

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

Salem Area Mass Transit District (SAMTD)

Mailing address

555 Court St. NE

Address Line 1

Suite #5230

Address Line 2

Salem

City

Oregon

State

97301

Zip Code

Website

<https://www.cherriots.org/>

Contact person name

Peggy

First

Greene

Last

Contact person title

Budget & Grants Manager

Contact phone

(503) 361-7530

Contact email

peggy.greene@cherriots.org

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

Allan

First

Pollock

Last

Title of above named person

General Manager

Phone

(503) 361-2550

Email

allan.pollock@cherriots.org

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

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

SAMTD BOD Resolution 2025-09.pdf

PDFs only. Max 2mb per file.

Project information

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

Project title

SAMTD Mobility Integration Plan

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

Option 1: Project area map

Salem-Keizer UGB Map.pdf

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

Option 2: Project area description

Salem-Keizer UGB

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

Salem Area Mass Transit District (SAMTD) will create a Mobility Integration Plan that weaves together recommendations from three current studies on shared micromobility, microtransit, and the comprehensive review of the fixed route network. The plan will define when and where each new service is most effective, how existing routes should adjust, and how a single fare and information platform can bind them into one easy to use network. By unifying emerging and established transportation options, the District will facilitate safe, affordable, and convenient travel for all users and reduce the amount of overall vehicle miles traveled.

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 \$150,000.00	Local reimbursement 	Total TGM funds requested \$150,000.00
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Local match	Minimum Match (Calculated) \$17,168.17 <i>Approximately 11.5% of requested funds</i>
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Match to be provided	Labor, supplies and services during project 	Payment when Intergovernmental Agreement is signed \$17,168.17
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Total Match to be Provided
\$17,168.17

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?

SAMTD riders today face service silos. The fixed route network is reliable along core corridors but cannot always reach low density destinations, while personal cars dominate short local trips. Three ongoing studies will soon give separate blueprints for shared bikes, a demand responsive microtransit zone, and a modernized fixed route network. Each study views the others only as future context, so none shows how the independent pieces fit together. Without a single integration effort the District risks duplicating coverage, competing for curb space, and confusing riders with multiple payment systems. The challenge is urgent because regional growth is pushing travel beyond the reach of present routes. This project also presents an opportunity for SAMTD to champion several transportation strategies outlined in the City of Salem's 2022 Climate Action Plan. For instance, strategy TL13 calls for the development of a single fare card or application for all mobility options in the city and strategy TL14 aims to support the development and implementation of comprehensive trip reduction options. In addition, the cities of Salem and Keizer are currently working to identify areas for compact walkable mixed-use developments in response to Climate Friendly and Equitable Communities rules adopted by the State. The proposed plan offers the opportunity to blend new and traditional services into one integrated system, set clear performance targets, and design fare and data tools that make the rider experience seamless. An integrated system is necessary to make public transportation a practical alternative to the private automobile and to support the mobility needs of emerging climate-friendly areas in the SAMTD service area.

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 Mobility Integration Plan will define a unified vision for how SAMTD blends new and established transportation modes into a seamless system that expands access, improves efficiency, and promotes sustainability. Building from three major planning efforts currently underway—SAMTD’s micromobility feasibility study, microtransit feasibility study, and Comprehensive Operations Analysis—the integration plan will assign each mode a clear role in the transit network based on trip purpose, land use density, and equity considerations. These role assignments will help clarify where traditional fixed-route service is most effective, where flexible options like microtransit can fill gaps, and where shared micromobility can enhance first- and last-mile connections.

To ensure a cohesive rider experience, the plan will develop the framework for a single account-based fare medium usable across all services. This aligns directly with Strategy TL13 in the City of Salem’s 2022 Climate Action Plan and responds to potential rider confusion around navigating multiple payment systems. Similarly, the plan will identify key multimodal transfer hubs where land use patterns support increased ridership and where walking and biking infrastructure can be safely enhanced. These locations will form the backbone of a multimodal network that offers convenient, balanced travel options throughout the region.

In addition to network design and fare integration, the plan will establish measurable performance targets for transit coverage, trip speed, greenhouse gas reduction, and customer satisfaction. These metrics will be tied to specific investment strategies and serve as the foundation for an ongoing monitoring framework.

