

2022 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2022 Application Packet](#) and [2022 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 28, 2022 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Primary applicant jurisdiction

City of Beaverton

Mailing address

12725 SW Millikan Way, OR, P.O. Box 4755, Beaverton, Oregon 97076

Website

<https://www.beavertonoregon.gov/gobeaverton>

Contact person name

Jessica Engelmann

Contact person title

Senior Planner, Transportation Planning Division

Contact phone

(503) 530-0768

Contact email

jengelmann@beavertonoregon.gov

Would you like to receive TGM news and updates?

I am already subscribed

Authorized representative name, if different from the applicant contact

Jenny Haruyama

Authorized representative title

City Manager

Phone
(503) 526-2372

Email
jharuyama@beavertonoregon.gov

List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?

Project name and location

Project title
Beaverton Transportation System Plan Update

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

Option 1: Project area map
Project Area Map
22_6522_TrnsGrowthMgmt_8x11.pdf

Option 2: Project area description
City of Beaverton with street network and regional 2040 centers depicted.

ODOT region (1-5)
Region 1

[ODOT Region Map](#)

Type of grant
Category 1: Transportation System Planning

Summary description of project
This project will update Beaverton’s Transportation System Plan, defining an equitable and climate-forward vision for transportation in Beaverton. It will align with Beaverton City Council’s goals and priorities, Metro’s Regional Transportation Plan, and the newly adopted state rules for Climate-Friendly and Equitable Communities. The current transportation system will be analyzed in relation to who it serves and the land use contexts it supports. Transportation-specific goals and outcomes will be crafted with community and linked to locally developed policies and performance standards. Ultimately, a plan and investment strategy will be created with community, to help people and goods get to where they need to go safely, reliably, conveniently, and enjoyably. In doing so, this plan will advance racial equity, reverse past injustices, reduce greenhouse gas emissions, grow the economy, and empower and uplift individuals, families, and neighborhoods in Beaverton.

Project cost table

TGM funds requested	Consultant \$300,000.00	Local reimbursement \$0.00	Total TGM funds requested \$300,000.00
Local match			Minimum Match (Calculated) \$40,909.09
Match to be provided	Labor, supplies and services during project \$500,000.00	Payment when Intergovernmental Agreement is signed \$500,000.00	

Certifications

Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions

Certifications checkbox

By checking this box, I certify that my organization listed above 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.

Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

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 and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Certification: Clear transportation relationship

By checking this box, I certify that the project meets this eligibility criterion.

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 equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

Certification: Adoption of products to meet project objectives

By checking this box, I certify that the project meets this eligibility criterion.

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 resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

Resolution 4804.pdf

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

Response instructions are on page 8 of the 2022 Application Instructions.

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

Since its inception in 1997, Beaverton's TSP has had only minor updates. The last one occurred in 2010. The current plan does not serve the needs of the community. City demographics have changed; community goals and priorities have shifted; technology has advanced; and generally, there is a deepened awareness of climate change and how investments in the transportation system, or lack thereof, affect peoples' lives. To meet the needs of tomorrow the city needs a complete overhaul to its TSP. This TSP update requires a paradigm shift to achieve the outcomes the community wants, in terms of process, product, and actions.

This project supports the following TGM objectives:

1. Provides Transportation Choices

This TSP will provide a blueprint for creating an interconnected system of transportation options where a person can easily and reliably choose from a variety of appealing travel options based on the type of trip they need to make. The plan will consider ways to help normalize modes of travel, outside of driving, for everyone, and create a multi-modal transportation system that supports the movement of people, goods, and services. It will emphasize the need for quality connections between modes and identify investments that strengthen these connections, such as addressing gaps in bicycle and pedestrian infrastructure to better connect transit stops and investing in quality bicycle parking at destinations.

The TSP will look to rebalance Beaverton's roadways, using the existing public right of way to advance community goals. It will evaluate the space provided to people driving, compared to space given to more vulnerable users, such as people walking, bicycling, or taking transit. The proportion of land allocated and money invested in each mode will be considered in relation to who the transportation system is serving and the travel behavior the city wants to encourage.

Close to 20 percent of Beaverton's land area is public right of way, land held in trust to the public that needs to work for everyone, no matter their age, race, gender, ability, or income level. This plan will analyze past transportation investments and look at Beaverton's historic and present-day demographics to identify the outcomes of those investments and who benefitted from them or was harmed by them. It will work to redress places where harm has been done by prioritizing transportation investments that provide affordable, safe, sustainable, and desirable travel options to people living and working in underserved and under-resourced communities. It also will be proactive in working to prevent displacement, recognizing that investments in better walking, cycling, and transit infrastructure can lead to displacement.

Beaverton's transportation system needs to be safe and feel safe to everyone. This plan will address the necessity of both, understanding they are both prerequisites to supporting people living a healthy and active lifestyle where movement is woven into people's daily activities and there are opportunities for social interaction and community building.

2. Create Communities

The TSP will evaluate how housing, employment centers, and essential destinations are connected by trails, sidewalks, bikeways, transit, and roadways recognizing that the transportation system is only useful if it provides people and businesses access, in a convenient and affordable way, to the places they need and want to go. Consistent with the newly adopted Transportation Planning Rule (TPR), the TSP will perform a detailed analysis of the pedestrian, bike, and transit infrastructure in each of the city's 2040 regional and town centers and within ½ mile of frequent transit. Likewise, it will consider ways to facilitate longer trips between centers by transit and bike.

The city is working on a Complete Streets Design Manual to develop a set of street design classifications based on the function the street serves within the transportation system and the land use context that surrounds it. The TSP will integrate the new street design classifications into it, allowing the public to have a conversation about the types of streets they'd like to see, where, and why.

