

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

Umatilla County

Mailing address

216 SE 4th St, Pendleton, Oregon 97801

Website

Contact person name

Robert Waldher

Contact person title

Planning Director

Contact phone

(541) 278-6251

Contact email

robert.waldher@umatillacounty.gov

Would you like to receive TGM news and updates?

I am already subscribed

Authorized representative name, if different from the applicant contact

Authorized representative title

Phone

Email

List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?

Project name and location

Project title

Umatilla County 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

TSP Update Project Area Reduced.pdf

Option 2: Project area description

ODOT region (1-5)

Region 5

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

Umatilla County is requesting funding to update our 2002 Transportation System Plan. In the past 20 years, significant changes to diversify the County's economy have been initiated, some of which have changed the direction of the County's transportation system. An updated plan is needed to address these changes and help the County better align with the more recent transportation plans and policies of its member communities. We have the following desired outcomes:

Update current system planning standards and practices;

Envision a future transportation system that is equitable, accessible, safe, and multi-modal;

Continue the County's role as an important gateway and economic hub for eastern Oregon;

Equitably engage the County constituents in meaningful conversation and participation in the Plan;

Incorporate the key elements of all previous and ongoing transportation planning efforts performed within the County since 2002.

Develop a CIP and prioritize future projects.

Project cost table

TGM funds requested	Consultant \$250,000.00	Local reimbursement	Total TGM funds requested \$250,000.00
Local match			Minimum Match (Calculated) \$34,090.91
Match to be provided	Labor, supplies and services during project \$15,000.00	Payment when Intergovernmental Agreement is signed \$35,000.00	

Certifications

Certifications

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

Consultant name (first and last)

Matt Hughart

Consultant company

Kittelson & Associates, Inc

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:

Umatilla County TGM Letter of Support .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

Umatilla County represents an important cross-roads for moving people and goods throughout the Western United States. The County's rail lines connect both freight and passenger service to the other areas in the West, people driving and moving freight use I-82, US 395, and I-84 to travel to other areas in Oregon, Washington and Idaho. The Pendleton Airport provides the region with both passenger and other supporting aeronautical endeavors. The County also provides important access to the Columbia River for people recreating and supports many local and regional tourist activities.

Umatilla County is the home of the Cayuse, Umatilla and Walla Walla Tribes. The Confederated Tribes rely

on important access to the River, and maintaining a healthy economy based in agriculture, tourism, the Wildhorse Resort, Tamástslíkt Cultural Institute, Cayuse Technologies, and Coyote Business Park.

This project will provide an updated Transportation System Plan for (TSP) for Umatilla County, which was last updated in 2002. Since 2002, the population growth of the County and its member communities has grown steadily with an economy that has diversified in ways that are essential to the health of the region and the state. Today, the County is actively pursuing the following industries:

Diverse farming and ranching methods

Micro-brewing and related distilleries

Support of the local wine industry

Industrial

Natural resource industries, particularly with a focus related to water quality and supply

Tourism, particularly related to outdoor recreation and partnerships with regional tourist groups and the Confederated Tribes.

The TSP will enable the County to identify the transportation system needed over the next 20 years to support these important economic diversification efforts, preserve the investments in both transportation and recreational travel, and enhance the County's physical health and social well-being through enhanced connectivity and active modal choices.

The County's proposal for a new TSP will help us to meet these objectives through the implementation of the following TGM objectives:

1. A balanced, interconnected and safe transportation system (objective 1.1), providing local, regional and state transportation facilities that support the movement of goods and services, providing mobility choices for underserved communities (1.3), and providing safe and convenient transportation opportunities to support a healthy, active lifestyle (1.4).
2. Supporting the communities within the County by providing important transportation links that serve people of all ages, incomes and abilities (2.1) that support social, cultural and health needs (2.3).
3. Supporting the continued economic diversification of the County by providing the needed transportation infrastructure that is essential to providing for a vital and healthy region (3.2) and maintaining the County's important role in providing a transportation gateway for the movement of people and freight.
4. Capitalizing on the important investments made in both the County and State infrastructure to support existing and new economic opportunities and residents reflective of good planning efforts (4.1), thereby minimizing or delaying the need for any new costly major infrastructure (4.2).
5. Promoting environmental stewardship by planning for a transportation system that supports important County efforts in supporting alternative agricultural and natural resource practices that can help address climate change.

