

# 2024 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2024 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, 2024 at 11:59 p.m. (PDT)***

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## 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 2024 Application Packet.

### Primary applicant jurisdiction

### Mailing address

Address Line 1

Address Line 2

City

State

Zip Code

### Website

### Contact person name

First

Last

### Contact person title

Principal Planner

**Contact phone**

(503) 846-3821

**Contact email**

Dyami\_Valentine@washingtoncountyor.gov

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

Dani  
First

Ledezma  
Last

**Title of above named person**

Assistant County Administrator

**Phone**

(503) 846-8585

**Email**

Dani\_Ledezma@washingtoncountyor.gov

**List co-applicants (if a joint project)**

List co-applicants (if a joint project)	Providing match?
<input type="text"/>	<input type="text"/>

**Upload your resolution or authorized letter with associated meeting minutes from the governing body of applying jurisdiction(s) here:**

TGM\_Grant\_24-171\_BOC\_071624.pdf

*PDFs only. Max 2mb per file.*

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**Project information**

Response instructions are on page 10 of the 2024 Application Packet.

**Project title**

Washington County Transportation System Plan - Active Transportation Elements

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

**Option 1: Project area map**  
*PDFs only, 1 file maximum, 2mb file size limit.*

**Option 2: Project area description**  
Countywide

**ODOT region (1-5)**

Region 1

[ODOT Region Map](#)

Refer to the region map if you are unsure of your region.

**Type of grant**

Category 1: Transportation System Planning
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**Summary description of project**

The Project will update Active Transportation elements of Washington County’s Transportation System Plan and other policy documents and guidelines to support safe, convenient and accessible pedestrian and bicycle travel. This includes revising modal plans, networks and strategies to be inclusive of neighborhood bikeways and provide safe access to priority destinations; consolidating existing bike/ped facility design guidance documents; clarifying protected bicycle and trail design options for adoption into County’s standards; establishing area context types that inform cross-section design details for major roadway projects; and developing a maintenance strategy to better account for lifecycle cost and clarifying staff and equipment needs.
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*Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)*

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**Project cost table**

Response instructions are on page 11 of the 2024 Application Packet.

<b>TGM funds requested for the work identified in Criterion 3</b>	<b>Consultant</b> \$300,000.00	<b>Local reimbursement</b> 	<b>Total TGM funds requested</b> \$300,000.00
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<b>Local match</b>	<b>Minimum Match (Calculated)</b> \$34,336.34 <i>Approximately 11.5% of requested funds</i>
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<b>Match to be provided</b>	<b>Labor, supplies and services during project</b> \$34,336.34	<b>Payment when Intergovernmental Agreement is signed</b> 
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**Total Match to be Provided**  
\$34,336.34

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**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 2024 Application Packet.**

### **What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?**

Washington County is a large and diverse jurisdiction with over 600,000 residents, a third of which live in the unincorporated urban area. Of the total population, 38% of residents are BIPOC and 20% of all households are at or below 200% of the poverty line. The county is also a major economic engine, with 285,000 employees, 40% of which earn less than \$40,000/year. Within the UGB, over half of the total land area and over half of the unincorporated area are classified by Metro as Equity Focus Areas.

The County is the sole roadway authority outside of ODOT in the unincorporated urban area, maintaining about 630 miles of roadways. In addition, the County also controls close to 200 miles of roadways within cities, primarily arterials. Several County-owned major roadways appear on Metro's High Injury Corridor network and several County-controlled intersections are also on the regional High Injury Intersection list. Within the past 10 years, traffic crashes led to 247 fatalities and 1,914 serious injuries in Washington County, with 83 deaths and 195 serious injuries among people walking and biking.

Washington County is scheduled to update its TSP within the next several years to meet statewide Climate Friendly and Equitable Communities regulations. In preparation for this effort, the County seeks to develop new planning and policy guidance for adoption into the TSP bicycle and pedestrian modal plans that provide travelers with more safe, comfortable ways to get around without needing to drive long distances to meet daily needs. This is particularly important in designated climate-friendly areas and other activity centers where CFEC policies are intended to encourage dense, walkable, mixed-use neighborhoods that are served by high-quality bike/ped infrastructure.

To that end, the County seeks to update local plans and policies to enable the design and construction of facilities that meet the County's established safety, climate and equity goals and provide greater access to opportunities. The update will also support implementation of other related work such as the forthcoming Transportation Safety Action Plan, align the County's street standards with the current state of the practice and provide greater certainty during the project development process by establishing clear criteria for bike/ped facility design and selection. Building on ODOT's Multimodal System Inventory, this project will identify multimodal focus areas beyond CFAs such as transit centers and schools where these facilities would provide comfortable and convenient connections to key local and regional destinations. This would address inconsistencies with design guidance applied in adjacent cities, allowing for more seamless journeys across jurisdiction boundaries. This update will establish design guidance for complete streets on collectors in residential districts that have ROW constraints and enable implementation of a low-stress neighborhood bikeway network on local streets.

*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 primary project objective is to enact planning and policy changes that enable the County to build bicycle and pedestrian infrastructure suitable for all ages and abilities, increasing active transportation mode share and improving safety and access for vulnerable road users. This project will lay the groundwork for the forthcoming major TSP update by amending the Pedestrian and Bicycle modal plans and related strategies in the TSP to comply with CFEC. This effort will refine street cross sections and establish network designations that provide context-sensitive design guidance for new or rebuilt road projects, including protected bicycle lanes and intersection treatments. The project will review and update multimodal classifications in the TSP such as pedestrian/bicycle districts and review other documents for consistency, such as pedestrian-oriented building and site design requirements in the Community Development Code.