3. Promote Environmental Stewardship

Although the 2010 TSP describes modest investments in transit, bicycle, and pedestrian infrastructure, it is not environmentally sustainable. This TSP will work to reduce car dependence, resulting in less greenhouse gas emissions, reduced air pollutants, and fewer negative health outcomes. It will also work to green the transportation system, to reduce stormwater runoff and heat islands, and create a healthier ecosystem that benefits both wildlife and humans. Finally, where motor transport is required, the TSP will look to electrify and decarbonize the transportation system while also considering ways to be more adaptive and resilient in case of natural disasters, such as by addressing the role the transportation system plays in evacuation and recovery.

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

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 10 of the 2022 Application Instructions.

Explain how your proposed project is timely and urgent

This project is timely. Understanding that a TSP update advances all of City Council's Goals and Priorities, Beaverton's City Council has made this update a priority and is ready to commit substantial resources to make it happen.

Likewise, this project is urgent. Road violence is trending up in the United States and the region. Beaverton very recently had multiple crashes that left people dead or seriously injured. We need a plan that works to prevent this. Climate change is upon us. We need a transportation system plan that will immediately and significantly begin reducing greenhouse gas emissions. Finally, our region is growing. More people will need to move around our city and the region. We need a plan that can support this growth in a socially, economically, and environmentally sustainable way.

Beaverton is a diverse community. According to the 2018 Coalition of Communities of Color Leading with Race report, 1 in 3 people in Central and East Beaverton and 1 in 2 people in West Beaverton/Aloha identify as a person of color. There is a large immigrant community, and many communities of color are bilingual. The updated TSP will be a transportation plan that is reflective and responsive to the diverse needs of the community.

Metro is currently undertaking a revision to the Regional Transportation Plan. It will be completed by November 2023 and will lead to an updated Regional Transportation Functional Plan and an updated regional mobility policy, both of which will have implications for Beaverton's TSP. By the time the city needs to address these plans and policies, we will have a solid understanding of how we will need to sync up with regional and state rules. Leading to that point, if there are questions about application of new rules or conformity, we will have both Metro and ODOT representatives on the Technical Advisory Committee, who can help navigate this in real-time. We look forward to an opportunity to lead by example and collaborate with our partners to forge a new path for what a transportation system plan can be.

The TSP update will also allow the city to reconcile its transportation plan with its recently adopted land use and policy plans, such as the 2018 Active Transportation Plan (funded through a TGM grant); Diversity, Equity, and Inclusion Plan (2019); Climate Action Plan (2019); Housing Options Project (2022); Downtown Design Project (2020); and South Cooper Mountain Plan (2014). Beaverton will complete its Housing Needs Analysis, Housing Production Strategy, Complete Streets Design Manual (CSDM), and Cooper Mountain Community Plan work by June 2023, all of which will be considered in this update.

Beaverton is ready to lead the state in demonstrating how to transform a transportation system and pattern of development that was built around the car into an environmentally, socially, and economically sustainable transportation system and pattern of development built around people. A transportation system where human dignity is central and people can safely, easily, and comfortably connect to the places, services, education, and jobs that are essential to leading stable and fulfilled lives. The city holds tremendous potential to remake itself into a climate friendly and equitable community and looks forward to being one of the first large cities to move forward with a major TSP update under the updated state Transportation Planning Rules.

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 11 of the 2022 Application Instructions.

Explain how your proposed project approach supports policy decision

A project of this magnitude will require many partnerships and resources to be successful. We envision the project spanning 30 months, with a six-month community engagement, visioning, and goal-setting process before the TGM contract.

The pre-TGM engagement work would be done with the assistance of a community engagement consultant, under direct contract with the city, who would be with the project for its entire duration and work cooperatively with the TGM consultant team as the project progresses. This will allow staff to build robust relationships with community volunteers, educate them on topics, and craft an engagement plan and TGM scope with the community. A TGM grant will allow the city to dedicate more resources to this far more robust, meaningful, and participatory community engagement process.

A primary component of the engagement strategy is to form of a group of “transportation ambassadors,” a group of 12 community members, intentionally selected from the community, representing an array of under-represented voices, who can reach back into the community, engage people, and by doing so, truly help co-create this plan.

We envision a collaborative work plan between the consultant team and city staff where both are involved with all tasks to a degree and roles are clearly defined in the project scope of work.

(C) = Consultant Lead Role

Project Management (Months 1-30)

- 1.1 PMT bi-weekly meetings, with consultants and key city staff.
- 1.2 Recruit and orient Transportation Ambassador team, Community Advisory Committee (CAC), and Technical Advisory Committee (TAC).

Community and Stakeholder Engagement (Months 1-30)

- 2.1 Engagement Plan (C)
- 2.2 Kick-off and mid-term meeting, jointly with TAC, CAC, ambassadors, and consultants (C)
- 2.3 8 additional ambassador meetings
- 2.4 5 additional CAC and TAC meetings

Policy and Planning Framework (Months 3-15) – Begin TGM Contract in Month 12

- 3.1 Summary of major state and regional legal, regulatory, and policy requirements and review of local plans and how they intersect with TSP.
- 3.2 Define, review, revise, and adopt vision, goals, policies and performance measures w/ ambassadors, CAC, TAC, and City Council.

Existing Conditions (Months 12-18)

- 4.1 Community profile – demographics, mode-split, commute patterns, and historic patterns of investment in transportation system. (C)
- 4.2 Underserved communities' analysis as defined by TPR.
- 4.3 Population-level health impact analysis (C)
- 4.4 Growth Trends and Projections for households and businesses (C)
- 4.5 Modal system inventorying as defined by TPR.
- 4.6 Identify key points of connection between modes in relation to essential destinations and supporting infrastructure like transit stop amenities, charging availability, and bike parking.
- 4.7 Usage: transit ridership by stop, cyclist, ped, and driver counts.
- 4.8 Police data: speeding, reckless driving.
- 4.9 Safety data: crash analysis by severity, type, demographic.
- 4.10 TDM and electrification: analysis of employer programs, use of other incentive programs, like EV rebates, and # of EV charging related building permits.
- 4.11 Systems Management and Operations: signal inventory, transit-priority treatments, parking, curb management, emergency routes (C)
- 4.12 Freight: truck routes, package delivery volumes, and parcel delivery locker locations. (C)

Needs, Gaps, and Opportunities (Months 17-22)

- 5.1 Multimodal connections
- 5.2 Essential Destinations
- 5.3 2040 Centers
- 5.4 Key intersections: conduct bike and ped analysis and auto traffic analysis in interchange management areas. (C)
- 5.5 Street classification using new design classifications.

