

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
2018 GRANT APPLICATION**

APPLICATIONS DUE 4:00 PM, June 8, 2018

Note: This form must be filled out using the latest version of Adobe Acrobat or Reader. Download the latest version of Reader here: <https://get.adobe.com/reader/>

Download the Application, Application Packet, and Racial and Ethnic Impact Statement at: <https://www.oregon.gov/LCD/TGM/Pages/Grants.aspx>. Also on the web page are examples of successful TGM Applications, a list of all TGM grants to date, and help for developing a project approach and budget.

Type of Grant:	Category 2	ODOT Region (1-5):	Region 2
Primary Applicant Jurisdiction:	Yamhill County		
Project Title:	Yamhelas Westsider Trail Master Plan		
Mailing Address:	535 NE Fifth Street		
City/Zip:	McMinnville		97128
Contact Person:	Laura Tschabold		
Contact Person Title:	County Administrator		
Telephone/Email:	503-434-7501	tschabold@co.yamhill.or.us	

	MATCH	
	YES	NO
Co-Applicants involved in the project:	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

The Yamhelas Westsider Trail Master Plan will provide a comprehensive and clearly defined road map to advance a multi-modal transportation project from acquisition to construction. When complete, the 17-mile trail will offer an active transportation link between two counties and four cities in the heart of Oregon wine country, while also supporting regional recreation and tourism, and allowing the movement of agricultural products and equipment. The development of a multi-phasic, actionable Master Plan will guide the county, stakeholders, and participating agencies in a collaborative and process that will enable the project to progress toward construction. Additionally, this plan will outline specific mitigation strategies identified in Yamhill County's Farm Impact Findings. The Master Plan will be consistent with Yamhill County TSP, and will ultimately lead to a trail that provides access to all county residents and visitors, and accommodates a wide range of user types and abilities.

2018 TGM Grant Application

Jurisdiction: Yamhill County

Project Title: Yamhelas Westsider Trail Master Plan

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]	\$0.00	\$15,000.00	\$15,000.00
Consultant Personal Services	\$110,000.00		\$110,000.00
TOTAL	\$110,000.00	\$15,000.00	\$125,000.00

*This amount should be a minimum of 12 percent of the total project budget, or: \$15,000.00

Type of match to be provided: Labor and Supplies & Services during Project

Certifications

- 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:

Consultant Name:

Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact [Cindy Lesmeister](#) at 503-986-4349 if you have questions.

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

Date:

2018 TGM Grant Application

Jurisdiction: Yamhill County

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Eligibility Requirements

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

1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation of alternative scenarios, development of implementation measures, and public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance. 1000 character limit.

In November 2017, Yamhill County completed acquisition of a 12.48 mile corridor that runs parallel to OR 47, near the City of Yamhill. The future Yamhelas Westsider Trail (YWT) is a multi-modal transportation project envisioned to support regional agricultural and recreational tourism by connecting rural cities, and delivering the first off-highway bicycle, pedestrian, and equestrian path in the Northern Yamhill Valley. The Master Plan will: establish non-motorized intra-city transportation connections; offer a much-needed place for citizens to recreate, observe nature, or commute; and provide access to areas outside the corridor, such as commercial retail areas, community facilities, and workplaces. The Master Plan will incorporate broad and significant public involvement, rail-to-trail best practices, alternative design scenarios, safety and security measures, pedestrian and bicycle school access, design guidelines and standards, environmental impact, and implementation measures.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

The YWT Master Plan project will produce a comprehensive, multi-phasic, actionable plan that complies with all County TSPs, ordinances, and standards, and provides a detailed blueprint to guide the County, community stakeholders, and participating state and federal agencies in the design, development, and implementation of a multi-modal transportation and recreation trail. This Plan shall include community outreach activities, mitigation strategies as identified in the 2018 Farm Impact Findings, safety and security measurements, trail maintenance, methods to avoid/minimize environmental impact, and other means for protecting and enhancing the biological, cultural, and historic resources of the corridor. When complete, the Master Plan will be adopted by the YC Board of Commissioners.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement. 400 character limit.

The YWT Master Plan is widely supported across Yamhill and Washington Counties. Letters of support from educators, businesses, economic development groups, and Friends of the Yamhelas Westsider Trail are attached to this application. The project is also supported by the cities of Carlton, Yamhill and Gaston. A majority of the YC Board of Commissioners authorized the submission of this application.