By taking this integrated and performance-driven approach, the proposed plan supports multiple TGM goals. It will:

- Improve transportation choices (Objective 1) by making public transportation services a practical alternative to the automobile and by providing mobility choices for those with limited options.
- Help achieve Objective 2 by linking urban centers and providing access to workplaces, shops, schools, and parks for people of all ages, incomes and abilities.
- Improve economic vitality (Objective 3) by supporting well-planned new growth and expanding access to jobs and services.
- Support urban growth within the existing UGB and maximize use of existing infrastructure rather than calling for costly expansion (Objective 4).
- Reduce emissions through mode shift and trip reduction strategies (Objective 5).

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 three current studies will deliver recommendations by mid-2026. Completing an integration plan in this grant cycle enables the district to move directly from planning to implementation. SAMTD will develop its next Statewide Transportation Improvement Fund (STIF) Formula plan in late 2026 and without an adopted integration framework in hand, SAMTD would miss this window to assign funding to these new programs. In addition, the State's Climate-Friendly and Equitable Communities (CFEC) effort has led to the cities of Salem and Keizer updating their comprehensive plans and development code to support denser, mixed-use development, reduce reliance on single-occupancy vehicles, and prioritize walkable, bikeable, and transit-oriented communities. These changes include requirements for reduced parking minimums, stronger support for infill development, and policies that encourage multimodal transportation access in new and existing neighborhoods. Both cities are also in the process of updating their Transportation System Plan to support these land use changes and to plan for a reduction in vehicle miles traveled per capita. The Mobility Integration Plan will supply concrete transit and shared mobility actions that align with and support those changes, ensuring that the region's transportation system is coordinated with evolving land use goals and transportation goals.

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 District has secured board endorsement to pursue the plan and has incorporated match funds in the fiscal year 2026 budget. No land use map amendments are required for the Mobility Integration Plan, but the plan could be considered by the cities of Salem and Keizer when they make future land use decisions and in the update of their Transportation System Plans that are currently underway. No other local actions are needed, which means the district can promptly move forward with implementing elements included in the plan.

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 will be the unifying framework for three current SAMTD efforts: the Shared Micromobility Feasibility Study, the Microtransit Feasibility Study, and the Comprehensive Operations Analysis. All three of these efforts will be completed by mid-2026. It will also inform the Mid-Willamette Valley Council of Governments regional transportation improvement program update that is scheduled for adoption in May 2026. If funded in 2025, the results of the Mobility Integration Plan will be available for incorporation into the updated Transportation System Plans for Salem and Keizer. Those updates are currently underway and expected to conclude in 2027. The proposed project could also inform future updates to the City of Salem's Climate Action Roadmap.

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

SAMTD intends to consider applicable guidelines from the ODOT Transit Development Planning Guidebook while developing the proposed plan.

Task 1: Project launch and existing conditions review

District staff will provide findings from the three ongoing studies, equity and Title VI demographics, and existing transit data sources. The consultant team will prepare an overview report and facilitate an internal kickoff around May 2026.

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

Task 2: Integration framework development

Consultant staff will draft service allocation scenarios, fare and data integration concepts, and a preliminary list of capital needs. District staff will host community workshops and vet scenarios with internal stakeholders around September - November 2026.

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

Task 3: Draft Mobility Integration Plan

Consultant staff will prepare the full draft plan, including refined service scenarios, fare and data integration concepts, and list of capital needs. The full draft will also identify performance measures and funding strategy related to each proposed scenario. District staff will circulate the draft for public comment, communicate revisions to the consultant team as necessary, and finalize the Mobility Integration Plan around April 2027.

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

Task 4: Adoption and implementation strategy

District staff will bring the plan to the SAMTD board for their approval around June 2027. The consultant team will prepare the final Mobility Integration Plan, staff reports, and presentation materials.

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 tasks and deliverables in this project will support the Oregon Transportation Plan goals for Economic and Community Vitality, Social Equity, Mobility, Stewardship of Public Resources, Safety, and Sustainability. The project's aim to develop an integrated transit network in the Salem-Keizer region will directly connect to numerous policies listed in the Oregon Transportation Plan including: EC.3.1, EC.3.2, EC.3.3, SE.1.4, SE.2.2, SE.3.1, SE.3.2, SE.3.3, SE.4.1, MO.1.1, MO.2.1, MO.3.2, MO.5.2, MO.5.2, SP.1.4, SP.2.1, SP.3.1, SP.3.2, SP.5.1, SP.5.2, SA.2.1, SA.2.2, SC.1.1, and SC.1.2. The plan will guide capital and operating investments toward implementations that shorten trip length, raise safety for people who walk, cycle, and ride transit while reducing vehicle miles traveled per capita. The plan is a critical element for successful implementation of the Climate Friendly and Equitable Community rules currently underway in Salem and Keizer.