Funding/Prioritize Projects (Months 19-26)

- 6.1 Identify projects through community outreach, ambassadors, CAC, and TAC.
- 6.2 With each project include costs for pre/post data evaluation, supportive programming, and iterative project funding/design/implementation, going from quick build to permanent infrastructure. (C)
- 6.3 Identify existing and potential new funding sources and create financially constrained and aspirational project lists. (C)

Plan Adoption (Months 26-30)

- 7.1 Draft implementing ordinances, findings, and present to Planning Commission and City Council for adoptions.

City Funded Engagement Contract

FY 22/23:	\$50,000
FY 23/24:	\$75,000
FY 24/25:	\$75,000
TOTAL:	\$200,000

City Funded Local Share for TGM

FY 22/23:	\$0
FY 23/24:	\$175,000
FY 24/25:	\$325,000

TOTAL: \$500,000

TGM Grant

FY 22/23: \$0

FY 23/24: \$175,000

FY 24/25: \$125,000

TOTAL: \$300,000

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 13 of the 2022 Application Instructions.

Upload letters of support from stakeholders here

Beaverton Committee on Aging_Beaverton TGM Support Letter.pdf

Human Rights Advisory Commission_Beaverton TGM Support Letter.pdf

Diversity Advisory Board_Beaverton TGM Support Letter.pdf

Beaverton Arts Commission_Beaverton TGM Support Letter.pdf

Bicycle Advisory Committee_Beaverton TGM Support Letter.pdf

Hiteon Elementary Green Team_Beaverton TGM Support Letter.pdf

Metro_Beaverton TGM Support Letter.pdf

THPRD_Beaverton TGM Support Letter.pdf

Washington County_Beaverton TGM Support Letter.pdf

TriMet_Beaverton TGM Support Letter.pdf

APANO_Beaverton TGM Support Letter.pdf

Beaverton Committee for Neighborhood Involvement_Beaverton TGM Support Letter.pdf

Climate Action Taskforce_Beaverton TGM Support Letter.pdf

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 14 of the 2022 Application Instructions.

Explain how proposed project sponsor is ready and capable

Jessica Engelmann will serve as project manager. She is a Senior Planner, in the Transportation Planning Division, within the Community Development Department and currently serves as project manager for the city's Complete Streets Design Manual. She has project management experience from her time at TriMet, where she managed the agency's first Pedestrian Network Analysis plan, and as a consultant for Cambridge Systematics. Jessica was hired by Beaverton in late 2021 with the intention of having a staff person whose primary role is to manage the TSP update.

Jean Senechal Biggs will advise and oversee the TSP update in her role as project sponsor. Jean leads Beaverton's Transportation Planning Division and will assist with coordination and collaboration with city staff, including Public Works, partner agencies, and the Beaverton City Council. Jean is an experienced project manager and has spent her 25-year career facilitating public decision-making processes and creating plans, policies and projects that support walking, cycling, and transit.

The city hopes to blaze new trails with this TSP update, with community engagement, analysis, and project identification. To do this, it will use a combination of in-house talent and consultants. Consultants will primarily be used to support community engagement activities, perform traffic modeling and some systems analysis, and conduct financial forecasting. The city's well-resourced and talented GIS team will assist with spatial analysis, and the city's planning staff will conduct background analysis and write the narrative. This will allow the city to be more iterative and responsive in its process.

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

TGM File Code	Project Title	Status
1A-15	City of Beaverton Active Transportation Plan	Complete

Required forms

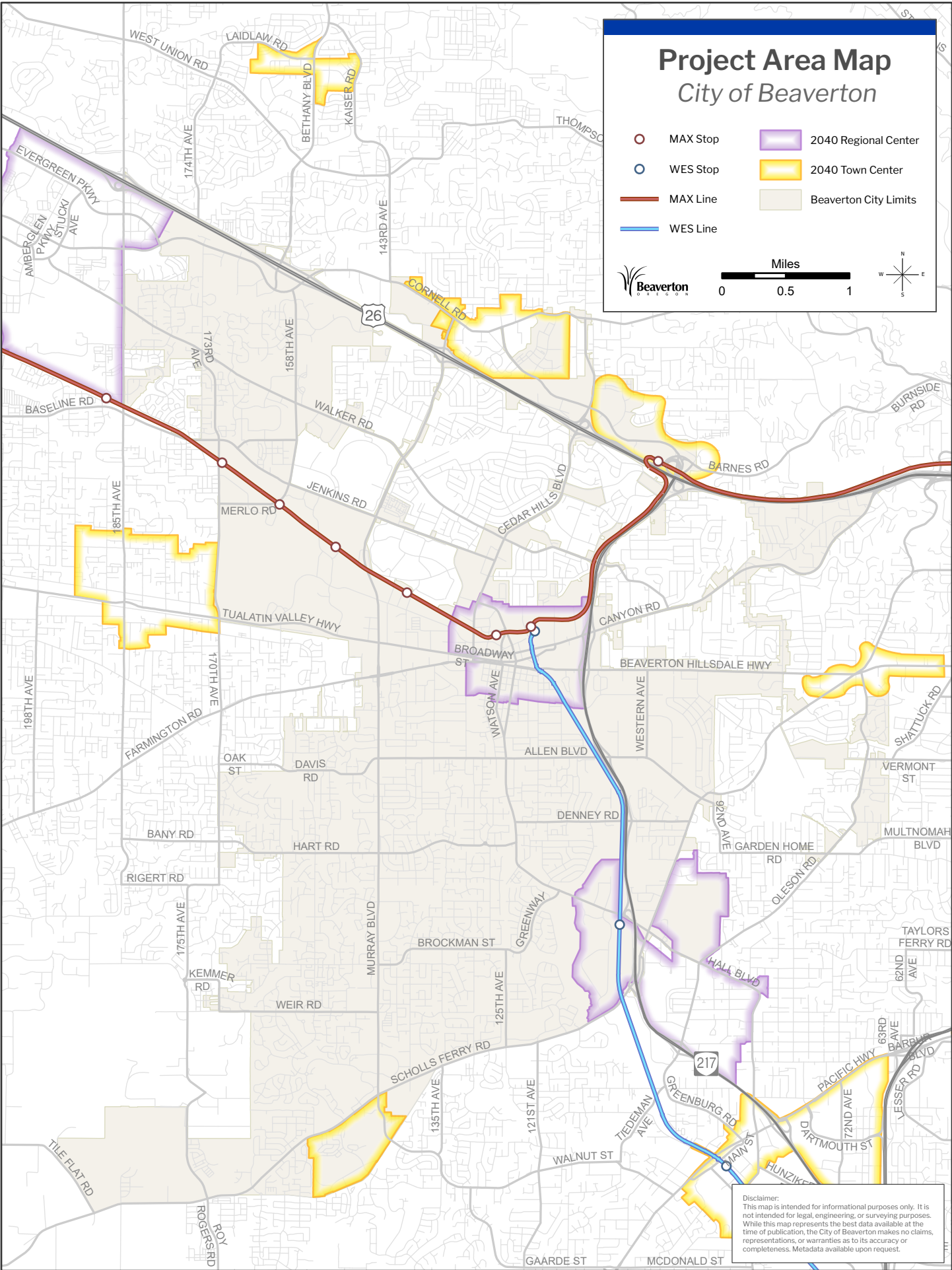
Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement_Beaverton TGM
TSP 2022.pdf