2018 TGM Grant Application

Jurisdiction: Yamhill County

Project Title: Yamhelas Westsider Trail Master Plan

Award Criteria

Applications are scored on a range of criteria and receive up to 100 points. Projects are selected primarily based on the points scored; also considered are the grant amounts requested, the estimated amounts TGM believes may be required to complete a project, the amount of grant dollars available for award within a geographic region, and the balance of grant dollars between Category 1 and Category 2 projects. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

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.

The Yamhelas Westsider Trail (YWT) Master Plan will provide a comprehensive guide to transforming a railroad corridor into a multi-modal transportation and recreation trail that is regionally significant and will provide many diverse benefits to the surrounding communities. The Plan will evaluate and propose integrated guidelines for developing a trail that expands transportation choices for local communities, connects cities through a safe and convenient non-motorized corridor, supports regional and local economic vitality by linking citizens with existing commercial and recreational opportunities, saves public and private costs with compact land uses, and promotes environmental stewardship.

TGM Objective: Provide (Safe and Convenient) Transportation Choices

- The Yamhelas Westsider Trail (YWT) runs parallel to OR 47, and will provide this economically distressed area with safe alternatives to motorized transportation. The county road system currently consists entirely of two-lane roads with no medians. Since 2015, there have been three bicycle-related fatalities due to collision with a motorist (2 deceased in 9/2015, 1 deceased in 8/2014). One of these fatalities occurred along OR 47, while the other two occurred on other county roads with shared roadways.

The Yamhill County TSP states that the majority of bicycle facilities within the rural areas of the county occur on either shoulder bike ways or shared roadways. Shoulders on county roads are not always sufficiently wide to accommodate bicycle traffic, yet current roadways require bicyclists and motorists share the same travel lanes. The YWT project provides strategic infrastructure in heavily trafficked areas, reducing the need for bicyclist/motorist shared roadways, and allowing commuters the option of safely utilizing alternative transportation routes to home, school, and work.

- Schools in the cities of Yamhill and Carlton will be specifically affected by the development of a non-motorized trail system. Yamhill-Carlton School District has its middle and high schools in the city of Yamhill, requiring all students residing in Carlton to commute three (3) miles. The YWT passes directly through the residential area of Carlton, allowing safe and convenient access for students and employees.

- The YWT project provides community members with safe access to a multi modal corridor, accessible outside of current bus service times. The corridor fills a gap in transit services as many agricultural and manufacturing workers maintain off-peak schedules which do not correspond with bus service times. This new connection also provides residents a safe route to bike or walk to medical care, social services, government buildings, shopping, and rural bus stops.

TGM Objective: Create Communities

- The YWT project provides communities with attractive transportation options that improve pedestrian and bicyclist connections for commuters and recreational users, and support an active and healthy lifestyle.
- The project preserves a unique historic asset that will be used to create a regional trail system that connects popular recreation sites such as Hagg Lake, the Wapato Wildlife Refuge, and four (4) communities located in the scenic Yamhill Valley wine country. The area, already a popular destination for cyclists and running events such as the Wine Country Half Marathon and Cycle Oregon races, will provide a more enjoyable, comfortable, and convenient off-street pathway to further enhance bicycling and walking within the region. The YWT project will also encourage healthy lifestyles and active transportation by creating a safe pathway for students in the Yamhill Carlton School District to access the local high school and middle school campuses. Currently the two cities lack a safe bicycle and pedestrian route to connect students in Carlton to the schools located approximately three miles away in the City of Yamhill.
- A survey was conducted in the spring of 2015 and was completed by 230 potential users who predominately reside in Yamhill County. Of these users, 18% of respondents expected to utilize the trail for commuting to school/work, while 75% expressed a desire to use the trail for biking for recreation and exercise.
- The family-friendly YWT will reduce motorized vehicle use, and therefore also the operational friction caused by shared roadways, by allowing pedestrians and bicyclists safe and easy access to historic downtown areas, farmers' markets, schools, restaurants, and local businesses.
- Green space infrastructure will be featured in the design of the corridor to enhance neighborhood livability and promote environmental stewardship.

TGM Objective: Support Economic Vitality

- As of 2004, Yamhill County accounted for 38% of the wineries in Oregon. Wine-related activities generate \$1.4 billion of economic value statewide, with 24% of revenues attributable to direct sales from wineries. The YWT project will support economic vitality objectives through enhanced opportunities for tourism and recreation. Based upon a recent study of agri-tourism, Yamhill County has experienced tremendous growth in agri-tourism, largely due to the County's international recognition in the wine industry. An estimated 1.5 million people visited the Yamhill County region in 2007, while visitor spending increased 54% from 2002 to 2007.

