

# 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)***

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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.

### Primary applicant jurisdiction

Marion County

### Mailing address

5155 Silverton Road NE, Salem, Oregon 97305

### Website

<https://www.co.marion.or.us>

### Contact person name

Janelle Shanahan

### Contact person title

Transportation Planner

### Contact phone

(503) 566-4147

### Contact email

[jshanahan@co.marion.or.us](mailto:jshanahan@co.marion.or.us)

### Would you like to receive TGM news and updates?

I am already subscribed

### Authorized representative name, if different from the applicant contact

Jan Fritz

### Authorized representative title

Chief Administrative Officer

**Phone**  
(503) 588-5212

**Email**  
JFRITZ@co.marion.or.us

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## List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?

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## Project name and location

### Project title

Marion County Rural Transportation System Plan

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

### Option 1: Project area map

Functional\_Rural MAP.pdf

### Option 2: Project area description

Marion County, Oregon. Located in the Willamette Valley in Region 2 of ODOT.

### ODOT region (1-5)

Region 2

[ODOT Region Map](#)

### Type of grant

Category 1: Transportation System Planning

### Summary description of project

Marion County adopted its existing Transportation System Plan (TSP) in 2005. Many changes have occurred since 2005 that necessitate this TSP update, such as increasing population, continued economic development, and awareness of the transportation disadvantaged population. In addition, local, regional, and statewide transportation system goals have changed significantly, with increasing importance placed on multimodal travel and the need for safer roadways. Marion County intends to complete a full TSP revision that complies with the anticipated changes to the Transportation Planning Rule (TPR), due to be adopted in July 2022. This proposed TSP update will provide a project priority list based on the current and future safety, capacity, mobility, and accessibility deficiencies of the transportation system and the County's vision for the future.

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## Project cost table

<b>TGM funds</b>	<b>Consultant</b> \$285,000.00	<b>Local reimbursement</b>	<b>Total TGM funds requested</b>
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<b>requested</b>		\$285,000.00
<b>Local match</b>		<b>Minimum Match (Calculated)</b> \$38,863.64
<b>Match to be provided</b>	<b>Labor, supplies and services during project</b> \$38,863.64	<b>Payment when Intergovernmental Agreement is signed</b>

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## Certifications

### Certifications

This application was prepared by the following COMPENSATED consultant (indicate below):

#### Consultant name (first and last)

Lacy Brown

#### Consultant company

DKS Associates

### 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.

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## 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:**

TSP Grant-BOC Letter.pdf

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## Award criteria

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

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

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

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

TGM Objectives Achieved:

1: Provide transportation choices

The existing TSP does not adequately consider non-vehicular travel. In fact, the County's Bike and Pedestrian Plan within the TSP was developed in 1998, rendering it obsolete for today's multimodal travel best practices. Regarding public transit, Cherriots, a transportation service operating in Marion County, recently expanded its route system to serve more of the County for longer hours. However, public transportation is less effective without proper bike and pedestrian infrastructure connecting to transit routes.

Our proposed Rural TSP includes a comprehensive bicycle and pedestrian component that includes walking facilities, biking facilities, and public transit to provide safe, cost-effective connections and ensure equity for those who cannot or choose not to drive. The County commits to identifying impacts to underserved communities by evaluating transportation access and affordability. The County will also

employ multiple strategies to engage these communities in the planning process. Offering mobility choices for those with limited options is essential and will be addressed in every chapter of the TSP revision.

#### 2: Create communities composed of vibrant neighborhoods

Even while focusing on rural areas outside of established urban growth boundaries (UGBs), the proposed Rural TSP can facilitate multimodal connections to and through towns and neighborhoods. Important activity centers, such as schools and workplaces, must be safely and conveniently accessible to all transportation modes. Plus, multimodal infrastructure increases aesthetic appeal, making towns more pleasant and livable. These aspects of the TSP will support the social, cultural, and health needs of travelers.