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

Today's date
7/27/2022

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

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



RESOLUTION NO. 4804

**A RESOLUTION TO AUTHORIZE THE CITY MANAGER TO SUBMIT A
TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM GRANT
APPLICATION TO THE STATE OF OREGON FOR \$300,000 TO SUPPORT THE
CITY OF BEAVERTON TRANSPORTATION SYSTEM PLAN UPDATE**

WHEREAS, Beaverton developed its original Transportation System Plan (TSP) in 1997 and it was last updated in 2010; and

WHEREAS, the TSP guides transportation policy and investments needed to accommodate 20 years of population and employment growth in the city and support development of housing, jobs, and services in Beaverton, particularly in the city's regional 2040 Centers; and

WHEREAS, Beaverton is striving to become increasingly welcoming, inclusive, representative, and responsive to historically underrepresented and underserved communities, particularly communities of color, immigrants, and refugees; and

WHEREAS, a welcoming transportation system is one that ensures peoples' humanity and dignity are at the core of any transportation strategy or investment and that the system is accessible, safe, and respectful of all who use it; and

WHEREAS, one-third of greenhouse gas emissions come from transportation in Beaverton and the TSP must reduce Greenhouse Gas emissions by reducing vehicle miles travelled to meet state and regional GHG reduction targets and to reach Beaverton's goal of being carbon neutral by 2050; and

WHEREAS, like so many cities, Beaverton has developed in a way that has made people dependent on motor vehicles to get to where they need to go and this is incompatible with the city's desire to be carbon neutral by 2050 and provide people of all ages, incomes, and ability with safe, affordable, comfortable, and reliable travel options; and

WHEREAS, Beaverton is ready to lead in demonstrating how to transform a transportation system and pattern of development that was built around the motor vehicle into an environmentally and socially sustainable transportation system and pattern of development that is built around people, where human dignity is central and people can safely, easily, and comfortably connect to the places, services, education, and jobs that are essential to leading stable, dignified, and fulfilled lives; and

WHEREAS, the TSP must be consistent with the updated Transportation Planning Rule, adopted through the Climate Friendly Equitable Communities Rulemaking process and Metro's Regional Transportation Plan (RTP); and

WHEREAS, A project of this magnitude will require many partnerships and resources to be successful and the city desires to have a robust community engagement process to co-create this plan and build relationships with community that can continue past completion of the plan and into the future; and

WHEREAS, the Oregon Transportation and Growth Management Program (TGM) provides grants to support local transportation system planning efforts; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BEAVERTON, OREGON:

Section 1. The City Council hereby authorizes the City Manager to submit a 2022 Oregon Transportation and Growth Management Program grant application for the total amount of \$300,000 and states its intent to commit staff resources and funding to support the Transportation System Plan Update.

Section 2. This Resolution shall take effect immediately upon adoption.

Adopted by the Council this 19th day of July, 2022


Signed by the Mayor this 20th day of July, 2022

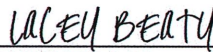
Ayes: 5

Nays: 0

ATTESTED:

APPROVED:


CATHERINE JANSEN, City Recorder


LACEY BEATY, Mayor

July 12, 2022

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

Dear Mr. Bolen:

Beaverton's Committee on Aging supports an update to the city's 20-year Transportation System Plan (TSP). The update is very much needed, as our current plan is 12 years old. Now is the time for the city to reflect on how Beaverton's current transportation system is working, or not working, and better align the plan with the community's goals and priorities for the future.

The Beaverton Committee on Aging (BCOA) was created to discover and examine the issues and concerns of the aging population in the City of Beaverton and offer representation and education regarding these issues. Formerly known as the Senior Citizens Advisory Committee, we have been active for 27 years. The goal of the committee is to provide a forum within city government for seniors. We accomplish our work through workshops and participating with city officials to address the concerns of seniors.

As people age, having safe and enjoyable transportation options, outside of driving a car, like being able to walk or bicycle to a store or take a bus to see friends, becomes increasingly important. These less car-dependent types of travel options often allow seniors to stay active and live healthy, independent, and socially connected lives. Unfortunately, the way our transportation system is designed today, it does not make it easy for people unable, or not wanting, to drive to get to where they need to go. Furthermore, older adults are often more vulnerable than their younger counterparts, particularly when it comes to the risk of serious injury or death related to driving. As the American Association of Automobiles notes, "seniors are more likely to be injured or killed in a crash due to age-related fragility."

