
- Hosting engaging events that foster connection and community spirit
- Enhancing the aesthetic appeal of downtown to promote pride, increase walkability, and draw visitors

We have a strong record of success, including receiving the 2025 Oregon Main Street Revitalization Grant. Our team of dedicated volunteers regularly collaborates with City leaders and staff on initiatives that make downtown Yamhill a vibrant hub for residents and guests alike. The TGM Grant would amplify these efforts and further strengthen the connection between public planning and economic vitality.

Thank you for your time and consideration. We believe this grant will have a transformative impact on our community and are proud to stand behind the City of Yamhill's application.

Warm regards,

Jenny Morrison
Vice President, Yamhill Downtown Association



Yamhill Neighborhood Association

www.yamhillneighborhoodassociation.org | info@yamhillneighborhoodassociation.org

July 26, 2025

Oregon Department of Transportation (ODOT)
Department of Land Conservation and Development (DLCD)
Transportation and Growth Management Program
Salem, Oregon

RE: Letter of Support for the City of Yamhill's Transportation System Plan Update

Dear Review Committee,

On behalf of the Yamhill Neighborhood Association (YNA), I am writing in strong support of the City of Yamhill's application to the Transportation and Growth Management (TGM) Program to update its Transportation System Plan (TSP). As an organization deeply committed to promoting safety, livability, and well-being within our community, we recognize the critical importance of this project to the future of Yamhill.

Our organization understands that the current TSP, which is over two decades old, no longer adequately addresses the needs and challenges facing our growing city. From our perspective, this update is essential to resolve outdated infrastructure assumptions, address barriers to mobility-particularly along Highway 47-and enhance safety and connectivity between residential areas and the downtown core. These efforts directly support the livability of our neighborhoods and are vital to advancing equity, sustainability, and economic opportunity for all residents.

This project closely aligns with our mission to foster a strong, connected, and resilient Yamhill community. The proposed improvements, such as safer sidewalks, better crosswalks, and accessible paths for all users, reflect values we actively advocate for. Our organization is especially encouraged by the City's intent to coordinate this TSP with infill housing code amendments and enhancements to the Central Business District. These are strategic efforts that will help our downtown thrive while ensuring residents can move through their city safely and efficiently.

As a community partner, the Yamhill Neighborhood Association is prepared to collaborate with the City in support of this initiative. We can assist with outreach, participate in public engagement activities, promote awareness through our communication channels, and provide local input to help shape a TSP that is community-driven and inclusive. Our network of volunteers and community advocates are ready to support a planning process that reflects our collective vision for a vibrant, walkable, and connected Yamhill.

The anticipated benefits of this project are substantial. A modern, comprehensive TSP will not only improve safety and accessibility for residents of all ages and abilities but will also help the City secure future infrastructure funding. This ensures that future growth is guided by smart, evidence-based decisions that support both economic development and quality of life.

We respectfully urge your support of this vital planning effort. The Yamhill Neighborhood Association stands firmly behind the City's application and looks forward to contributing to the success of the TSP update.

Thank you for your consideration.

Sincerely,
Robert L. Davis
Founder
Yamhill Neighborhood Association



YAMHILL CARLTON SCHOOL DISTRICT

120 N. Larch Place - Yamhill, OR 97148 | PH: 503-852-6980 - FX: 503-662-4931 | www.ycsd.k12.or.us

July 22, 2025

To Whom It May Concern,

On behalf of the Yamhill Carlton School District, I am pleased to offer our full support for the City of Yamhill's application to the Oregon Transportation and Growth Management (TGM) Program to update its Transportation System Plan (TSP). This critical effort to revise a transportation plan that is now over two decades old is both timely and essential for the well-being and growth of our community.

As a school district committed to providing a safe and supportive environment for all students, we recognize the urgent need for improved transportation infrastructure that ensures safe, accessible, and reliable routes for students traveling to and from school. Many of our students and families reside in areas separated from the city's core by Highway 47, a corridor that currently lacks sufficient safe pedestrian and bicycle connections. An updated TSP would provide a framework to address these challenges, prioritizing student safety and the development of safer routes to schools.

This project also directly aligns with our broader mission to support thriving students, families, and neighborhoods. Enhanced connectivity between residential areas and the downtown core would not only promote safety, but also support the revitalization of the city's Central Business District. A vibrant downtown encourages community engagement and creates opportunities for local families to live, learn, and participate fully in community life.

The Yamhill Carlton School District is committed to collaborating with the City of Yamhill throughout this project. We will assist by promoting public engagement opportunities, participating in planning discussions, and offering insight on student travel patterns and needs. We also support the city's ongoing efforts to update development codes to encourage infill housing and strategic growth—an approach that complements our goal of drawing more families into the area and enhancing long-term livability.

The proposed TSP update is not just a transportation project—it is a community-building initiative that will benefit our students, families, and future generations. We appreciate the City's forward-thinking leadership and look forward to supporting this project in partnership.

Sincerely,

Clint Raever
Superintendent
Yamhill Carlton School District

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.