#### 3: Support economic vitality

Small cities in Marion County grow in population and economic impact each year. Our proposed TSP will be instrumental in sustaining well-planned development and providing an interconnected regional transportation system. Multimodal connections between communities not only benefit residents but attract tourists who support area businesses. In fact, residents and business owners note continuous interest in more recreational biking facilities in the County that will boost the local economy.

#### 4: Save public and private costs

Although each Marion County city is responsible for their own urban growth boundary (UGB), transportation patterns for this project are best analyzed considering the county as one unit. In our proposed Rural TSP, we will seek to collaborate with cities and towns to ensure the County's planned transportation system complements the projects planned within communities. This will save both public and private costs as individual projects will be aligned with a Countywide vision for a safe and efficient transportation system. Long-term, a TSP revision also saves private costs by providing lower cost transportation options. Walking is free, and biking and transit cost travelers very little compared to owning and maintaining a motor vehicle.

#### 5: Promote environmental stewardship

Our proposed TSP recognizes the importance of energy conservation in today's society. A critical component of environmental stewardship is examining how the County can reduce greenhouse gas emissions using bike and pedestrian infrastructure and public transit as alternatives to auto travel. As these alternate modes of travel replace auto trips, less pollution enters the environment; further, travelers gain more appreciation for the environment when experiencing it outside of a vehicle. The anticipated changes to the Statewide Transportation Planning Rule will guide the development of this TSP and ensure that it aligns with the statewide goals for environmental stewardship.

## **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**

The project is needed now to 1) address pressing local transportation issues, 2) make amendments to local plans necessitated by changes that were not anticipated in previous plans, and 3) take a necessary step toward implementing high-priority initiatives.

**1) Address pressing local transportation issues**

The current TSP fails to adequately address many of the County's current priorities, including safety, equity, multi-modal travel, and land development. Marion County's Rural TSP must address the road safety deficiencies that exist on the transportation system. Between 2016 and 2020, 69 fatal crashes and 209 serious injury crashes occurred on county roads, of which 15 involved a bicyclist or pedestrian. Our proposed TSP update will appropriately consider the safety of our road system, in addition to mobility, for all road users.

The existing TSP has no measures addressing equity. All people in Marion County regardless of socioeconomic status deserve to travel safely and without delay. Since 2005, Marion County's demographics have changed significantly. Most notably, the 65+ age group grew 41.1% between 2010 and 2020. Additionally, several cities, such as Woodburn and Donald, approved UGB expansions and constructed major regional infrastructure projects, such as the Newberg-Dundee Bypass, which have significantly altered travel patterns in Marion County. The County's transportation systems are outdated and cannot support the anticipated growth, which is exacerbated by a lack of adequate Traffic Impact Analysis (TIA) standards for new development that would provide needed multi-modal system improvements.

The proposed update is timely and urgent because we must capture the local transportation issues most important to the community, including providing a transportation system that is safe and accessible for all modes of travel and developing a prioritized list of feasible and effective system improvements.

**2) Make amendments to local plans**

Marion County's existing TSP is the 2005 Rural Transportation System Plan (TSP), which includes a Bicycle and Pedestrian Plan (BPP) developed in 1998. Since 2005, Marion County has seen population growth, traffic growth, and significant shifts in modes of transportation. With the increased demand for infrastructure expansion and multimodal choice, our proposed project is timely and urgent. The proposed Rural TSP update will also include a comprehensive bicycle and pedestrian component to replace the 1998 BPP and accommodate Marion County's evolving transportation needs.

**3) Take a necessary step toward high-priority initiatives**

In January 2020, Marion County's Economic Development Department created the Community Prosperity Initiative (CPI) to encourage intercity collaboration on economic development projects. Through the CPI, 12 of the county's 20 cities identified enhancing multi-modal infrastructure as one of their priorities in order to improve quality of life for residents. Revising our TSP is a perfect opportunity to collaboratively achieve this county-wide goal. Furthermore, providing bike and pedestrian facilities and transit services that connect communities and create travel options will decrease the transportation equity gap across jurisdictional lines.