It will also update and adopt a neighborhood bikeway network into the TSP to improve connections to transit and other essential destinations. These local streets would be prioritized for traffic calming treatments to create a low-stress environment, including enhanced crossings at major roadways. Also, the County will create design typologies for collectors in residential districts in need of complete street upgrades but face competing priorities for street space, developing a range of options that provide a blueprint for future concept planning.

Finally, it will include an Operations and Maintenance Plan that determines cost, staff and equipment needs for maintenance of high-quality facilities. The plan will develop lifecycle costs and clarify maintenance responsibilities, including for bike lanes or trails located outside of the curb but within the ROW. Policy guidance will also be developed for implementing roadway reconfiguration and quick-build projects as part of scheduled repaving or as opportunities arise for lower-cost improvements that increase safety.

This project will meet TGM objectives by enabling greater transportation choices in an area that has historically had limited options. It will support CFEC implementation through promoting more transportation choices to single-occupant vehicles and reduce reliance on automobiles for county residents, employees and visitors, particularly in underserved areas. The project also helps strengthen communities by providing tools to implement enhanced bike/ped facilities and slower travel speeds within CFAs such as Metro 2040 centers and other identified activity hubs. This will encourage more biking for shorter trips within 3 miles, a majority of all trips taken. Providing viable alternatives to driving will reduce the need for major infrastructure projects to increase vehicle throughput. Finally, investing in bike/ped facilities will promote more active lifestyles and reduce overall air pollution and GHG emissions, improving environmental and human health outcomes.

*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 2024 Application Packet.**

**Why is it important to do the proposed project in this grant cycle?**

This forthcoming grant cycle is an ideal time to complete this project as the active transportation planning and policy recommendations would be folded into the County's major TSP update, scheduled to commence within a few years. The County's current roadway standards are soon to be updated to reflect the latest state of the practice; this effort will update the network designations to implement more context-sensitive design guidance. This work will directly address elements of the new CFEC regulations and forthcoming regional transportation functional plan requirements. This includes designating area context types for arterials and collectors, finalizing cross-section and intersection treatment details and clarifying maintenance responsibilities when multiple jurisdictions are involved in a roadway project.

*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?**

There are no local actions needed to move this project proposal forward.

*Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?**

The planning and policy recommendations of the proposed project would be developed and packaged for adoption as part of the County's major TSP update, scheduled to commence work within a few years. The project outcomes are specifically targeted at meeting CFEC regulations related to bicycle and pedestrian system requirements.

*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 2024 Application Packet.**

**Tasks and deliverables table**

## What are your proposed tasks and deliverables

### Task 1: Existing Active Transportation System Analysis (months 0-4)

County/consultant to build upon ODOT's Multimodal Inventory and conduct analysis to determine the Pedestrian Level of Traffic Stress and/or Multimodal Level of Service, including both roadway segments and intersections. This effort will comply with Climate Friendly and Equitable Community regulations. This work is to be summarized in a technical memorandum and inform the road design standards review in Task 2 and development of updated cross-sections and bicycle design guidance in Task 3.

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: Policy and Planning Background Review (months 3-6)

County/consultant to review existing County planning and engineering documents, including the TSP, Road Design and Construction Standards, Community Development Code, Neighborhood Bikeway Plan and Bicycle Facility Design Toolkit, to identify needs and opportunities for updating pedestrian and bicycle modal facility classifications, design guidance and policy recommendations to increase active transportation mode share. This would include focus groups with teams in Land Use and Transportation, including Current and Long-Range Planning, Traffic Engineering and Capital Projects to document current capital projects and development review processes for designing new or rebuilt facilities, and Operations and Maintenance for bike/ped facility maintenance practices. This work will be summarized in a technical memorandum.

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 Street Cross-Sections and Facility Design Guidance (months 6-9)

County/consultant to develop updated road design standards as identified in Task 2 that encourages use for people of all ages and abilities, including draft design guidance for nonstandard collectors in residential districts (residential collectors) with limited right-of-way and in need of complete street facilities; protected bicycle lanes and intersection treatments; lower-traffic residential streets identified as neighborhood bikeways; and traffic calming design guidance to limit motor vehicle speeds and volumes.

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: Draft Plan, Project and Policy Recommendations (months 6-12)

County/consultant to develop draft technical memo with proposed active transportation system and policy updates to help meet TSP goals of improving safety/access for people walking and biking, enumerate public health and climate benefits of mode share and strengthen links to essential destinations, especially in historically underserved areas. Area context types will be designated for every County major roadway relative to location of Metro 2040 centers and where high multimodal activity is expected. TSP updates include incorporating the neighborhood bikeway network, recommended changes to multimodal system classifications and developing an updated project list. This task will propose improvements to capital project processes, such as identifying network gaps early and determining bike/ped treatments in concept design.

