

2023 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2023 Application Packet](#) and [2023 Application Instructions](#) 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 27, 2023 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 3 of the 2023 Application Instructions.

Primary applicant jurisdiction

Dayton, OR

Mailing address

416 Ferry Street, Dayton, Oregon 97114

Website

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

Contact person name

Curt Fisher

Contact person title

Associate Planner, MWVCOG

Contact phone

(503) 540-1616

Contact email

cfisher@mwvcog.org

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

Rochelle Roaden

Title of above named person

City Manager

Phone
(503) 864-2221

Email
rroaden@daytonoregon.gov

List co-applicants (if a joint project)

List co-applicants (if a joint project)	Providing match?
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Mid Willamette Valley Council of Governments	
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Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

Res 22-23-24 TSP Grant.pdf

Project information

Response instructions are on page 4 of the 2023 Application Instructions.

Project title

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

2022 Zoning Map.pdf

Option 2: Project area description

City of Dayton UGB

ODOT region (1-5)

Region 2

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

The project will update the 22-year-old Dayton Transportation Plan (TSP) in order to develop a modern multimodal transportation plan that builds on the city's historic assets and meets the needs of the City for the next 20-year planning period. In addition to fulfilling all the TSP requirements outlined in OAR Rule 660-012-0020, the project expects to achieve the following outcomes:

- Update the TSP by integrating modern multimodal facilities that leverage Dayton's historic assets while maintaining the city's existing character.
- Incorporate the multimodal concepts outlined in the Dayton Forward Vision Plan into the updated TSP.
- Provide the necessary transportation planning for the ±106 acres of residential land that were added to the Urban Growth Boundary (UGB) in 2021. This planning will support future housing production and establish multimodal connections between future residences and existing schools, jobs, and services

Project cost table

Response instructions are on page 5 of the 2023 Application Instructions.

TGM funds requested for the work identified in Criterion 3	Consultant \$200,000.00	Local reimbursement	Total TGM funds requested \$200,000.00
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Local match	Minimum Match (Calculated) \$22,890.89
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Local governments that are on the [Distressed Communities](#) list are eligible for a partial match waiver.

Click yes if your local government is on the Distressed Communities list and you need to receive a waiver.

Yes

Match to be provided	Labor, supplies and services during project \$16,000.00	Payment when Intergovernmental Agreement is signed
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Award criteria

Criterion 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.

Response instructions are on page 10 of the 2023 Application Instructions.

Explain how your proposed project addresses a need and supports TGM objectives

TGM Goal 1: Provide transportation choices. The 2001 TSP primarily includes standard legacy sidewalks, crosswalks for pedestrians, and shared roadways for bicycles as its multimodal facilities. The TSP update aims to create a plan for modern, safe, comfortable, and inclusive multimodal facilities that accommodate users of all ages, incomes, and abilities. This objective is particularly critical for the ±106 acres of undeveloped land recently added to the Urban Growth Boundary (UGB) through the 2021 UGB swap. The

existing 2001 TSP does not account for these areas. Previously, Highway 18 served as an unfortunate barrier between the largest undeveloped residential land within the UGB and significant destinations like Dayton's downtown core, schools, employers, and services. With the removal of this barrier, the TSP update presents a unique opportunity to provide a variety of transportation choices accessible to future residents of this area for local trips. Furthermore, these enhancements will establish crucial "last mile" connections to our Yamhill County Transit (YWTA) stop, thereby enhancing the appeal of this transit options for regional trips. (Supports Objectives 1.1, 1.2, 1.3, 1.4)

TGM Goal 2: Create communities composed of vibrant neighborhoods and lively centers linked by accessible transportation. In 2012, the Dayton City Council adopted the Dayton Forward Plan, which envisioned a dynamic mix of existing and future activity centers connected to historic and future residential areas through safe, active, and inviting multimodal transportation corridors accessible to people of all ages, incomes, and abilities. The TSP update will play a vital role in supporting this vision by utilizing Dayton's historic transportation assets, such as its well-connected street grid, to develop a modern multimodal network that preserves the community's historic character. (Supports TGM Objectives 2.1, 2.2, 2.3)