Also, Oregon's 2013 Statewide Transportation Strategy, reinforced in 2020 by the Governor's Executive Order 2020-04 and anticipated changes in 2022 to the Statewide Transportation Planning Rule, aims to reduce greenhouse gas emissions. Improving bike, pedestrian, and transit facilities aligns with these policies which result in reduced driving and less pollution.

**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**

This project will have one deliverable: an updated County Transportation System Plan (TSP).

Marion County will hire a consultant to develop the TSP. The consultant's scope of work will include public outreach, documentation, and technical tasks. The consultant project manager will establish the project schedule and lead the TSP project team. The county will appoint a project manager (CPM) responsible for coordinating with local stakeholders and reviewing the consultant's work. The project advisory committee for the TSP will include a combination of stakeholders and community members that will provide valuable insight regarding community values, priorities, and transportation needs not apparent in the data. A project website will be created for the public to provide their input and vision.

### **Project Approach Tasks:**

#### **1: Project Kick-off**

- Establish project deliverables and schedule
- Conduct project team kick-off meeting
- Assemble a Project Advisory Committee (PAC)

#### **2: Create a Public Involvement Plan**

- Develop a project webpage and social media posts
- Provide opportunity for public input, especially from underserved populations
- Gather and summarize public comment for use in Tasks 5 and 6

#### **3: Existing Conditions Evaluation**

- Inventory existing vehicle, bike, pedestrian, transit, rail, and air systems
- Examine safety, mobility, and bike/ped/transit analysis methods
- Consider ADA accessibility, Safe Routes to Schools, pedestrian and bicycle level of traffic stress, first and last mile transit connections, population density, street classification, and occurrence of crashes
- Identify deficiencies in these systems and analysis methods
- Conduct community meetings to confirm existing community needs, especially from underserved populations

#### **4: Future Conditions Evaluation**

- Predict future capacity needs using population and employment forecasting
- Evaluate future traffic and system performance for critical connective roadways
- Focus on equity and minority needs regarding mobility, accessibility, safety, connectivity, health, sustainability, and economic vitality

#### **5: Prioritized Project List**

- Apply evaluation criteria to Project list
- Conduct community meetings to confirm project feasibility and priority rankings
- Develop list of High Priority (10 years), Medium Priority (15 years), and Low Priority (25 years) projects based on findings from Tasks 3 and 4

#### **6: Financially Constrained List**

- Develop a Financially Constrained Transportation Plan that includes the transportation solutions that are off state highways, are reasonably expected to be funded by the planning horizon, and have the highest priority for implementation

#### **7: Code & Policy Amendments**

- Amend County land development code to ensure consistency and facilitate the implementation of the TSP project list.
- Update standards for roadway cross-sections, multimodal access spacing, lighting, and traffic impact studies

#### **8: TPR Reporting and Compliance**

- Prepare necessary reports to comply with the anticipated changes to the Statewide Transportation Planning Rule (TPR), which are slated to be adopted in Summer 2022.
- Participate in County Commissioner meetings, as needed, to present TPR-related reports and findings.

#### **9: Final TSP and Adoption**

- Create Draft TSP incorporating recommendations from previous tasks
- Conduct meetings to present Draft TSP and gather feedback, especially from underserved populations
- Prepare Final TSP

#### **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**

aumsville support.pdf

Letter of Support-Detroit.pdf

MC TSP Mill City.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**

The Marion County Public Works Engineering team is an ODOT Certified Agency with seasoned staff who will be responsible for the County's commitment to the revised TSP. Transportation Planner Janelle Shanahan will be the County lead and manage the consultant team for the proposed project. Janelle has experience managing a consultant team for a large planning study and is ideal to lead the effort. County Traffic Engineer, Carl Lund, and County Engineer, Lani Radtke, will assist in the project. Marion County is federally certified and has also managed several other state and federal grants to further the livability and vitality of Marion County.