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 5: Operations and Maintenance Plan (months 8-15)

County/consultant to develop a technical memorandum that includes lifecycle cost analysis based on the draft cross-section recommendations identified in Task 2. This work will help determine the level of funding, staffing and equipment that would be required to keep bicycle and pedestrian facilities in good working order. In addition, this plan will clarify and codify maintenance responsibilities for bicycle facilities, including cycle tracks/raised bicycle lanes, multi-use sidepaths and regional trails located within the road right-of-way in urban unincorporated areas, in collaboration with trail authorities and other agency partners. Maintenance responsibilities will also be confirmed for County-maintained roadways located within incorporated areas based on input from local jurisdictions.

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 6: Final Plan, Project and Policy Recommendations (months 15-18)

County/consultant to summarize completed package of updated active transportation policies, system designations, projects, roadway cross-sections and design guidance in a final report for inclusion into the forthcoming major TSP update that will be adopted by the Board of County Commissioners. In addition, the updated cross-sections and bicycle and pedestrian facility design guidance will also be adopted into the Road Design and Construction Standards, as needed.

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 for Safe Systems, Climate Action, and Equitable Outcomes?**



The project will develop updated road standards and design guidance that promote safe systems by compelling motor vehicle drivers to reduce speeds, which reduce the likelihood of serious or fatal injuries in the event of a crash and increase separation between motor vehicles and vulnerable road users. These improvements in active transportation facilities will lead to greater adoption of walking and bicycling, especially shorter trips, reducing greenhouse gas emissions and helping Washington County meet regional and state climate action targets. This work also promotes equitable outcomes by improving multimodal access to transit, schools, employment and other essential destinations for historically underserved communities. In collaboration with the County's Housing Authority, this project will also prioritize improving walking and biking connections to and from multifamily workforce and affordable housing developments.

*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)**

This project will be adopted as part of the Washington County's comprehensive update to the Transportation System Plan, which will incorporate the plan and policy recommendations from this effort. Based on the latest guidance from ODOT, the anticipated timeframe for completion and adoption of the major TSP update is currently uncertain.

*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 2024 Application Packet.**

**Upload letters of support here**

- WashCo TGM LOS\_OfficeOfSustainability.pdf
- WashCo TGM LOS\_HousingServices.pdf
- WashCo TGM LOS\_Tualatin.pdf
- WashCo TGM LOS\_Beaverton.pdf
- WashCo TGM LOS\_TheStreetTrust.pdf
- WashCo TGM LOS\_1000Friends.pdf
- WashCo TGM LOS\_Metro.pdf
- WashCo TGM LOS\_Hillsboro.pdf
- WashCo TGM LOS\_UniteOregon.pdf
- Wash Co TGM LOS\_WestsideTransportationAlliance.pdf
- WashCo TGM LOS\_WashCoBikes.pdf
- Wash Co TGM LOS\_Tigard.pdf
- Wash Co TGM LOS\_PublicHealth.pdf
- WashCo TGM LOS\_OregonWalks.pdf
- WashCo TGM LOS\_THPRD.pdf
- WashCo TGM LOS\_THPRD.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 2024 Application Packet.**

**Describe the experience and availability of key staff**

Principal Planner Dyami Valentine, with support from Senior Planner Reza Farhoodi, has successfully managed several TGM projects, including the most recently completed effort, Tualatin Valley Trail Concept Plan. Dyami is supervising planner managing the Long Range Transportation Planning team with over 100 years of combined planning experience as well as a highly skilled technical GIS staff. In addition to project lead roles supporting discrete efforts like this, Dyami helps manage the County's Statewide Transportation Improvement Fund transit program, supports trails planning and other active transportation planning activities.

*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**

Washington County Department of Land Use and Transportation is a robust organization with proven experience in transportation planning, community planning and capital project management and the department routinely handles numerous planning and capital projects at any given time. The Long-Range Planning section has well-qualified staff that have several years of experience scoping and managing planning projects, including several TGM-funded plans. Washington County also has permanent, dedicated, local funding sources for transportation projects, including property tax levies which fund the MSTIP program and system development charges, which will help implement the policies and projects proposed in this plan.

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
1D-21	Farmington Corridor Concept and Jurisdictional Transfer Framework Plan	Currently Active; Plan is currently in project goal-setting stage and scheduled for completion in late 2025, when it will be incorporated into the County’s Transportation System Plan <small>300 character limit.</small>
1E-18	Tualatin Valley Trail Concept Plan	Completed; Plan was acknowledged in a Board of County Commissioners Resolution and Order in 2021 and recommendations were incorporated into the County’s Transportation System Plan <small>300 character limit.</small>
1E-17	Strategic Solutions for First Mile/Last Mile Transit Connections Plan	Completed; Plan was acknowledged in a Board of County Commissioners Resolution and Order in 2021 and will serve as a reference guide to inform future County Land Use & Transportation work program items related to transit and infrastructure funding, planning and development <small>300 character limit.</small>

1F-16

TV Highway Corridor Transit Concept and Access Plan

Completed; Included safe access to transit and transit priority project recommendations to be incorporated in County TSP amendments to be adopted in FY21-22

300 character limit.

1H-14

Right-Sizing Parking

Completed; Project resulted in an issue paper with policy and code recommendations that were implemented into the County's Comprehensive Plan and Community Development Code through multiple ordinances in 2017 and 2018

300 character limit.