Seniors, like most people, are diverse in their travel needs and preferences. The transportation system needs to be reimagined holistically, in an age-friendly way, where inclusion and travel options for people of all ages are centered and car dependency is reduced. Ultimately, we want a transportation future where streets are designed for young and old alike, allowing older adults to remain part of the public sphere and allowing everyone, including seniors, to lead healthy, dignified, and meaningful lives. As the advisory body tasked with ensuring seniors have a voice, we would like to continue to play a part in reimagining Beaverton's transportation system and we urge you to please help fund this project.

Sincerely,

Beaverton Committee on Aging
Approved July 12, 2022

July 20, 2022

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

Dear Mr. Bolen:

Beaverton's Human Rights Advisory Commission (HRAC) supports the City's Transportation Growth Management application to update Beaverton's 20-year Transportation System Plan (TSP). We are a growing and evolving city that prides itself on being welcoming and inclusive to all. A major update to the city's long-range, Transportation System Plan will help the city achieve a more equitable and just future.

HRAC promotes the integration of human rights values and principles throughout the Beaverton community. The Commission acts in an advisory capacity and its duties include advising the City on strategies that strengthen human rights values and principles. As our city continues to grow and change, we play a critical role in ensuring the human rights of all people are acknowledged and respected.

Transportation affects everyone. A person's ability to get to where they need to go safely, without fear, and in a dignified manner is a human right. Nearly 20 percent of Beaverton's land area is public right-of-way, held in trust to the public. Our streets are public spaces, and as such they need to work for everyone in our community, both as a space that can be used to help a person get from one place to another, but also as place where people can gather, play, meet one another, and exercise their freedom of expression.

We understand equity considerations will play a central role in the development of this plan. The city is committed to changing policies and practices that intentionally or unintentionally result in unjust outcomes for any part of our community. We particularly appreciate the transportation ambassador element of this proposal, as it will provide a voice to traditionally underrepresented groups. Recognizing and learning from the intersectionality of people's lived experiences is integral to creating a system that works for all. We support the city's desire to do this in an intentional and meaningful way. We hope this grant can help facilitate a new approach to engaging community.

We look forward to this project and support the city in ensuring that people's humanity is at the core of any transportation strategy or investment. The transportation system needs to be accessible, safe, and respectful of all who use it. As the committee that is tasked with promoting and integrating human rights values and principles into the city's work, we urge you to please fund this project.

Sincerely,

Joy Stevens

HRAC Chair

June 13, 2022

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

Dear Mr. Bolen:

The City of Beaverton's Diversity Advisory Board (DAB) supports the city's Transportation Growth Management application to update Beaverton's 20-year Transportation System Plan (TSP). The TSP update is long overdue, as the demographics, goals, priorities, and vision for the city have shifted significantly since it was last updated in 2010. We are a growing and evolving city that prides itself on being welcoming to all and growing in an equitable and sustainable manner. A major update to our TSP will significantly help us achieve this.

Beaverton's Diversity Advisory Board was formed to advise the city on community outreach strategies and to strengthen relationships among diverse community groups, including historically underrepresented communities, specifically communities of color, immigrants, and refugees. We help maintain, monitor, and implement the city's Diversity, Equity, and Inclusion Plan, and we advise on public information and materials to ensure they are culturally responsive and presented in understandable formats. The DAB plays an important role in making sure the city's diversity, equity, and inclusion strategies are understood, meaningful, and integrated into everything the city does.

In 2010, when the current TSP was adopted, the only means for the community participation was through the city's traffic commission and a few public open houses. This update holds the potential to involve the community substantially more. As it is a major update, we are excited about the opportunity to completely reimagine the transportation system, *with* community, considering who the system is working for, or not, and how transportation policies, programs, and investments can help advance larger goals, like creating a diverse, equitable, and inclusive community.

Community engagement practices are evolving. We support the formation of a Community Advisory Committee and a Transportation Ambassador team, a group of 12 community members, intentionally selected to represent a wide array of diverse, lived experiences, and who will help engage the broader community in this process. We believe this is an excellent model to follow and this grant will allow the project to be innovative in this way.

Participatory processes that intentionally engage often overlooked communities are key to making any plan a success. We look forward to being part of the process to co-create a plan that reflects the diverse needs of our community. As the advisory body tasked with helping residents from historically underrepresented communities participate in city processes, we urge you to please fund this project.

Sincerely,

Diversity Advisory Board
Approved June 13, 2022



July 13, 2022

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

Dear Mr. Bolen:

The Beaverton Arts Commission (BAC) supports an update to the city's 20-year Transportation System Plan (TSP). We are a growing and diverse community, and the transportation system must be designed to be reflective of this. Streets are public spaces. People must feel welcomed, included, and ideally enjoy using them. We believe a major update to the city's long-range, Transportation System Plan presents an opportunity to create a more equitable and climate friendly future for Beaverton, while also creating spaces where all can thrive, feel safe, explore and be replenished while getting to where they need to go.

The Beaverton Arts Commission was established to advocate for arts and culture in Beaverton. We promote and strengthen participation and awareness by bringing people together to experience arts and culture, and our work is intentionally structured to amplify diverse voices and align with the city's Diversity, Equity, and Inclusion Plan. We support arts in the community by advising and administering community grants and bringing art to public places, including public right-of-way.

Beaverton's transportation infrastructure is integral to our community's built and social fabric. How it is designed plays a role in how people interact with one another, or don't, as they move around the city, and how they feel as they share space with one another. The way a street is designed communicates to people whether they are welcome and safe and what the community values. As this plan moves forward, we hope it incorporates and embraces the power of human-centered, inclusive, and culturally relevant design to create public spaces that communicate and perpetuate these values.