TGM Goal 3: Support economic vitality and growth by planning for land uses and the movement of people and goods. Dayton is strategically situated at the confluence of three crucial regional transportation facilities: Highway 18, OR 221 (the Dayton-Salem Highway/Third Street), and OR 155 (the Amity-Dayton Highway/Ferry Street). The intersection of OR 221 and OR 155 is especially critical to future economic development within the Dayton Central Business Overlay (CBO). The city is currently in the process of updating design standards to guide future development in this district, with significant new development anticipated in the near future. The TSP update will enable the city to plan context-sensitive street solutions that not only support future economic development in the district but also maintain regional mobility along these key transportation routes. Additionally, the project will establish essential transportation plans to serve Dayton's largest area undeveloped residential land to support future housing production. (Supports TGM Objectives 3.1, 3.2, and 3.3)

TGM Goal 4: Save public and private costs with compact land use and well-connected transportation patterns. The TSP update will generate savings in both public and private transportation costs by utilizing Dayton's unique historical assets to develop a modern multimodal network that preserves the community's historic character. The following assets create a distinct opportunity for investment:

- A logical system of gridded streets that offer a high degree of connectivity and numerous possibilities for planning a modern, clean, efficient, and cost-effective multimodal transportation network. (Supports Objectives 4.1 and 4.2)
- A compact urban area where travel distances are typically less than a mile, making it an ideal environment for active transportation options that align with the concept of a 20-minute transportation community. (Supports Objectives 4.1 and 4.2)
- Multiple established activity generators, including centrally located schools, parks, and businesses, which serve as desirable destinations for walking and biking. (Supports Objectives 4.1 and 4.2)
- The potential to enhance the appeal of regional transit options by establishing "last mile" connectivity from the YCTA transit stop and various destinations within the city. (Supports Objectives 4.1 and 4.2)

TGM Goal 5: Promote environmental stewardship through sustainable land use and transportation planning. The transportation sector has long been recognized as the largest contributor of greenhouse gas emissions and other air pollutants. Dayton benefits from a compact urban area where travel distances within the city are typically less than a mile. These attributes make Dayton an ideal setting for investing in clean transportation alternatives that offer current and future residents the greatest opportunity to replace automobile trips with sustainable options, particularly for the most common trips within the city. (Supports

Objective 5.1)

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 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 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 12 of the 2023 Application Instructions.

Explain how your proposed project is timely and urgent

There have been several changes in local plans that were not anticipated in the 2001 plan, resulting in an urgent need to update the Transportation System Plan (TSP) at this time.

1. The 2021 Urban Growth Boundary (UGB) swap has led to significant changes in the transportation conditions in Dayton that need to be addressed in the updated TSP prior to annexation:

- Approximately 176 acres of future residential land were removed from the UGB to the north of Highway 18. This removal eliminated a major barrier to local trips within the UGB, potentially improving connectivity between future residences and existing schools, jobs, and services.
- Approximately 106 acres were added to the UGB to the south of Highway 18. This area represents the largest contiguous supply of land available for future housing. However, since this area is not currently included in the TSP, it lacks transportation planning to support future housing production.
- The area added to the UGB creates the potential for more direct multimodal connections to existing schools, jobs, and services compared to the previous UGB configuration.

2. In 2012, the City Council adopted the Dayton Forward Plan, which established a comprehensive framework consisting of goals, planning guidelines, and action items that have direct implications for the Dayton Transportation System Plan (TSP). The Dayton Forward Plan specifically identified the following components that should be integrated into the updated TSP:

- Identification of activity centers: The plan highlights the importance of identifying and promoting the development of activity centers within Dayton. These centers serve as focal points for various community functions and require appropriate transportation considerations in the TSP.
- Active transportation corridors: The Dayton Forward Plan emphasizes the significance of creating and enhancing active transportation corridors throughout the city. These corridors provide safe and convenient

routes for walking, cycling, and other non-motorized modes of transportation. Integrating them into the TSP will support the goal of promoting sustainable and active transportation options.