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## Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2024 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 project will enlist the County's Housing Authority to identify existing and future workforce housing, including projects funded by the Affordable Housing Bond. Where possible, preliminary concepts for bike/pedestrian improvements will be developed to provide residents safe access to transit and other essential destinations. The sites selected will likely be located within the unincorporated area where the County is the primary roadway authority, but the intended destinations may be located within cities. The concepts will then be incorporated into the adopted TSP project list.

*Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

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## 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.*

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# Certifications

Response instructions are on page 20 of the 2024 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

7/31/2024

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

Rachael Levasseur  
Planning Section Web Coordinator  
[Rachael.LEVASSEUR@odot.oregon.gov](mailto:Rachael.LEVASSEUR@odot.oregon.gov)



# AGENDA ITEM

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Reference No: **MO 24-171**

**Meeting Date:** July 16, 2024

**Status:** **APPROVED**

**Agenda Category:** CONSENT AGENDA

**CPO:** All

**Department(s):** Land Use & Transportation

**Presented by:** Stephen Roberts, Director of Land Use & transportation

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**Agenda Title:** **Authorize Application for a Transportation and Growth Management Grant to Update the Bicycle and Pedestrian Elements of the Washington County Transportation System Plan**

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## **REQUESTED ACTION:**

1. Authorize Land Use & Transportation staff to submit a TGM grant application to the Oregon Department of Transportation.
2. Authorize the County Administrator's Office to subsequently accept the funding and commit County staff resources to the project, if awarded.

## **SUMMARY:**

Washington County's Department of Land Use & Transportation is seeking a Transportation and Growth Management (TGM) grant to update the Active Transportation elements of the Transportation System Plan (TSP) and other policy documents and guidelines. The TGM program is a joint effort of the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) to support community efforts to expand transportation choices. Board authorization is requested to submit the grant application, and to accept the funds and commit County staff resources to the project, if awarded.

The grant will enable the County to utilize ODOT-managed consultant services to conduct the following:

- Update the Pedestrian and Bicycle modal plans, networks and strategies in the TSP to be inclusive of neighborhood bikeways, safe access to priority destinations including transit, affordable housing and schools;
- Consolidate existing bicycle facility guidance documents such as the Bicycle Facility Design Toolkit;
- Clarify protected bicycle and trail design options for adoption into the County's standards;
- Establish area context types that will inform cross-section design details for new or rebuilt arterial and collector roadways; and
- Develop an Operations and Maintenance Plan to better account for lifecycle cost, clarifying staff and equipment needs for the maintenance of higher-quality pedestrian and bicycle facilities.

This is intended to supplement and run parallel with the other elements of the major TSP update, which will kick off in 2026.

**ADDITIONAL INFORMATION:**

**Community Feedback (Known Support/Opposition):**

There has been broad community support for designing and implementing higher-quality pedestrian and bicycle infrastructure across multiple Washington County plans and projects.

**Legal History/Prior Board Action:**

The Board approved the 2019-20 Long-Range Planning Work Program on March 26, 2019 (Minute Order No. 19-65). This included the Complete Streets Design Update, minor updates to the County's TSP, Tualatin Valley Highway multimodal corridor planning and countywide transit planning and coordination.

**Budget Impacts:**

Total cost to complete the proposed scope of work is estimated at \$300,000. The County and its local partners will be obligated to provide 10.27% (\$30,810) required matching funds or in-kind staff time contribution if the grant application is successful. It is anticipated that the County match would consist entirely of County staff time.

Approved by the  
Washington County Board of Commissioners  
also serving as the governing body of Clean Water Services and all other County Districts

A handwritten signature in black ink that reads "Angie Aguilar". The signature is written in a cursive style with a large initial 'A'.

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Angie Aguilar, Alternate Clerk to the Board

July 16, 2024

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Date Signed

**MO 24-171**



July 31, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

The Washington County Office of Sustainability would like to voice its support for Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP). The project will support implementation of complete street standards and policies by providing planning-level design guidance that encourages more people with better transportation options to access local activity centers, transit, schools, jobs and other essential destinations. Washington County seeks to use its TSP to enable the implementation of higher-quality facilities, such as separated bicycle lanes, wider sidewalks and improved crossings, align its planned active transportation network with current community aspirations and provide greater certainty in the project design and development process. This effort will also help the County understand the lifecycle costs and resources required to ensure that these facilities are well-maintained and safe for travel.

As a project partner, the Office of Sustainability looks forward to working with the Department of Land Use and Transportation on policies and standards that encourage more walking and bicycling. The transportation sector is the largest source of climate pollution in Washington County according to the 2022 Community Greenhouse Gas Inventory and shifting modes from single occupancy vehicles to more sustainable modes will help reduce carbon emissions, mitigating the harmful effects of climate change. In addition, encouraging active transportation helps reduce tailpipe emissions such as nitrogen oxides (NOx) and particulate matter (PM10) that cause smog, acid rain, and damage to wildlife habitats, as well as serious impacts to human health. In summary, updating the Active Transportation elements of the TSP is strongly aligned with positive sustainability outcomes including resource efficiency, reduced emissions, resilient communities, environmental justice, and healthy people.

The Office of Sustainability hopes that ODOT and DLCDC fund this proposal so that work on this important project can move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "James Douglas", written in a cursive style.