Art is a wonderful way to bring people together and facilitate participation in community life. Because transportation affects everyone and streets are public spaces, we think there is opportunity to weave our perspective into the conversation about what the transportation system looks like and how it functions. Nearly 20 percent of Beaverton's land area is public right-of-way, held in trust to the public. Our streets are public spaces, and as such they need to work for everyone in our community, both as a space that can be used to help a person get from one place to another, but also as a place where people can gather, play, meet one another, and share positive, culturally diverse experiences.

We look forward to this project and support the city in ensuring that our streets are places where people want to be. The transportation system needs to be accessible, safe, reflective, and respectful of all who use it. As the committee that is tasked with helping create public spaces, public art policies and events that strengthen cultural awareness and bring people together, we urge you to please fund this project.

Sincerely,

R. Ryan Hendricks
R. Ryan Hendricks (Jul 14, 2022 14:17 PDT)

Ryan Hendricks, Co-Chair

Lynn F. Anderson
Lynn F. Anderson (Jul 14, 2022 14:32 PDT)

Lynn Frances Anderson, Co-Chair

Beaverton Arts Commission









BAC_TGM_Grant Support Letter Signed

Final Audit Report

2022-07-14

Created:	2022-07-14
By:	Laura Becker (lbecker@beavertonoregon.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAATgeggGT1jeb3NTwa72MYBpt7pgN29Poj

"BAC_TGM_Grant Support Letter Signed" History

-  Document created by Laura Becker (lbecker@beavertonoregon.gov)
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2022-07-14 - 5:49:07 PM GMT- IP address: 66.249.84.85
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Bicycle Advisory Committee

Amanda Koppel, Chair

June 9, 2022

*Michael Hashizume,
Vice Chair*

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

*Nathanael May,
Recorder*

Corey Arballo

Re: Beaverton TSP Update

Annee Ashton

Corbet Clark

Dear Mr. Bolen:

Corey McManus

Mike Mulligan

Ananda Vardhana

John Vogler

Chuan Xu

The City of Beaverton's Bicycle Advisory Committee (BAC) supports the city's Transportation Growth Management application to update its 20-year Transportation System Plan (TSP). The TSP update is long overdue, as the demographics, goals, priorities, and vision for the city have shifted significantly since it was last updated in 2010. We are a growing and evolving city that prides itself on being welcoming to all and growing sustainably. A major update to our TSP will significantly help us achieve our collective vision for the future.

The Beaverton Bicycle Advisory Committee (BAC) is an eleven-member committee tasked with the promotion, education, and safety of bicycling and related modes of active transportation in and around the City of Beaverton. We provide City Council and city staff with the perspective of people who bicycle and take other modes of active transportation, providing input on infrastructure needs and investment priorities. We are eager for a transportation plan that prioritizes the safety and comfort of people walking, rolling, bicycling, and taking transit to where they need to go.

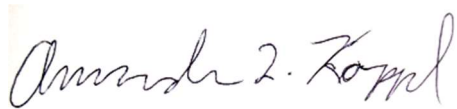
The current design of our streets, built in a car-first era, do not provide the necessary safety or feeling of security that people desire and need to regularly ride bicycles, walk, or take other forms of active transportation. High auto-volumes and motor vehicle speeds, missing or unprotected bicycle lanes and sidewalks, and intersections prioritized for people driving, can give people traveling outside of a vehicle pause, often leaving them dependent on a car or in an unsafe and undesirable situation. We place a high value on having a thriving and vibrant city, and we would like it to be accessible to everyone, not just people who have the means and are able to drive.

Addressing climate change has become a more urgent priority for both the City of Beaverton and State of Oregon since Beaverton's last TSP update in 2010. Transportation comprises about 40% of greenhouse gas emissions in Oregon, and a revised TSP would allow Beaverton to transform its carbon-intensive transportation system to better support more climate-friendly transit and active transportation alternatives.

Now is the time to plan and invest in needed pedestrian and bicycle infrastructure to support the people living, working, and visiting Beaverton, giving people a multitude of travel options to get to where they need to go and support their health and wellness. We welcome investments to rebalance our streets by widening sidewalks, providing streetscaping that creates desirable public spaces to socialize, creating low-stress bicycle facilities where people, young and old alike, can be protected from auto traffic, and intersection treatments that make it safe and more comfortable to walk and bicycle.

We must create a multi-modal transportation system, where our most vulnerable community members are respected and cared for and can move around with ease and comfort as they grow up or get older. Bolstering our active transportation system will help do this. This effort is both timely and important to our community. As the committee tasked with representing the needs of people using active modes of travel, we respectfully urge you to please help fund this project.

Sincerely,



Amanda Koppel, BAC Chair



Michael Hashizume, BAC Vice-Chair

cc: Councilor Laura Mitchell, BAC Council Liaison
Jenny Haruyama, City Manager
Cheryl Twete, Community Development Director
Jessica Engelmann, Senior Planner

June 17, 2022

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

Dear Mr. Bolen:

We are a group of 4th and 5th grade students at Hiteon Elementary School, located in Southwest Beaverton, called the Green Team. We study and discuss sustainability issues that affect people in our school, in our city, and globally. Climate change is a topic that we regularly think about, and we want to do something to help stop it.

One of the things that can be done is to design and build a more sustainable transportation system. Transportation is the biggest contributor to climate change in the city. The way our streets and communities are built now make our families dependent on driving cars, the least sustainable way to move around. We would like the city to create a more sustainable transportation system, where we can regularly feel safe riding our bikes, walking to see friends, and taking buses and trains to get to where we need to go.

We hope this new Beaverton Transportation System Plan starts to make this possible. We need to reduce our impact on the planet, and we hope this project will do this. Please help fund it. Thank you.

Sincerely,

Hiteon Elementary School Green Team

Thank you for doing this!
-Violette.S.

Hazel H.

Let's save our
Earth.

-Will

Delilah T-C

Quinn F.

Elonor.P

Katie P.
This is
good for
the
earth.

Juliana S.

Thank you
for helping
our earth.

Aurora T.C

-Sophie.C

Emmie.M.

Ariana K.

Isla H.