The County has previous experience managing TGM-funded projects, including a 2007-2009 Biennium TGM Grant for a Safe Routes to School Engineering Solutions Project. This project implemented a program still used today to identify bike and walk route needs within the County.

Marion County considers its revised TSP to be a priority project and is prepared to contribute significant staff time to match the TGM grant and ensure the project moves forward. Marion County will hire a qualified consultant to produce the TSP update and ensure the project team is committed and capable of completing the project.

Marion County prides itself on engagement with its residents and is accustomed to frequent check-ins with the community during a project. Marion County will invite the participation of the public and key stakeholder groups in the creation of the revised rural TSP. Social media and meetings, virtual or in person, will be used to provide maximum involvement from the public.

**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
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## Required forms

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

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

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**Today's date**  
7/27/2022

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

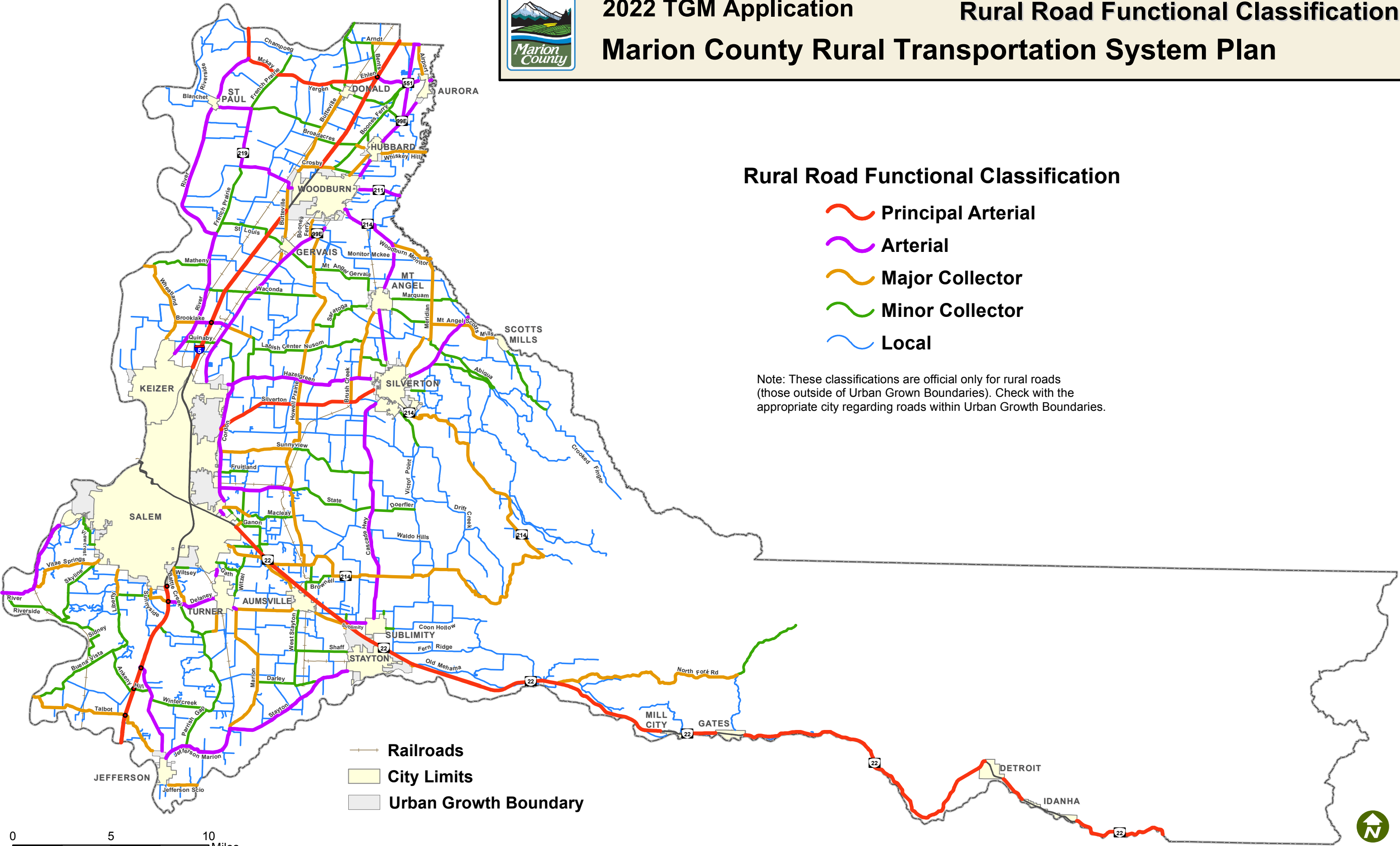
Rachael Levasseur  
Planning Section Web Coordinator  
[Rachael.LEVASSEUR@odot.oregon.gov](mailto:Rachael.LEVASSEUR@odot.oregon.gov)