James Douglas  
Sustainability Program Manager  
Washington County Office of Sustainability



July 29, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

The Housing Authority of Washington County (HAWC) would like to voice its support for Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP). The project will support implementation of complete street standards and policies by providing planning-level design guidance that encourages more people with better transportation options to access local activity centers, transit, schools, jobs and other essential destinations. Washington County seeks to use its TSP to enable the implementation of higher-quality facilities, such as separated bicycle lanes, wider sidewalks and improved crossings, align its planned active transportation network with current community aspirations and provide greater certainty in the project design and development process. This effort will also help the County understand the lifecycle costs and resources required to ensure that these facilities are well-maintained and safe for travel.

As a project partner, HAWC looks forward to working with the Department of Land Use and Transportation on providing safe, accessible alternatives to driving for our residents, several of whom are in locations that lack adequate transit service. The Housing Authority serves as the affordable housing provider in the County for low-income facilities, veterans and the physically disabled, including permanent supportive housing for people experiencing or at risk of homelessness.

We hope that ODOT and DLCD funds this proposal so that work on this important project can move forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "mrogers", is written over a thin horizontal line.

Molly C. Rogers



July 31, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

The City of Tualatin would like to voice its support for Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP). The project will support implementation of complete street standards and policies by providing planning-level design guidance that encourages more people with better transportation options to access local activity centers, transit, schools, jobs and other essential destinations. We support Washington County in seeking to use its TSP to enable the implementation of higher-quality facilities, such as separated bicycle lanes, wider sidewalks and improved crossings, align its planned active transportation network with current community aspirations and provide greater certainty in the project design and development process. This effort will also help the County understand the lifecycle costs and resources required to ensure that these facilities are well-maintained and safe for travel.

The City of Tualatin looks forward to working with Washington County on their Transportation System Plan, and we would like for that work to include this active transportation work to provide better walking and cycling facilities for our people and clearer requirements for our developers. This project ties in well with our own Transportation System Plan efforts and Climate Action Plan efforts.

We hope that ODOT and DLCD fund this proposal so this important work can move forward.

Sincerely,

A handwritten signature in blue ink that reads "Mike McCarthy".

Mike McCarthy, P.E.  
City Engineer



July 31, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

The City of Beaverton supports Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP).

The project will support implementation of complete street standards and policies by providing planning-level design guidance to provide better transportation options to access local activity centers, transit, schools, jobs and other essential destinations.

Beaverton appreciates Washington County seeking to use its TSP to enable the implementation of high-quality facilities, such as protected bicycle lanes, wide sidewalks and safe crossings, align its planned active transportation network with current community aspirations, and provide greater certainty in the project design and development process. This effort will also help the County understand the lifecycle costs and resources required to ensure that these facilities are well-maintained and safe for travel.

This project also aligns closely with the City's own efforts to implement complete streets and we are eager to see Washington County make progress towards shared goals. There are several County-owned roadways in Beaverton, and it is essential that pedestrians and cyclists experience a safe, high quality transportation system that is seamless across jurisdiction boundaries.

We hope that ODOT and DLCD fund this proposal so that work on this critical project can move forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jenny Haruyama". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jenny Haruyama  
City Manager



July 31, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

Re: Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP)

Dear Glen,

The Street Trust would like to voice its support for Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP). As an advocacy organization representing street users across our region regardless of mode, we believe that this investment will save lives, reduce barriers, and expand mobility and opportunities to the people and neighborhoods our current system neglects.

The project will support implementation of complete street standards and policies by providing planning-level design guidance that encourages more people with better transportation options to access local activity centers, transit, schools, jobs and other essential destinations. Washington County seeks to use its TSP to enable the implementation of higher-quality facilities, such as separated bicycle lanes, wider sidewalks and improved crossings, align its planned active transportation network with current community aspirations and provide greater certainty in the project design and development process. This effort will also help the County understand the lifecycle costs and resources required to ensure that these facilities are well- maintained and safe for travel.

As an organization with a substantial presence in Washington County, the issues of safer streets and equitable access are of tremendous importance to The Street Trust. As 52 percent of all trips are three miles or less, this plan will provide the blueprint for Washington County to deliver future capital projects that demonstrably improve the lives of those in historically underserved areas and workforce housing that often do not have a vehicle available. Adopting street designs that reduce vehicle speeds and increase separation between modes will help decrease the risk and severity of traffic crashes, helping to lower the number of fatal and serious injuries.

The Street Trust looks forward to working with Washington County to enact active transportation policies and design standards that advance climate justice and help bring greater prosperity to our communities. We hope that ODOT and DLCD funds this proposal so that work on this important project can move forward.  
Sincerely,

A handwritten signature in black ink, appearing to read "Sarah", with a long horizontal flourish extending to the right.

Sarah Iannarone  
Executive Director, The Street Trust



July 31, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

Dear Mr. Bolen:

1000 Friends of Oregon would like to voice its support for Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP). The project will support implementation of complete street standards and policies by providing planning-level design guidance that encourages more people with better transportation options to access local activity centers, transit, schools, jobs and other essential destinations. Washington County seeks to use its TSP to enable the implementation of higher-quality facilities, such as separated bicycle lanes, wider sidewalks and improved crossings, align its planned active transportation network with current community aspirations and provide greater certainty in the project design and development process. This effort will also help the County understand the lifecycle costs and resources required to ensure that these facilities are well-maintained and safe for travel.