Luke.F

Vivian.B

theo.E

Aaron.S

wubrey

Jack.R



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

July 15, 2022

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

Dear Mr. Bolen:

Metro is pleased to support the City of Beaverton's Transportation and Growth Management Program (TGM) grant application to update the City's Transportation System Plan (TSP). This project will establish a new vision for transportation in the city as well as prioritize investments in ways that align with regional plans, policies, and strategies, including the soon to be updated 2023 Regional Transportation Plan and Climate Smart Strategy.

A new vision for Beaverton's transportation system that reflects the needs and values of the community is essential for the future prosperity of Beaverton and helps to improve the day-today quality of life for all its residents.

Beaverton's TSP update is timely. The city is poised to advance the four priorities of the Regional Transportation Plan: climate, equity, safety, and mobility, understanding there may be more priorities added as the 2023 RTP update progresses. Furthermore, Beaverton will be one of the first large cities in the Portland metro region to update its TSP to conform with the new Transportation Planning Rules, put forth through the Climate Friendly Equitable Communities rulemaking effort. The result will be a TSP that helps to implement regional and state climate strategies and meet regional and state climate goals in an equitable manner.

On a local level, this TSP update further defines the City's 2019 Climate Action Plan and integrates the 2018 Active Transportation Plan into it. The City's approach to equity-focused planning will bring together community, policy, and data. The planning process will ensure historically underserved residents have a strong presence and voice at the table and can co-create the plan with others to realize equitable outcomes.

Metro fully supports Beaverton's application for a TGM grant to update their TSP. We look forward to working with City staff and other project partners on this important effort.

Sincerely,

A handwritten signature in blue ink, appearing to read "Margi Bradway".

Margi Bradway, Deputy Director
Planning, Development and Research



July 14, 2022

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

Dear Mr. Bolen:

On behalf of the Tualatin Hills Park & Recreation District (THPRD), I want to express our support for the City of Beaverton's Transportation and Growth Management Program (TGM) grant application for an update to the City's Transportation System Plan (TSP).

A new vision for Beaverton's transportation system that reflects the needs and values of the community is essential for the future prosperity of Beaverton and helps to improve the day-to-day quality of life for its residents.

This project will make needed changes as a result of other community planning efforts; explore and advance policies related to emerging topics of community interest, such as climate change, safety for all modes of transportation, and new mobility; and ensure equitable outcomes for historically underserved residents. This project will allow the City to meet important regional and state transportation and land use goals and help implement the region's transportation and land use policies.

THPRD supports Beaverton's application for a TGM grant to update their TSP, and we look forward to working with City staff and other project partners on this important effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Doug Menke". The signature is fluid and cursive, with a large loop at the end.

Doug Menke
General Manager

July 12, 2022

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

Dear Mr. Bolen:

I am writing in support of the City of Beaverton's Transportation Growth Management (TGM) application. TriMet supports the city in updating its Transportation System Plan. The region has invested heavily in transit infrastructure in Beaverton and TriMet continues to operate a significant amount of transit service in the city. Beaverton Transit Center sees the second highest ridership numbers in the Portland metro region. We look forward to working with the city to make the most out of these investments and to add transit service where it strategically makes sense and when resources allow.

It is our understanding that Beaverton aims to reduce peoples' dependence on cars and to rebalance its streets to be safer and more inviting to people walking, biking, and taking public transportation. We welcome this and look forward to being a partner in this work. Simultaneously, the city is developing its downtown in a mixed-use, dense, transit-supportive manner and intends to do the same in its other 2040 regional and town centers. A robust transit system will be needed to support travel between these centers and to regional destinations outside of the city. TriMet looks forward to working with the city to include transit priority projects in the TSP, which will allow our buses to operate efficiently and reliably.

Within this TSP update, it will also be imperative to ensure the needs of those who cannot drive or do not want to drive are met. This means making sure people have safe and easy access to transit stops. Transit riders are pedestrians first and last. A safe pedestrian and bicycle network is a key element to building and sustaining transit ridership. Wide sidewalks, protected bike facilities, and intersection treatments that make it safer and more comfortable to cross the street are important, particularly for seniors and people with disabilities who rely on our service to meet their daily travel needs. We hope an updated TSP will place a priority on these types of last mile investments.

We look forward to working with the City of Beaverton to transform itself into a more equitable and climate friendly city through this Transportation System Plan update. It will take a suite of investments and partnerships to transform the city's transportation system. We look forward to being a partner in this work. I respectfully urge you to fund this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Mills".

Tom Mills
Director, Mobility Planning & Policy



WASHINGTON COUNTY OREGON

July 14, 2022

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

Dear Mr. Bolen:

I am writing in support of Beaverton's application for a Transportation Growth Management grant to update their Transportation System Plan (TSP). The city has seen significant changes in demographics, travel patterns and needs since the plan was last updated 12 years ago. This update will reflect Beaverton's evolving community needs and help the city achieve its desired outcomes.

Washington County and the City of Beaverton share a complex geography of unincorporated urban areas and the city limits. Community members go back and forth between the two and may not realize when they are in or outside of the city. Additionally, many roadways within the city limits are under Washington County's jurisdiction. We work closely together to improve our shared transportation system and achieve our shared goals for better travel options for people who live work and play in the city, particularly for communities who have been historically underserved.

County staff is committed to working with the City of Beaverton on their Transportation System Plan update and participating on the project's Technical Advisory Committee.

Sincerely,

Stephen Roberts

July 20, 2022

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

Dear Mr. Bolen:

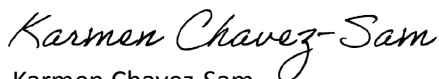
The Asian Pacific American Network of Oregon (APANO) supports the City of Beaverton's Transportation Growth Management (TGM) application to update Beaverton's 20-year Transportation System Plan (TSP). The TSP update is long overdue, as the demographics, goals, priorities, and vision for the city have shifted significantly since it was last updated in 2010. Equity, climate change, and safety are at the forefront of transportation planning and policy in our region, and we are pleased to learn that Beaverton is ready to advance these priorities through this work.