- Streetscape concepts: The plan introduces innovative streetscape concepts that aim to enhance the aesthetics, functionality, and overall quality of Dayton's streets. These concepts encompass elements such as landscaping, street furniture, lighting, and pedestrian-friendly design features. Incorporating these streetscape concepts into the TSP will contribute to creating attractive and livable streetscapes within the City.

3. The City is presently engaged in updating the design standards within the Central Business Overlay (CBO) district and new development is anticipated in this area in the near future. The CBO district is strategically positioned at the intersection of two major state transportation routes: Highway 221 and Highway 155. The TSP update presents a valuable opportunity to plan context-sensitive transportation solutions that enable the district to expand and evolve while preserving the city's unique character and ensuring seamless regional mobility along these transportation facilities.

4. The Newberg-Dundee Bypass project includes two local circulation options that were not contemplated in the 2001 TSP. When the bypass is completed at the Dayton end, a new Bypass/Hwy 18/Hwy 99 interchange area will include an off-ramp onto Kreder Road and a new highway bridge across the Yamhill River connecting Kreder Road to Ferry Street, which will allow southbound traffic going to Salem to exit onto Kreder Road, cross the Yamhill River and head south on OR 221.

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 13 of the 2023 Application Instructions.

Tasks and deliverables table

What are your proposed tasks and deliverables

TASK 1: Review the transportation goals, policies, and standards outlined in the 2001 Transportation System Plan (TSP) to establish the project's policy direction, including goals and objectives, evaluation criteria, and performance measures.

TASK 2. Community and Stakeholder Engagement (Month 2-20)

Consultant will create an engagement plan with input from the City. The engagement strategy will specifically target local business associations, the school district, vulnerable populations, and affected public agencies. The engagement plan is anticipated to include community walking and biking tours, interviews, public open houses, online engagement options such as interactive GIS mapping activities, flyers or mailers, and community newsletter articles.

TASK 3. Transportation System Existing Conditions and Needs Analysis (Months 10-14)

Prepare an existing conditions analysis which will need to include, but not limited to following:

- Community profile including demographics, commute patterns, mode choices
- Vulnerability index to measure impacts of the transportation system on protected classes

- An analysis of enhanced measures, practices and facility options for enhanced pedestrian and bicyclist safety
- Intersection inventory and assessment
- Infrastructure inventory assessment (streets, sidewalks, and pathways)
- Create goals for lowering greenhouse gases and pollution reduction as well as draft policy

TASK 4. Transportation Projects and Funding Strategy (Months 15-20)

The consultant will develop a project list based on performance measures and identify new and existing funding sources. The consultant will develop a list of capital projects prioritized according to the goals objectives, evaluation criteria, and performance measures established by the TAC using the consultant's recommendations.

TASK 5. Draft TSP, Presentations and Draft Findings (Months 20-22)

Create a draft of the TSP for review by the TAC. TAC will provide comments and recommendations to inform a hearings-ready draft. TAC will issue a recommendation to Planning Commission for approval.

TASK 6. TSP public hearings, findings and adoption (Months 22-24)

City Planner will coordinate the adoption process in accordance with City procedures for a Comprehensive Plan Text Amendment. Planner will schedule the required hearings before Planning Commission and City Council, prepare the staff report, the Post Acknowledgement Plan Amendment, and the final adoption ordinance. Consultant will attend all public meetings/public hearings. The consultant will be available to assist staff with the final adoption process as needed.

How will the project approach lead to a successful project?