As an organization with a substantial presence in Washington County, the issues of safer streets and equitable access are of tremendous importance to our membership. As 52 percent of all trips are three miles or less, this plan will provide the blueprint for Washington County to deliver future capital projects that demonstrably improve the lives of those in historically underserved areas and workforce housing that often do not have a vehicle available. Adopting street designs that reduce vehicle speeds and increase separation between modes will help decrease the risk and severity of traffic crashes, helping to lower the number of fatal and serious injuries. By making it more appealing to get around Washington County by walking or rolling, we are taking action on lowering the majority of our state's greenhouse gas emissions, which come from transportation, by encouraging people to choose active transportation, zero-emission modes. Additionally, approximately 30% of Oregonians can't or don't drive. It is absolutely essential that we ensure safe, accessible ways for all people to get where they need to go. By updating the active transportation elements of its TSP, Washington County will be moving towards a more equitable, accessible, safe, and sustainable transportation future.

1000 Friends of Oregon looks forward to working with Washington County to enact active transportation policies and design standards that advance climate justice and help bring greater prosperity to our communities. We will also be enthusiastically supporting increased funding for counties to implement the active transportation projects in their TSPs.

We hope that ODOT and DLCD funds this proposal so that work on this important project can move forward. If funded, we would also like to see a report describing how the funds were used.

Sincerely,

A handwritten signature in blue ink that reads "Cassie Wilson". The signature is written in a cursive, flowing style.

Cassie Wilson  
Transportation Policy Manager, 1000 Friends of Oregon





600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

July 29, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

Metro would like to voice support for Washington County's Transportation and Growth Management (TGM) application to update the Active Transportation modal elements of the County's Transportation System Plan (TSP) and other policy documents and guidelines. These updates will ensure consistency with the 2023 Regional Transportation Plan and the Climate Friendly and Equitable Communities requirements.

The intent of the project is to support safe, convenient and accessible pedestrian and bicycle travel by revising the pedestrian and bicycle modal plans, networks and strategies in the TSP to include neighborhood bikeways and safe access to priority destinations including transit, affordable housing and schools; consolidating existing bicycle facility guidance documents such as the Bicycle Facility Design Toolkit; clarifying protected bicycle and trail design options for adoption into the County's standards; establishing area context types that will inform cross-section design details for new or rebuilt arterial and collector roadways; and developing an Operations and Maintenance Plan to better account for lifecycle cost, clarifying staff and equipment needs for the maintenance of higher-quality pedestrian and bicycle facilities.

Metro supports Washington County's initiatives to enact complete street policies and design standards, consistent with Metro's Designing Livable Streets and Trails Guide, Climate Start Strategy, Regional Active Transportation Plan, Regional Transportation Safety Strategy, and Regional Transportation Plan. This important work will increase safety along regional high-injury corridors, improve multimodal access to opportunities and enhance the vitality of 2040 centers. In addition, this project will help the greater Portland area meet the 2023 Regional Transportation Plan's adopted climate, equity and safety goals, as well as close gaps on the regional pedestrian and bicycle networks.

We hope that ODOT and DLCD funds this proposal so that work on this important project can move forward.

Sincerely,

A handwritten signature in black ink that reads "Lake McTighe".

Lake McTighe,  
Principal Transportation Planner  
Safe Streets for All Program

Cc: Catherine Ciarlo, Planning, Development and Research Director  
Ted Leybold, Transportation Policy Director



July 31, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

RE: TGM Application to update the Active Transportation Elements of their Transportation System Plan.

The City of Hillsboro supports Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP). The effort will support implementation of complete street standards and policies by providing planning-level design guidance that encourages more people to access local activity centers, transit, schools, jobs and other essential destinations using a variety of transportation options. Washington County seeks to use its TSP to enable the implementation of higher-quality facilities, such as separated bicycle lanes, wider sidewalks and improved crossings, align its planned active transportation network with current community aspirations and provide greater certainty in the project design and development process. This effort will also help the County understand the lifecycle costs and resources required to ensure that these facilities are well-maintained and safe for travel.

The City of Hillsboro looks forward to working with Washington County on clarifying long-term maintenance responsibilities for County-owned roadways with enhanced bicycle facilities located inside the city. This project aligns closely with the Hillsboro's efforts to implement complete street standards that enable higher-quality pedestrian and bicycle facilities on its roadways, allowing for travelers to complete their journeys more seamlessly across jurisdiction boundaries.

We encourage ODOT and DLCD to fund this proposal so that work on this important project can move forward.

Sincerely,

DocuSigned by:  
  
0A9A731F0C764C3...

Susie Serres, PE  
Principal Engineer, Public Works Transportation  
City of Hillsboro, Oregon

**Public Works Department**

4415 NE 30<sup>th</sup> Avenue, Hillsboro, Oregon 97124

Phone 503.615.6509 Fax 503.615.6580 Web [Hillsboro-Oregon.gov/PublicWorks](https://www.hillsboro-oregon.gov/PublicWorks)



July 30, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
Oregon Department of Transportation, Region 1  
123 NW Flanders Street  
Portland, OR 97209

**RE: In Support of Washington County Application for the Transportation Growth Management Grant**

I would like to express Unite Oregon's strong support for Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP). The project will support implementation of complete street standards and policies by providing planning-level design guidance that encourages more people with better transportation options to access local activity centers, transit, schools, jobs and other essential destinations.