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)

The Mobility Integration Plan would be considered for adoption by the SAMTD Board of Directors as a standalone plan.

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

SAMTD BOD Resolution 2025-09.pdf

2025 06 10 LTR Cherriots TGM.pdf

TGM Letter of Support SEDCOR.pdf

6_2025_MWVCAA_TGM.pdf

PDFs only. Max 2 mb per file.

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 18 of the 2025 Application Packet.

Describe the experience and availability of key staff

The internal SAMTD project manager will be a Project Administrator from the Project Management Office and the project lead will be, Shofi Ull Azum, the Chief Planning and Development Officer . Both SAMTD staff members had key roles in the shared micromobility, microtransit, and comprehensive operations analysis studies. They both have successfully managed similar projects and possess over ten years of multimodal planning experience. Two supporting SAMTD planners will provide data to the consultant team and assist with public engagement support. All SAMTD staff assigned to this project have extensive experience working on grant funded projects and are prepared to help deliver the plan on time and on budget. The consultant team would be procured in a competitive solicitation following the award agreement.

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

SAMTD has the internal capacity to begin scoping and managing the proposed Mobility Integration Plan within 9 months of being awarded and to carry it through to completion within the 3-year grant window. The agency's Project Management Office (PMO), established to oversee complex internal initiatives, will assign a dedicated Project Administrator to manage the effort. The PMO has four staff members, allowing sufficient bandwidth to support early-phase tasks such as project scoping, consultant procurement, and contract negotiations alongside other responsibilities.

At the same time, SAMTD's Planning and Transportation Options team is wrapping up three major studies on micromobility, microtransit, and fixed-route operations that are directly foundational to the Mobility Integration Plan. These efforts are on track to conclude by mid-2026, and SAMTD staff involved in those studies currently have additional capacity to launch the Mobility Integration Plan effort. Given their involvement in the current studies, SAMTD planning staff are well positioned to transition their focus toward integration planning. This ensures strong continuity of expertise and allows for early coordination with the selected consultant team. SAMTD's Chief Planning and Development Officer will sponsor the project, providing strategic guidance and ensuring integration with the district's broader planning efforts.

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 plan will review zoning policies in SAMTD's service area, including recent revisions to comply with CFEC, and recommend a mix of transit solutions by neighborhood to best enable connections to high quality transit service. By bringing together the latest information about zoning, the fixed route network, and recommendations from the microtransit and shared micromobility studies, the Mobility Integration Plan will establish a strong link between housing and the broader transit network.

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

7/15/2025

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

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



RESOLUTION NO. 2025.09

SUPPORTING A TRANSPORTATION AND GROWTH MANAGEMENT GRANT APPLICATION

WHEREAS, the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD) jointly administer the Transportation and Growth Management (TGM) program to support planning efforts that promote sustainable transportation choices and vibrant, livable communities; and

WHEREAS, the Salem Area Mass Transit District, hereafter referred to as "District," is committed to advancing mobility, access, and integration of transportation options for the benefit of the region; and

WHEREAS, the District intends to apply for a TGM planning grant to support the development of the Mobility Integration Plan, which will analyze and integrate multiple service types, including fixed-route transit, microtransit, and micromobility, into a coordinated network; and

WHEREAS, the TGM program requires applicants to demonstrate both community support and a commitment from local governing bodies to consider adoption of the resulting plan; and

WHEREAS, the Board of Directors recognizes the importance of the proposed project in enhancing regional connectivity, improving transportation equity, and supporting local and state transportation goals.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SALEM AREA MASS TRANSIT DISTRICT:

THAT, the Board supports the submission of a TGM grant application for the Mobility Integration Plan.

THAT, If awarded, the Board affirms its willingness to consider the resulting plan for adoption upon project completion.