2022 TGM Application

Rural Road Functional Classification

Marion County Rural Transportation System Plan



Rural Road Functional Classification

- Principal Arterial
- Arterial
- Major Collector
- Minor Collector
- Local

Note: These classifications are official only for rural roads (those outside of Urban Growth Boundaries). Check with the appropriate city regarding roads within Urban Growth Boundaries.

- Railroads
- City Limits
- Urban Growth Boundary



# Marion County

## OREGON

### Board of Commissioners

July 27, 2022

(503) 588-5212  
(503) 588-5237-FAX

David Helton  
ODOT Region 2  
Lead Grant Manager  
2080 Laura Street  
Springfield OR 97477

#### BOARD OF COMMISSIONERS

RE: TGM Grant Application- Revised Marion County TSP

Danielle Bethell, Chair  
Colm Willis  
Kevin Cameron

Dear Mr. Helton,

The Marion County Board of Commissioners would like to express our support for the update of the Rural Transportation System Plan (TSP). Our proposed TSP will be instrumental in sustaining well-planned development and providing an interconnected regional transportation system.

#### CHIEF ADMINISTRATIVE OFFICER

Jan Fritz

Marion County is home to approximately 350,000 residents. Our transportation network includes approximately 1,000 miles of roadway, as well as bridges, ferries, and rail crossings to offer connectivity between approximately 20 incorporated cities, 20 unincorporated cities, and neighboring counties and communities between Portland and the mid-Willamette Valley.

The Marion County TSP was adopted in 2005 to provide the framework for developing an efficient, well-balanced, and cost-effective transportation system over a 20-year period. As we near the end of this period, there is a need to update the priorities and strategies to improve traffic operations and transportation safety throughout our county. A TSP update would include the list of projects and priorities for the next 20 years.

As there is a need to provide service and connectivity for all users and transportation modes, the proposed rural TSP update includes a comprehensive bicycle and pedestrian component that includes walking facilities, biking facilities, and public transit to provide safe, cost-effective connections and ensure equity for those who cannot or choose not to drive. Our communities have grown and changed since the current TSP (2005) and Bike and Pedestrian Plans (1998) were last revised. Improving intercity connections could assist in making Marion County communities more livable and attractive to new residents, business owners, and visitors.

We appreciate your consideration of the Marion County TSP and Bike and Pedestrian Plan Updates as a TGM grant applicant. We look forward to assistance in helping us improve our communities.