Washington County seeks to use its TSP to enable the implementation of higher-quality facilities, such as separated bicycle lanes, wider sidewalks and improved crossings, align its planned active transportation network with current community aspirations and provide greater certainty in the project design and development process. This effort will also help the County understand the lifecycle costs and resources required to ensure that these facilities are well-maintained and safe for travel.

As a Community-Based Organization (CBO) with a substantial presence in Washington County, the issues of safer streets and equitable access are of tremendous importance to our membership. As 52 percent of all trips are three miles or less, this plan will provide the blueprint for Washington County to deliver future capital projects that demonstrably improve the lives of community members living in historically underserved areas and workforce housing that often do not have a vehicle available.

This year, the Washington County Chapter of Unite Oregon partnered with Washington County on a Metro 2040 planning and development grant to engage with the community and local government agencies to develop a communications strategy that will advance the TV Highway Corridor Equitable Development Strategy, which was informed by an Equity Coalition of CBOs and community members in the area. Adopting street designs that reduce vehicle speeds and increase separation between modes will help decrease the risk and severity of traffic crashes, helping to lower the number of fatal and serious injuries.

Our team looks forward to working with Washington County to enact active transportation policies and design standards that advance climate justice and help bring greater prosperity to our communities. We hope that ODOT funds this proposal so that work on this important project can move forward.

Sincerely,

Nuhamin Eiden  
Interim Executive Director

1390 SE 122nd Ave | Portland, Oregon 97233 | (503) 287-4117  
[www.uniteoregon.org](http://www.uniteoregon.org)

Unite Oregon is a federally recognized 501(c)(3) nonprofit organization. Your contribution is fully tax-deductible to the extent allowed by the IRS. All donors will be provided a donation receipt.



**Westside  
Transportation  
Alliance**

July 31, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

Westside Transportation Alliance would like to voice its support for Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP). These updates stand to improve the implementation of complete street standards and policies by providing planning-level design guidance that stand to improve access to transportation options in the region. The goals outlined in this application would encourage the implementation of high-quality facilities for active transportation users such as separated bicycle lanes, wider sidewalks and improved crossings, better aligning the county's planned active transportation network with current community aspirations.

As an organization with a goal of reducing drive-alone trip rates in Washington County via the promotion of alternative transportation options, the current state of safety for active transportation users on much of the region's transportation infrastructure is a barrier to achieving our mission. As over 50 percent of all trips in our region are three miles or less, this plan will provide the blueprint for Washington County to deliver future capital projects that demonstrably improve the lives of those who cannot or choose not to drive— especially those in historically underserved areas and workforce housing that often do not have a vehicle available. Adopting street designs that reduce vehicle speeds and increase separation between modes will help decrease the risk and severity of traffic crashes, helping to lower the number of fatal and serious injuries. Westside Transportation Alliance is eager to continue its collaboration with Washington County to encourage the adoption of alternative transportation options, including active transportation, through policies and design standards that provide safe infrastructure, advance climate justice, and help bring greater prosperity to our communities.

We hope that ODOT and DLCD fund this proposal so that work on this important project can move forward.

Sincerely,

Jordan Del Valle Tonoian  
Program Coordinator  
Westside Transportation Alliance

12725 SW Millikan Way, Suite 300 | Beaverton, Oregon 97005 | (503) 489 - 8520

[www.wta-tma.org](http://www.wta-tma.org)

[f](#) [@](#) [/WTAOregon](#)

July 31, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

WashCo Bikes would like to voice its support for Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP). The project will support implementation of complete street standards and policies by providing planning-level design guidance that encourages more people with better transportation options to access local activity centers, transit, schools, jobs and other essential destinations. Washington County seeks to use its TSP to enable the implementation of higher-quality facilities, such as separated bicycle lanes, wider sidewalks and improved crossings, align its planned active transportation network with current community aspirations and provide greater certainty in the project design and development process. This effort will also help the County understand the lifecycle costs and resources required to ensure that these facilities are well-maintained and safe for travel.

As an organization with a substantial presence in Washington County, the issues of safer streets and equitable access are of tremendous importance to our membership. As 52 percent of all trips are three miles or less, this plan will provide the blueprint for Washington County to deliver future capital projects that demonstrably improve the lives of those in historically underserved areas and workforce housing that often do not have a vehicle available. Adopting street designs that reduce vehicle speeds and increase separation between modes will help decrease the risk and severity of traffic crashes, helping to lower the number of fatal and serious injuries. WashCo Bikes looks forward to working with Washington County to enact active transportation policies and design standards that advance climate justice and help bring greater prosperity to our communities.

We hope that ODOT and DLCD funds this proposal so that work on this important project can move forward.

Sincerely,  
Joe Kurmaskie  
Director  
WashCo Bikes, Reborn Bikes, FB4Kidz



## City of Tigard

July 31, 2024

Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

*RE: Washington County Application for Transportation and Growth Management (TGM) Grant Program*

Dear Mr. Bolen,

The City of Tigard would like to voice its support for Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP). The project will support implementation of complete street standards and policies by providing planning-level design guidance that encourages more people with better transportation options to access local activity centers, transit, schools, jobs, and other essential destinations. Washington County seeks to use its TSP to enable the implementation of higher-quality facilities, such as separated bicycle lanes, wider sidewalks and improved crossings, align its planned active transportation network with current community aspirations, and provide greater certainty in the project design and development process. This effort will also help the County understand the lifecycle costs and resources required to ensure that these facilities are well-maintained and safe for travel by all users.