Despite this growth, Yamhill County is not fully reaping the economic benefits of the agri-tourism industry as witnessed by low per capita visitor spending levels as compared to the state (44% of the statewide average) and other comparable travel regions. One of the barriers to further tourism development identified in the 2009 Agri-tourism Study is the need for greater transportation access and visitor amenities to increase the length of stays and encourage repeat visits to the area.

The YWT project will directly contribute to the objective of greater economic benefits from agri-tourism by creating a regional trail facility that will connect directly to local businesses, and serve as an additional amenity to visitors and enhanced transportation access between Yamhill County and the Portland Metropolitan Area, where the largest number of visitors originate from. Annual bicycle events with associated participant visitors will lead to increases in economic activity, especially in the cities of Yamhill and Carlton.

- Additionally, the YWT project provides the necessary alternative transportation infrastructure for workers commuting to rural agricultural and hospitality industry jobs, and to industrial centers in the region. TGM Objective: Save Public and Private Costs

- The YWT project is responsive to Yamhill County's compact land use goals, to promote development within the urban growth boundary, and the preservation of existing agricultural land. The YWT Master Plan will guide the strategic development of the trail in accordance with these County objectives, while the investment will bolster the confidence of private businesses and developers.

- The YWT project increases the overall transportation system capacity by removing bicycle and pedestrian traffic from narrow OR 47 and adjacent country roads, allowing vehicles, freight trucks, and farm equipment to move with ease.
- Negative interactions between cyclists and motorists directly correspond with increased use of OR 47 and two-lane county roads. The highways and roadways are simply not equipped to support both user groups in a safe and efficient way. The YWT project directly addresses and reduces such conflicts.
- The proposed project supports revitalization efforts within communities located along the rail corridor by creating an amenity that will attract tourists to spend time within the communities for commercial services such as lodging, shopping, and restaurants.

The trail corridor passes directly through the historic downtown area of the City of Carlton and supports recent community planning efforts (e.g. OR Main Street Program, TGM Code Assistance) by the City of Carlton to create a walkable, compact downtown area. The trail will also connect residential areas located on the north and south side of Carlton to the Downtown area and provide residents with a safe off-street pathway to encourage short trips by walking and biking.

- There are three river streams between the cities of Yamhill and Carlton that create a barrier for travel, with the largest crossing having steep grades and fluctuating water levels. The construction of a bicycle and pedestrian bridge is necessary for continuous connected access. The YWT Master Plan will prioritize this step in development to strategically remove the barriers in an area that anticipates the highest use of the trail.

TGM Objective: Promote Environmental Stewardship

- The YWT project will provide for a more efficient use of public resources by maximizing the use of existing infrastructure (the abandoned railway corridor), promoting energy efficiency through trail lighting and design features, and reducing greenhouse gas emissions by supporting and encouraging safe and convenient non-motorized travel.
- The YWT project supports the development of an environmentally responsible transportation system through the development of transportation modes (cycling, walking, and horse-riding) that result in greater energy conservation and reduced greenhouse gas emissions emitted by individual vehicle trips. There is an increased likelihood that residents and visitors in the area will utilize the trail as an alternative to traveling by car based upon the trail location, which passes through common travel destinations, including several commercial centers and schools.
- It is widely understood that the inclusion of trees and other flora in urban development improve drainage and reduce flooding, absorb pollutants and store carbon, and offer shade that reduces ozone production and extends pavement life, and provide a necessary habitat for wildlife. The YWT Master Plan will incorporate these and other landscape design techniques to ensure the trail experience is both beneficial to the community and enjoyable for visitors.

2. Proposed project is timely and urgent (up to 25 points)

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

The Yamhelas Westsider Trail (YWT) Master Plan project is both timely and urgent. This project was initiated more than 10 years ago by a grassroots effort, and has since been endorsed by community groups, businesses, jurisdictional partners, land owners, and neighbors. In November of 2017, Yamhill County successfully acquired a 12.48 mile corridor from Union Pacific. Yamhill County must now move directly into facilitating a collaborative and coordinated strategic planning process that will become the YWT Master Plan. Trail proponents and other stakeholders recognize the trail will not be built in a single construction season, or even multiple seasons. Rather, the Master Plan will establish a methodology and design for a multi-modal transportation and recreation trail that can be constructed as funding and other opportunities are available. Important factors related to the timely development of a YWT Master Plan include:

- Pedestrian and bicyclist safety along OR 47 and intersecting county roadways must be improved. The YWT project will provide a valuable inter-and-intra-city connection for non-motorized travel and recreation.
- Students walking and biking specifically to schools in the Yamhill-Carlton School District currently share the narrow roadways with motorists for the three mile commute. The YWT project will provide a safe and convenient corridor for children traveling to-and-from school.
- Yamhill County staff and partners will require adequate time to conduct the extensive public outreach and engagement necessary to ensure a diversity of stakeholders are involved in the planning process.
- The YWT Master Plan and subsequent Phase 1 engineering and construction of the trail will help direct upcoming partner city initiatives and guide public and private investments throughout the region.
- The YWT is a project that is rooted in the community and widely recognized for its potential to become an economic driver in the region. An increase in bicycle tourism spending would greatly impact local wineries, shops, restaurants, hotels, and other lodging. A recent national survey conducted by Rails to Trails indicated an average of 11.2 jobs was created for every one million dollars invested in community trails.
- The greatest numbers of recreational tourists traveling Yamhill County roads by bicycle and on foot arrive during the peak of agricultural season, creating frustrating and dangerous conflicts on shared roadways.
- Establishing a swift and efficient timeline for developing the YWT Master Plan allows Yamhill County to meet current project funding obligations, as well as identify and prepare for future funding opportunities.

3. Proposed project approach is reasonable (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and results in consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear.

The Yamhelas Westsider Trail (YWT) Master Plan is a comprehensive multi-modal transportation and recreation project intended to support the economic, recreational, and safety goals of the Northern Yamhill Valley in Yamhill County. The Master Plan will support and enhance the County's Transportation System Plan (TSP), last updated in May 2018. The Yamhill County Board of Commissioners will adopt the YWT Master Plan and amend the 2015 TSP to include the Project's recommendations.

The Master Plan will provide for the development of a safe and convenient multi-modal transportation and recreation trail that is accessible to all users, reduces the necessity for pedestrians and bicyclists to share narrow county roadways with motorists, connects schools and residential areas with city centers, encourages a healthy and active lifestyle among community members, and which supports economic development, regional agricultural and recreational tourism. The Master plan will comply with county and city TSPs, and will provide adoption-ready elements for partner cities and counties.

Yamhelas Westsider Trail Master Plan: Budget and Scope of Work

PHASE 1: PLAN INITIATION

- 1.1 Hire consultant
- 1.2 Refine project schedule
- 1.3 Define purpose, goals, and process
- 1.4 Identify county staff
- 1.5 Establish advisory committees; kick-off and public open house
- 1.6 Create project website

PHASE 2: PROJECT FOUNDATION

- 2.1 Site analysis including SWOT
- 2.2 Review land use restrictions
- 2.3 Segment options analysis
- 2.4 Natural environment assessment
- 2.5 Engineering and infrastructure
- 2.6 Draft pedestrian/bicycle strategic plan
- 2.7 Adoption of Farm Impact Findings and mitigation strategies

PHASE 3: TRAIL DESIGN GUIDELINES

- 3.1 Access, circulation, transportation plan; trail heads; intersections
- 3.2 Trail design elements specific to each type of use
- 3.3 Capital improvements; off-street and on-street facilities
- 3.4 Trail signage and wayfinding
- 3.5 Security, visitor safety, trail delineation, buffers with adjacent landowners
- 3.6 Special design requirements; ADA
- 3.7 Public engagement and input on design options
- 3.8 Mitigation measures to minimize impact to adjacent landowners, as specified in 2018 Farm Impact Findings

PHASE 4: MAINTENANCE, MANAGEMENT & OPERATIONS

- 4.1 Development alternative infill and redevelopment plans, testing
- 4.2 Economic impact and development
- 4.3 Fire and safety protocols

PHASE 5: IMPLEMENTATION

- 5.1 Adoption process, policy and zoning ordinance amendments, public meetings
- 5.2 Responsibilities and partnerships
- 5.3 Cost estimates, phasing, funding

PHASE 6: FINAL PLAN & ADOPTION

- 6.1 Plan review by advisory committee and county staff

6.2 Final YWT Master Plan created

6.3 Public meeting: review and feedback on final draft of Master Plan

6.4 Draft final plan presentation to YC Board of Commissioners

6.5 Adoption of final master Plan by YC Board of Commissioners

6.6 Plan presentation to public

Subtotal: \$110,000 (Contractor Cost) \$15,000 (Match - 12%) 12 Months (Schedule)