Sincerely,

Danielle Bethell, Chair

Colm Willis, Commissioner

Kevin Cameron, Commissioner

BOC: RTB



595 Main St. Aumsville, Oregon 97325  
(503) 749-2030 • TTY 711 • Fax (503) 749-1852  
[www.aumsville.us](http://www.aumsville.us)

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July 1, 2022

Janelle Shanahan  
Marion County Public Works  
5155 Silverton Rd NE  
Salem, OR 97305

RE: Support for Marion County's TSP Update and Bike and Pedestrian Plan TGM Application

Dear Janelle,

The City of Aumsville would like to express its support and cooperation with Marion County's initiative to update the Rural Transportation System Plan (TSP) and associated pedestrian and bicycle plan. Our communities have changed a lot since the current TSP and bike and pedestrian plan were last revised (2005 and 1998, respectively). Not only have our populations grown, but our communities would like to embrace the popularity of bicycling as an active transportation mode and recreational activity. Improving intercity connections could assist in making Marion County communities more livable and attractive to new residents, business owners and visitors.

The City of Aumsville is happy to help with this effort. We will participate in all relevant planning activities and help implement relevant work associated with the plan. Thank you for your consideration of this opportunity to help our communities in the Mid-Willamette Valley.

Sincerely,



Marion County Public Works  
5155 Silverton Road NE  
Salem, OR 97305

*RE: Support for Marion County's TSP Update and Bike and Pedestrian Plan TGM Application*

*Dear Janelle,*

*The City of Detroit would like to express its support and cooperation with Marion County's initiative to update the Rural Transportation System Plan (TSP) and associated pedestrian and bicycle plan. Our communities have changed a lot since the current TSP and bike and pedestrian plan were last revised (2005 and 1998, respectively. Not only have our populations grown, but our communities would like to embrace the popularity of bicycling as an active transportation mode and recreational activity. Improving intercity connections could assist in making Marion County communities more livable and attractive to new residents, business owners and visitors.*

*The City of Detroit is happy to help in this effort. We will participate in all relevant planning activities and help implement relevant work associated with the plan. Thank you for your consideration of this opportunity to help our communities in the Mid-Willamette Valley.*

*Sincerely,*

*James R. Trett, Mayor  
City of Detroit*



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# City of Mill City

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444 S. 1st Avenue • Post Office Box 256 • Mill City, Oregon 97360

Phone: 503-897-2302 • FAX: 503-897-3499 • Email: millcity@ci.mill-city.or.us

July 15, 2022

Janelle Shanahan  
Marion County Public Works  
5155 Silverton Road NE  
Salem, OR 97305

RE: TGM Letter of Support

Dear Janelle,

The City of Mill City would like to express its support and cooperation with Marion County's initiative to update the Rural Transportation System Plan (TSP) and associated pedestrian and bicycle plan. Our communities have changed a lot since the current TSP and bike and pedestrian plan were last revised (2005 and 1998, respectively).

Not only have our populations grown, but our communities would like to embrace the popularity of bicycling as an active transportation mode and recreational activity. Improving intercity connections could assist in making Marion County communities more livable and attractive to new residents, business owners and visitors.

In 2006 Mill City adopted Ordinance No. 335, amending the Mill City Comprehensive Plan Map to adopt transportation policies related to the "North Santiam Canyon Alternative Transportation Link (Trails) Feasibility Study". The highest priority project in Mill City was the extension of the recreation trail from Mill City to Gates. A copy is enclosed for your reference.

This is a prime example of the need to update Marion County's Rural TSP. Including ATL projects such as the N. Santiam Canyon ATL provides rural communities with the tools necessary to take advantage of grant opportunities and partnerships where otherwise we may not have the financial or staffing capacity.

The City of Mill City is happy to help in Marion County's effort to update the Rural TSP and associated pedestrian and bicycle plan. We will participate in all relevant planning activities and help implement relevant work associated with the plan.

Thank you for your consideration of this opportunity to help our communities in the Canyon and Mid-Willamette Valley.

Cordially,



Stacie Cook  
City Recorder

Cc: Tim Kirsch, Mayor

Enclosure

Located in the Scenic North Santiam Canyon

The City of Mill City is an equal opportunity provider.

## 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:

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<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.