The approach will lead to a successful project because it builds upon the City's existing historic assets and community vision to inform the future transportation policy direction, stakeholder engagement, and strategic project prioritization.

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

The adoption process is included in the overall work plan for this project. The adoption process will commence when the adoption ready product is delivered. See tasks 5 and 6 under project approach above.

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 15 of the 2023 Application Instructions.

Upload letters of support from stakeholders here

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 16 of the 2023 Application Instructions.

Explain how proposed project sponsor is ready and capable

The City of Dayton has a strong track record of effectively utilizing grant funds to complete projects on time and within budget. City Manager Rochelle Roaden has successfully administered nearly \$4.5 million in grant-funded projects in her five-years in Dayton. Assisting her is City Engineer Denny Muchmore from Westech Engineering, who has partnered with ODOT, DKS Associates, and Kittleson Engineering on successful TSP updates in Jefferson, Independence, Sublimity, and Philomath. Supporting the team is Associate City Planner Curt Fisher from MWVCOG, who will lead the adoption process through Planning Commission and City Council. MWVCOG offers GIS mapping and public engagement support if needed.

If applicable, list local jurisdiction’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

Bonus points: Housing (up to 10 points)

Response instructions are on page 7 of the 2023 Application Instructions.

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

As discussed throughout this application, a major motivator for the project is the need to provide transportation planning for the ±106 acres of undeveloped residential land added to the UGB in the 2021 UGB land swap. It is critical to have the updated plan in place prior to annexation to support future housing production.

Required forms

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

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

Certifications

Response instructions are on page 8 of the 2023 Application Instructions.

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

Would you like to receive TGM news and updates?

I am already subscribed

Today's date

7/26/2023

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

Rachael Levasseur

Planning Section Web Coordinator

Rachael.LEVASSEUR@odot.oregon.gov

RESOLUTION No. 2022/23-24
City of Dayton, Oregon

RESOLUTION SUPPORTING THE MID-WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS FILING APPLICATIONS ON BEHALF OF THE CITY OF DAYTON FOR TRANSPORTATION GROWTH MANAGEMENT GRANTS TO PROVIDE AMENDMENTS TO THE CITY'S COMPREHENSIVE PLAN

WHEREAS, the City currently has a Planning Atlas and Comprehensive Plan to identify the City's transportation needs (Chapter 10), and

WHEREAS, the current Chapter 10 – Transportation, of the Comprehensive Plan was last updated in 2001.

WHEREAS, the City of Dayton recently completed an Urban Growth Boundary swap resulting in approximately 106 acres of land identified for future residential use.; 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 BE IT RESOLVED:

1. **THAT** the City Council authorizes the Mid-Willamette Valley Council of Governments 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 Dayton Comprehensive Plan and to make any applicable changes to the other regulating documents for the City of Dayton.
2. **THAT** the City Manager is given authority to sign any documents needed to apply for/and execute this grant.

ADOPTED on the 20th day of June 2023.

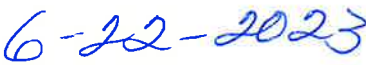
In Favor: Frank, Hildebrandt, Mackin, Maguire, Marquez, Sandoval-Perez, Wildhaber

Opposed: None

Absent: None


Abstained: None


Trini Marquez, Mayor


Date Signed

ATTEST:


Rochelle Roaden, City Recorder


Date of Enactment

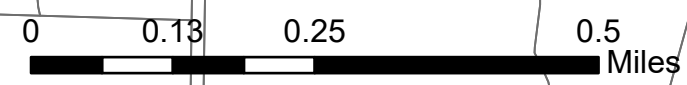
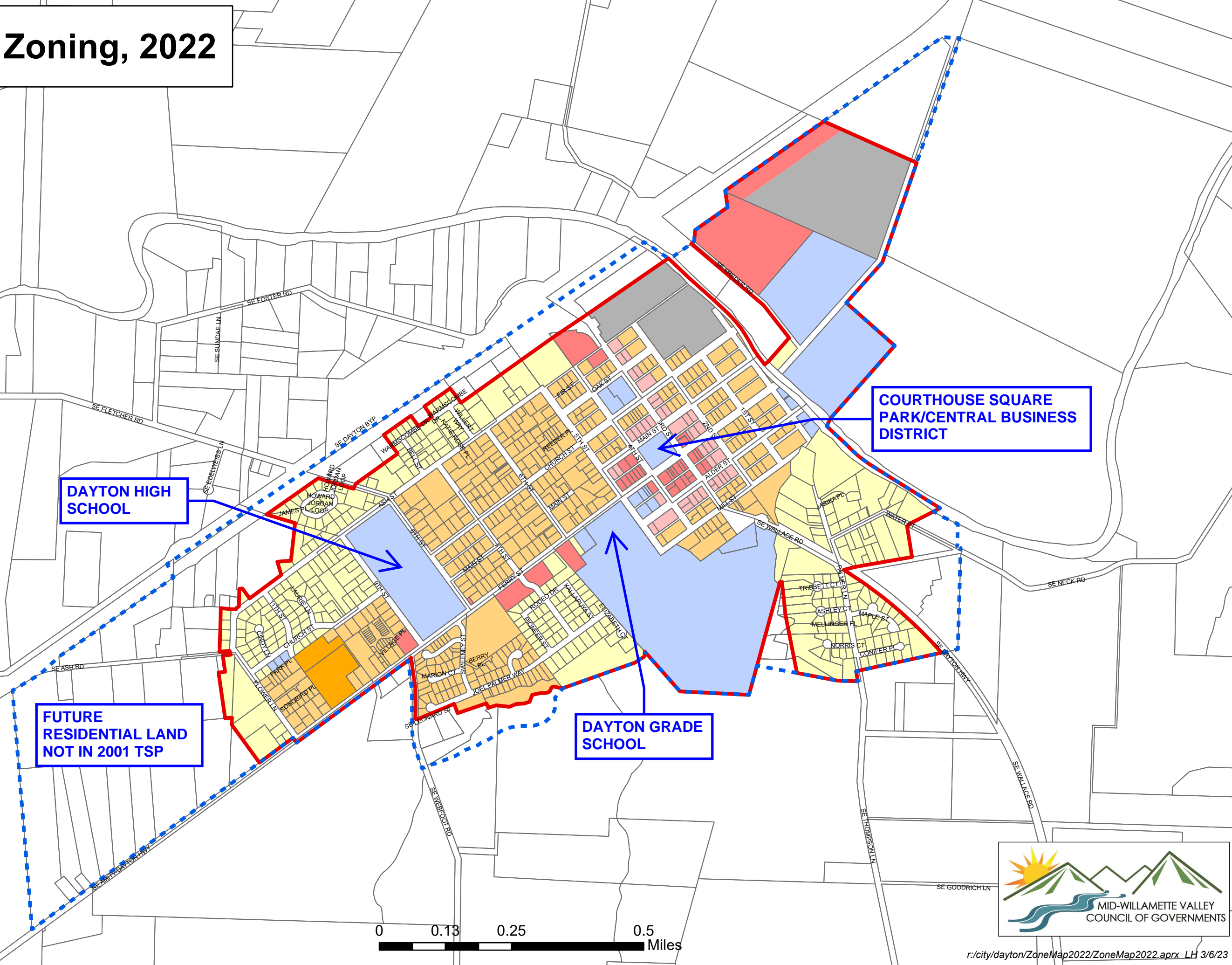
City of Dayton Zoning, 2022

Legend

- UGB
- City Limits
- Taxlots

Zoning

- R-1 (Single-Family Residential)
- R-2 (Limited-Density Residential)
- R-3 (Medium-Density Residential)
- C/R (Commercial-Residential)
- C (Commercial)
- P (Public)
- I (Industrial)



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.