Total: \$125,000

4. Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

There is considerable local support for the development of the Yamhelas Westsider Trail, as described in the accompanying letters of support. This application is also responsive to several community initiatives. Examples include:

- The Yamhelas Westsider Trail (YWT) project is identified as a community need in the Transportation System Plans (TSP) for Yamhill and Washington Counties, the City of Carlton, and the City of Gaston.
- The YWT project is consistent with 2009 Yamhill County Agri-Business Economic and Community Development Plan, Yamhill County Parks and Recreation Master Plan, and the Statewide Comprehensive Outdoor Recreation Plan (SCORP) which indicate the need for transportation infrastructure and amenities such as recreational trails to further support agri-tourism economic development efforts.
- The YWT project is identified as a needed community development infrastructure project in the 2012 Mid-Willamette Valley Comprehensive Economic Development Strategy (CEDS) and is consistent with CEDS goals and objectives to promote livable communities through improved access to recreation opportunities.
- This project is also listed as a regionally significant project by the Governor's Regional Solutions Team for the Mid-Valley area.

List attached letters of support on Application Checklist.

5. Proposed project sponsor readiness and capacity (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

Yamhill County has considerable experience collaborating with consultants and the public to produce plans and assessments. The Yamhill County Transportation System Plan (2017) and the on-going Transit Development Plan (funded by a TGM grant) are two examples of County project management capabilities. Additionally, the Yamhill County Parks Department has conducted and completed a master plan project for the County's park system.

In 2013, Yamhill County received a technical assistance grant from the NPS Rivers, Trails, Conservation Assistance Program to facilitate and develop a Concept Plan for the Yamhelas Westsider Trail. This grant resulted in a two-year process that allowed Yamhill County to identify partnerships, conduct surveys, solicit citizen input, and begin to establish a framework for what will become the YWT Master Plan.

In 2016, Yamhill County received a \$1.7 million grant from the ODOT Transportation Enhancement program, and \$126,000 from the OPRD Local Government Grant Program for acquisition of the railroad corridor which will ultimately become the Yamhelas Westsider Trail.

OBEC Consulting Engineers will provide project cost estimates. OBEC is the current contract consultant for the STIP TE grant activities. County Staff: Laura Tschabold, County Administrator; Carrie Martin, Grants and Special Projects Manager; and Brett Henry, Yamhill County Parks Manager will determine the project schedule. The Friends of the Yamhelas Westsider Trail, a local 501(c)(3) organization involved in the YWT project from inception, will assist with trail planning, funding, operations, and maintenance.

6. Up to 10 Bonus Points: Proposed project is innovative

The application demonstrates that the project will be innovative in its subject matter, approach, or expected outcomes. For example, the project will use health impact assessments or economic impact analysis as part of the evaluation of transportation alternatives or will include an innovative multimodal analysis.

DO NOT answer criterion #6 separately. Scores will award points based on the entirety of the application. By the nature of this criterion, most projects will not receive any points.

2018 TGM Grant Application Checklist

Jurisdiction: Yamhill County

Project Title: Yamhelas Westsider Trail Master Plan

Application materials must include in separate files:

Grant Application form (12 pages max, including Application Checklist)

Supplemental Materials:

Project area map

Resolution or letter of support from governing body of applying jurisdiction(s) (eligibility criterion #3)

Optional additional letters of support from stakeholders (award criterion #4)

List attached letters of support:

- 1. Wayne Wiebke, Friends of the Yamhelas Westsider Trail, board president
- 2. Veronica Hinkes, Travel Yamhill Valley board member and Friends of the Yamhelas Westsider Trail board member
- 3. Jeff Knapp, Visit McMinnville, executive director
- 4. Charan Cline, Yamhill Carlton School District, superintendent
- 5. Gerek Kransky, Bicycle Transportation Alliance, advocacy director
- 6. Andrew Singelakis, Washington County, Land Use & Transportation, director
- 7. US Fish & Wildlife?
- 8. McMinnville City Council?

Racial and Ethnic Impact Statement

Submit the grant application and all supplemental materials by emailing as email attachments to TGMGrantApps@odot.state.or.us.

If your materials exceed 9 MB, divide them into two emails. Put the jurisdiction name and project name in the subject line, along with 1 of 2 and 2 of 2. Request a Read Receipt if you want confirmation that your application has been received.

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

Rebecca Coffelt, Planning Section Web Coordinator
Rebecca.D.Coffelt@odot.state.or.us, 503-986-4254

Accepted by Yamhill County
Board of Commissioners on
5-31-18 by Board Order
18-173