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

Transportation and land use planning within the County relies on collaboration with ODOT, 12 incorporated cities, CTUIR, various rail lines, local tourist and recreational industries, the Pendleton and Hermiston airports, major employers, and two regional hospitals. The County's TSP ties the plans of these entities together by acknowledging transportation needs, capitalizing on previous infrastructure investments, prioritizing funding for projects needed to support economic health and wellbeing, and adopting updated implementing policies and standards. The County's TSP has not been updated for 20 years while many of its partner agencies have developed and adopted updated plans. In addition, the County is currently embarking its first Transit Development Plan that will address underserved populations as well as to plan for a more sustainable future by providing existing and future residents with choices for daily travel and access to regional health care services.

The County is pursuing important new industries that boost the local economy and support sustainability efforts that help to address needed climate change. Now is an opportune time to capitalize on all of the important local, regional and statewide efforts and plan for a healthy, sustainable, and multimodal future for serving the needs of all people and the movement of commodities and goods during the next twenty years.

Given that the TSP is 20 years old, the plan needs to be updated to current standards and practices. In particular, specific areas of the TSP that require substantive updates and focus include: Incorporating the vision and recommendations from the ongoing Umatilla City TSP Update, CTUIR TSP Update, the County's Transit Development Plan, and previously completed corridor plans/subarea plans such as the US 395 Economic Development Study.

Capitalizing on the pilot project that was recently awarded to the County Public Works Department to digitally inventory and map roadways in the County.

Providing updated street cross-section standards to reflect transportation options for the unincorporated areas of the County and more updated guidance on how transportation facilities are changed and ultimately transferred from the County to its 12 cities during annexation activities.

A focus on transportation changes needed to address key safety needs within the County, including both transportation facility changes and safety-based public education and outreach efforts.

Providing for an active, multimodal future reflecting the needs of people at all stages and phases of life. Improve transportation safety during emergencies by identifying evacuation routes that serve the Wildland Urban Interface areas and other high risk populations identified on the statewide wildfire risk map. Providing an updated funding plan that supports the resiliency of the County and identifies the potential for innovative new funding partnerships with public agencies and non-profit organizations.

The TSP also directly supports the Governor's Regional Solutions Team Greater Eastern priorities by planning for the transportation infrastructure to address the existing and future industry needs, supporting sustainable natural resource sector, planning for community access to bicycle and pedestrian facilities and

planning for infrastructure that enables the region to “be competitive in attracting business development opportunities”.

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 consultant is expected to lead project work; prepare analyses, reports, and graphics; and facilitate stakeholder engagement. The County will be the lead agency, providing data, reviewing work products, and supporting stakeholder engagement. County staff will present the TSP for adoption by the County Board of Commissioners.

Project management activities will be conducted throughout the project. Work will be guided by a technical advisory committee (TAC) and a project advisory committee (PAC). The TAC and PAC will include representatives from County departments, ODOT, DLCD, CTUIR, and County Board of Commissioners. Additional participants may include representatives from the 12 incorporated cities, County School Districts, emergency services, County Sheriff, the freight industry, the Hermiston and Pendleton airports, the Good Shepherd and St Anthony health systems, the local tourist and recreation industries, and County residents.

Equitable public engagement will be a key component of all work tasks. It is expected that public involvement activities will include a combination of in-person events and online tools, such as online open houses and interactive mapping and commenting interfaces. In-person events will occur at times and in locations that maximize opportunities for all residents to participate. The public involvement plan will include provisions for outreach to the county population that speaks Spanish as the primary language at home and will also detail plans for stakeholder interviews and meetings with underrepresented stakeholder groups.