The City of Tigard looks forward to working with Washington County on this effort and participating in the development of County standards for active transportation facilities that are safe, accessible, and that meet the needs of the community. This project aligns closely with the City's complete streets policy and the City's commitment to eliminate traffic deaths and serious injuries using a safe systems approach to prioritize transportation safety. Consistency in design will allow travelers to complete their journeys more seamlessly across jurisdiction boundaries with the use of higher-quality and connected pedestrian and bicycle facilities.

We hope that ODOT and DLCD funds this proposal so that work on this important project can move forward.

Sincerely,

Heidi Lueb  
Mayor – City of Tigard

July 31, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

Mr. Bolen,

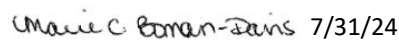
The Washington County Public Health Division (WCPH) would like to voice its support for Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP). As the County's climate planning lead, we see great value in opportunities like this that help Washington County identify and plan for ways we can continue to reduce emissions and improve health outcomes for our community.

The project will support implementation of complete street standards and policies by providing planning-level design guidance that encourages more people with better transportation options to access local activity centers, transit, schools, jobs and other essential destinations. Washington County seeks to use its TSP to enable the implementation of higher-quality facilities, such as separated bicycle lanes, wider sidewalks and improved crossings, align its planned active transportation network with current community aspirations and provide greater certainty in the project design and development process. This effort will also help the County understand the lifecycle costs and resources required to ensure that these facilities are well-maintained and safe for travel.

As a project partner, WCPH looks forward to participating in working meetings, reviewing policies, and providing subject matter expertise on health outcomes and impacts of improving pedestrian and bicycling facilities throughout Washington County. WCPH also looks forward to helping identify ways that transportation facilities can reduce tailpipe emissions and urban heat island effects in support of the County's climate planning efforts. In addition to improving air quality related health outcomes, adopting street designs that reduce vehicle speeds and increase separation between modes will help decrease the risk and severity of traffic crashes, helping to lower the number of fatal and serious injuries within Washington County.

We hope that ODOT and DLCD funds this proposal so that work on this important project can move forward.

Sincerely,

 7/31/24

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Marie Boman-Davis, PhD, MPH, MCHES  
Public Health Division Manager  
Local Public Health Administrator



PROTECTING YOUR  
RIGHT TO ROAM

July 31, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

Dear Glen,

Greetings from Oregon Walks! I hope this finds you well. I am writing to support Washington County's TGM application to update the Active Transportation modal elements of its Transportation System Plan (TSP).

It's my understanding that the grant will support implementation of complete street standards and policies. As you know, Washington County was largely developed around car-centric transportation that makes it very difficult to get around for people unable/unwilling to drive. In the coming years, it is our hope that Washington County can update their TSP to increase their investments in multi-modal and active transportation systems such as higher-quality pedestrian facilities (such as wider sidewalks and improved crossings) and separated bicycle lanes support a shift to a transportation system that serves all users. We hope this grant will help Washington County do the planning-level work that will ultimately support more people with non-car transportation options to local activity centers, transit, schools, jobs, and other essential destinations.

As an organization we have recently grown our presence in Washington County and we consistently hear about issues of unsafe streets and inequitable access. The majority of trips are three miles or less and this plan will provide the blueprint for Washington County to deliver future capital projects that demonstrably improve the lives of those in historically underserved areas that often do not have a vehicle available. Further, adopting street designs that reduce vehicle speeds and increase separation between modes will help decrease the risk and severity of traffic crashes and help to lower the number of fatal and serious injuries. Moreover, safe and accessible infrastructure should give people more transportation options, which would reduce VMT and emissions. We look forward to working with Washington County to enact active transportation policies and design standards that advance climate justice, transportation equity, and help bring greater prosperity to our communities.

We ask that ODOT and DLCD fund this proposal so that work on this important project can move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Zachary Lauritzen".

Zachary Lauritzen  
Executive Director, Oregon Walks





July 31, 2024

Mr. Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

The Tualatin Hills Parks & Recreation District (THPRD) supports Washington County's TGM application to update the Active Transportation elements of its Transportation System Plan (TSP). The project will support implementation of complete street standards and policies by providing planning-level design guidance that will support healthy and active lifestyles for THPRD patrons in alignment with the district's vision statement. Additionally, this guidance will facilitate the development of new facilities that better support active transportation, improving access to local activity centers, transit, schools, jobs and other essential destinations. THPRD supports Washington County as it seeks to use its TSP to further development of higher-quality active transportation facilities; such as separated bicycle lanes, wider sidewalks and improved crossings; improve alignment of its planned active transportation network with current community aspirations; provide greater certainty in the project design and development process; and, budget for the lifecycle costs required to ensure facilities are well-maintained and safe for users.

As one of the major trail providers in Washington County, THPRD looks forward to working with the County to solidify design standards for new trail and multi-use paths built within the right-of-way and develop maintenance expectations for separated on-street trail facilities, ensuring that they are open and available for users to complete their journeys.

We encourage ODOT and DLCD to fund this proposal so that work on this important project may move forward.

Sincerely,

A handwritten signature in blue ink that reads "Nicole Paulsen".

Nicole Paulsen  
Planning Supervisor

## RACIAL AND ETHNIC IMPACT STATEMENT

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

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons<sup>1</sup> 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:

---

<sup>1</sup> “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.