APANO unites Asians and Pacific Islanders to build power, develop leaders, and advance equity through organizing, advocacy, community development, and cultural work. Through civic engagement work, APANO ensures that our community has a voice in the policies and decisions that affect their lives. In recent years, we've expanded our services to Beaverton and Washington County, with efforts around affordable housing, equitable development, pandemic response, and developing leaders. We are active participants in the SW Corridor Equity Coalition, the TV Highway Equitable Development Strategy and Transit Project Steering Committee, and the Westside Multimodal Study Steering Committee. Our experience includes working directly with the City of Beaverton as part of the consultant team on their Downtown Equity Strategy, an initiative to guide public investments in downtown Beaverton with a focus on racial equity.

In 2010, when the current TSP was adopted, the only means for the community participation was through the city's traffic commission and a few public open houses. This update holds the potential to involve the community substantially more. As it is a major update, we are excited about the opportunity to completely reimagine the transportation system, *with* community, considering who the system is working for, or not, and how transportation policies, programs, and investments can help advance larger goals, like creating a diverse, equitable, and inclusive community.

Participatory processes that intentionally engage often overlooked communities are key to making any plan a success. APANO looks forward to seeing this work advance and being part of the process to co-create a plan that reflects the diverse needs of our community. We urge you to please fund this project.

Sincerely,

A handwritten signature in black ink that reads "Karmen Chavez-Sam". The signature is fluid and cursive, with the first name "Karmen" being more prominent.

Karmen Chavez-Sam
Community Development Manager

June 27, 2022

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

Dear Mr. Bolen:

The City of Beaverton's Committee for Community Involvement (BCCI) supports the City's Transportation Growth Management application to update Beaverton's 20-year Transportation System Plan (TSP). The TSP update is long overdue, as the demographics, goals, priorities, and vision for the city have shifted significantly since it was last updated in 2010. We are a growing and evolving city that prides itself on being welcoming to all and growing sustainably. A major update to our TSP will significantly help us achieve our collective vision for the future.

BCCI was formed to give community members' a voice in land use decisions, but our committee does much more than just this. BCCI exists to assist the city in developing, implementing, and evaluating a broad community involvement program. It ensures people, including from communities of color and other traditionally disenfranchised communities, are involved in all phases of the City's land use planning and civic decision-making processes. As our city continues to grow and change, we play a vital role in making sure all people in the city understand city processes and have a voice.

Community engagement practices have evolved since the 2010 TSP. In 2010, the only means for the community to be involved with developing the TSP was through the traffic commission and few open houses. This plan update holds the potential to involve the community substantially more. As it is a major update, it will allow the community to completely rethink transportation goals and reimagine what Beaverton's transportation could look like, co-creating a plan that reflects the diverse needs of the community.

City staff wants to take community engagement to the next level with this plan, forming a Community Advisory Committee and a Transportation Ambassador team. The Transportation Ambassador team is a new concept, modeled off the work Tualatin Hills Park and Recreation (THPRD) did for their Vision Action Plan in 2020. It would be a group of 12 community members, intentionally selected to represent a broad array of lived experiences, who will serve as ambassadors into the community, helping shape and implement a far-reaching public engagement process. We believe this is an excellent model to follow and this grant will allow the project to be innovative in this way.

We understand that transportation and land use is inextricably linked, and community involvement is key to making any plan a success. As the committee that is tasked with helping the community understand and get involved with land use decisions, we urge you to please fund this project.

Sincerely,

Beaverton Committee for Community Involvement
Approved June 27, 2022

July 18, 2022

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

Dear Mr. Bolen:

Beaverton's Climate Action Task Force supports updating the city's 20-year Transportation System Plan (TSP). The update is imperative, as the TSP was last updated in 2010 and the climate crisis is well upon us. A major update to our TSP, centered around reducing greenhouse gas emissions and advancing racial equity, will significantly help us achieve our community goals.

In 2019 Beaverton adopted a Climate Action Plan. It presents a framework for action to reduce emissions from our community and to safeguard Beaverton from the effects of climate change. Following on the heels of this initiative, in 2021, the city established the Climate Action Task Force (CATF). The CATF assists the city in devising climate action strategies and ensuring climate considerations factor into decision-making. Likewise, the CATF helps the city communicate its climate message to the community and ensures the perspectives of community members are offered, heard, and considered. The taskforce strives to use a racial equity lens to conduct its work, helping ensure policies counteract racism, include people of color in the decision-making process, and ensure environmental justice.

Nearly one-third of greenhouse gas emissions in Beaverton are from transportation. To achieve the city's goal of a 100% reduction in emissions by 2050 (from a 2013 baseline) it will require nothing less than a transformation of the transportation system. This is an "all-hands-on-deck" type of moment. For transportation, this means we must reduce our dependence on cars to get where we need to go, reshaping our infrastructure and the way we develop, so that one can safely and enjoyably walk, bike, and/or take public transit to travel. Simultaneously, we must also electrify everything that moves, for example bikes, scooters, cars, buses, and trucks, and ensure that the energy used to power these devices is coming from clean energy.

We believe an update to Beaverton's Transportation System Plan is a step forward to where we need to be and presents an excellent opportunity to rethink and ultimately reshape the future of transportation in Beaverton. Furthermore, we believe this future can be bright and can help our community achieve so much more than just its climate goals. If done well, the things that are good for the climate can also lead to more equitable outcomes and be good for our bodies, minds, and pocketbooks. We look forward to working with staff and community to bring about a new, climate-forward, equitable transportation future in Beaverton. As the advisory body tasked with ensuring climate considerations are woven into everything the city does and bringing community along in the process, we urge you to please fund this project.

Sincerely,

Beaverton Climate Action Task Force
Approved July 18, 2022

RACIAL AND ETHNIC IMPACT STATEMENT

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

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

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

Indicate all that apply:

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

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

Indicate all that apply:

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

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

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

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

Dated:

Printed Name:

Title:

Agency Name:

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