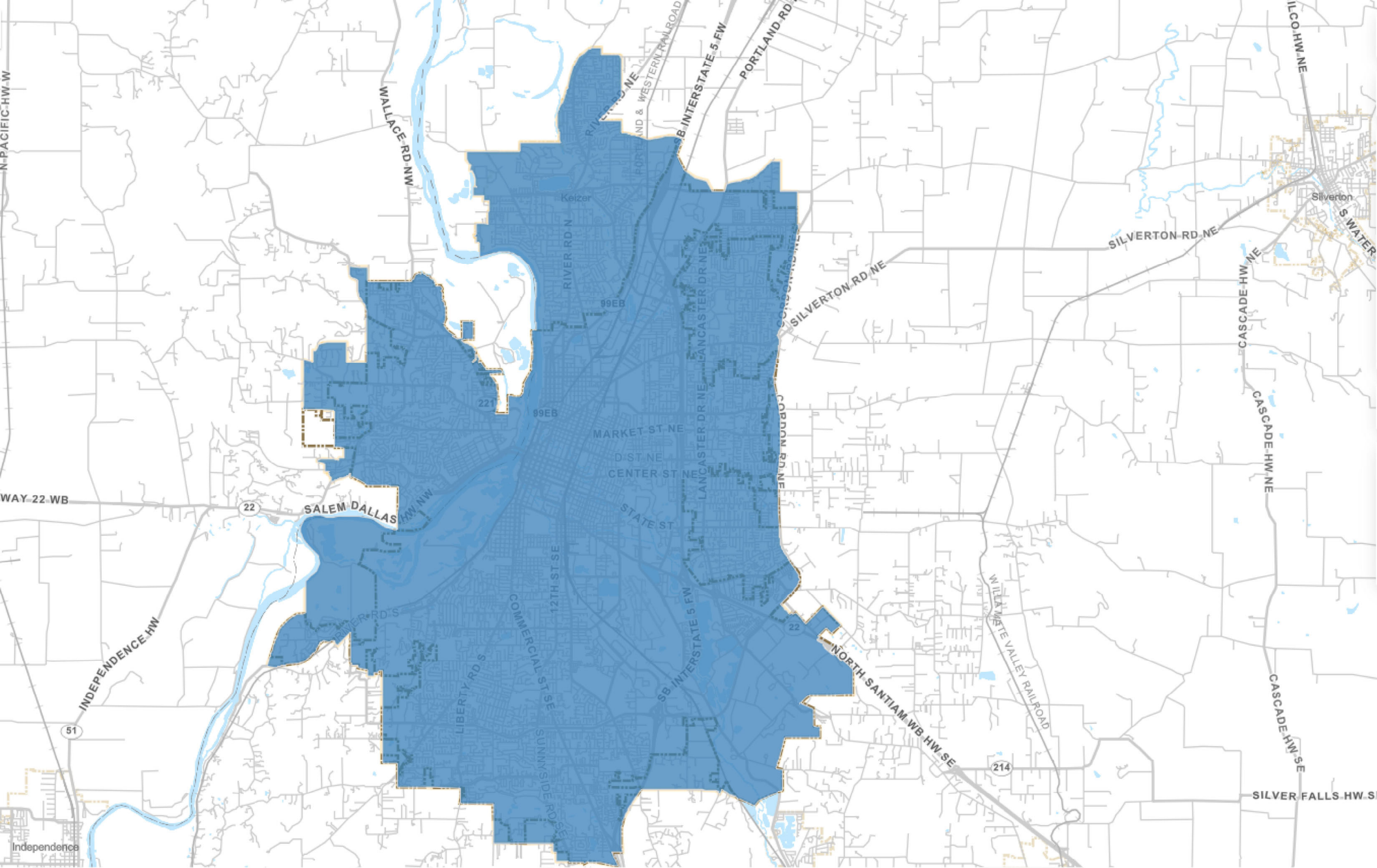
THAT, the General Manager, or designee, is authorized to take any necessary actions to complete and submit the grant application.

ADOPTED by the Board of Directors of the Salem Area Mass Transit District this 26th day of June, 2025.

ATTEST:


Kirra Pressey, Clerk of the Board


Maria Hinojos Pressey, Board President





SED COR

Strategic Economic
Development Corporation

President

Erik Andersson

2024-2025

Executive Council

Chair

Ryan Allbritton
Willamette Valley Bank

Vice-Chair

Tony Schacher
Salem Electric

Secretary/Treasurer

Tim Murphy
DCI

Past Chair

Kate Schwarzler
Indy Commons

Members at Large

Michael Fowler
Cabinet Door Service

Mike Keane
Garrett Hemann Robertson

Scott Snyder
The Grand Hotel in Salem

City Manager
City of Salem

Colm Wills
Marion County
Commissioner

June 23, 2025

To Whom It May Concern:

On behalf of the Strategic Economic Development Corporation (SED COR), I am pleased to offer strong support for Salem Area Mass Transit District's (SAMTD) funding request for the Mobility Integration Plan through the Oregon Department of Transportation's Transportation and Growth Management (TGM) program. My organization works to attract new businesses to the region, and safe, reliable transportation options for employees play an important role in a company's decision-making process. The SAMTD provides a valuable service to the community, without which would make our job of recruiting these new businesses extremely difficult.

This planning effort is timely and essential. SAMTD is currently completing three distinct studies—on micromobility, microtransit, and the fixed route system—that each explore different components of the region's future transportation landscape. However, without a unifying integration strategy, these efforts risk operating in silos. The Mobility Integration Plan will connect these recommendations into one cohesive vision for transit, helping SAMTD deliver seamless service to riders throughout the region.

The plan will define clear roles for each transportation mode based on trip purpose and density, identify hubs for safe and convenient transfers, and propose a unified account-based fare platform. These steps are critical to reducing reliance on single-occupancy vehicles, expanding mobility options for underserved populations, and ensuring taxpayer investments are used efficiently.

In addition, the plan will directly support the implementation of the City of Salem's Climate Action Plan and recent development code updates under the State's Climate-Friendly and Equitable Communities initiative. With an integrated system, riders will gain better access to jobs, schools, healthcare, and housing, while the region moves closer to its sustainability, equity, and economic development goals.

I respectfully urge your strong consideration of this request and the regional benefits the SAMTD Mobility Integration Plan would bring.

Sincerely,

Erik Andersson
President

626 High St. NE
Suite 200
Salem, OR 97301
503-588-6225
www.sedcor.com



10 June 2025

To whom it may concern:

On behalf of Mid-Willamette Valley Community Action Agency, I am pleased to offer strong support for Salem Area Mass Transit District's (SAMTD) funding request for the Mobility Integration Plan through the Oregon Department of Transportation's Transportation and Growth Management (TGM) program.

This planning effort is timely and essential. SAMTD is currently completing three distinct studies—on micromobility, microtransit, and the fixed route system—that each explore different components of the region's future transportation landscape. However, without a unifying integration strategy, these efforts risk operating in silos. The Mobility Integration Plan will connect these recommendations into one cohesive vision for transit, helping SAMTD deliver seamless service to riders throughout the region.

The plan will define clear roles for each transportation mode based on trip purpose and density, identify hubs for safe and convenient transfers, and propose a unified account-based fare platform. These steps are critical to reducing reliance on single-occupancy vehicles, expanding mobility options for underserved populations, and ensuring taxpayer investments are used efficiently.

In addition, the plan will directly support the implementation of the City of Salem's Climate Action Plan and recent development code updates under the State's Climate-Friendly and Equitable Communities initiative. With an integrated system, riders will gain better access to jobs, schools, healthcare, and housing, while the region moves closer to its sustainability, equity, and economic development goals.

I respectfully urge your strong consideration of this request and the regional benefits the SAMTD Mobility Integration Plan would bring.

Sincerely,

Jimmy Jones
Executive Director



June 10, 2025

To Whom it May Concern:

On behalf of Salem Electric, I am pleased to offer strong support for Salem Area Mass Transit District's (SAMTD) funding request for the Mobility Integration Plan through the Oregon Department of Transportation's Transportation and Growth Management (TGM) program.

This planning effort is timely and essential. SAMTD is currently completing three distinct studies—on micromobility, microtransit, and the fixed route system—that each explore different components of the region's future transportation landscape. However, without a unifying integration strategy, these efforts risk operating in silos. The Mobility Integration Plan will connect these recommendations into one cohesive vision for transit, helping SAMTD deliver seamless service to riders throughout the region.

The plan will define clear roles for each transportation mode based on trip purpose and density, identify hubs for safe and convenient transfers, and propose a unified account-based fare platform. These steps are critical to reducing reliance on single-occupancy vehicles, expanding mobility options for underserved populations, and ensuring taxpayer investments are used efficiently.

In addition, the plan will directly support the implementation of the City of Salem's Climate Action Plan and recent development code updates under the State's Climate-Friendly and Equitable Communities initiative. With an integrated system, riders will gain better access to jobs, schools, healthcare, and housing, while the region moves closer to its sustainability, equity, and economic development goals.

I respectfully urge your strong consideration of this request and the regional benefits the SAMTD Mobility Integration Plan would bring.

Sincerely,

Anthony C. Schacher
General Manager

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

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

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.