Expected work tasks and deliverables are the following:

Task 1. Project Management - Conduct a kickoff meeting, refine the project schedule, form the TAC and PAC, develop a public engagement plan, prepare a project website, and conduct project status teleconferences with the consultant throughout the project.

Task 2. Review Plans and Policies - Review relevant plans and policies to document previously identified needs and identify current City, County, and partner agency transportation goals and objectives. Identify current City and County transportation funding levels, road standards, and traffic impact study requirements, along with comprehensive plan designations. Update TSP goals, objectives, and evaluation criteria, with input from the TAC and PAC. Implement the stakeholder engagement plan. Prepare three technical memoranda (plans, policy, and funding review; goals, objectives, and evaluation criteria; unincorporated urban area policy and standards consistency).

Task 3. Inventory and Analyze Existing and Future Conditions to Identify Needs - Inventory existing, planned, and programmed transportation facilities and services (including freight and aviation). These efforts will capitalize on the County's recently awarded pilot grant project to digitize its roadway inventory. Identify concentrations of Title VI populations, but not limited to, disability, poverty status, persons of color,

and age 65+. Evaluate facilities and services with respect to safety, network gaps (including ADA access), and operations. Obtain Oregon's long-range population and employment forecasts for the unincorporated areas of the County. Identify existing and future needs. Prepare a technical memorandum. Conduct TAC and PAC meetings. Conduct in-person and online public outreach to raise awareness of the project and solicit community input on transportation needs.

Task 4. Develop and Analyze Solutions - Develop, assess, prioritize, and estimate costs for alternatives addressing identified transportation needs. Prepare a technical memorandum. Conduct TAC and PAC meetings.

Task 5. Develop Cost-Constrained and Preferred Alternatives - Forecast available County funding for capital improvements. Identify potential new funding sources. Develop draft cost-constrained and preferred alternatives, each containing sets of projects by mode, along with their funding needs. Prepare a technical memorandum. Conduct in-person and online public outreach on the draft alternatives.

Task 6. Draft TSP - Prepare the draft TSP. Prepare recommendations to align member City, ODOT, and County road standards, transportation impact analysis, and comprehensive zone designations. Conduct TAC and PAC meetings.

Task 7. Adoption - Prepare the final TSP and draft findings for adoption. Conduct County Planning Commission and County Board of Commissioners hearings to adopt the 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

Umatilla County TGM Letters of Support.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

Robert Waldher (Planning Director) along with Megan Davchevski (Transit Coordinator, Planner) will co-manage the TSP update for the County. Both Megan and Bob are familiar with the planning process and are actively working on a Transit Development Plan that will complement the proposed TSP update and provide more in-depth analysis for transit.

The County is committed to supporting the TSP through the close involvement of County GIS staff, planning staff, and public works staff including the Public Works Director, Tom Fellows. County engineering staff will be closely involved in updating County road standards and investment policies. The County Public Works Department was recently awarded a grant pilot project to digitally inventory and map roadways in the County. The final product will provide real-time traffic updates for the public, much like ODOT's TripCheck site. This road digitization project will provide a more complete inventory of County

roadways and guide the TSP update.

Umatilla County was previously awarded a TGM grant in 2018 to help implement the Highway 395 Economic Development Study. The purpose of the Umatilla County U.S. Highway 395 North Development Code project was to create standards for the U.S. Highway 395 North corridor between the cities of Umatilla and Hermiston to implement previous planning and studies, improve the corridor's aesthetics and function, improve multi-modal connectivity and transportation options within the corridor, and provide safe access for all modes of transportation. After a robust public involvement process, the Umatilla County Development Code was amended to include new design standards for commercial and industrial zoned properties along the highway corridor. These adopted changes have been implemented and successfully applied to several recent development projects along Highway 395.

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
C1A2-17	Highway 395 North Development Code Update	Complete. The Umatilla County Development Code was amended to include new design standards for commercial and industrial zoned properties along the Highway 395 corridor. The adopted changes have been implemented and successfully applied to several development projects.

Required forms

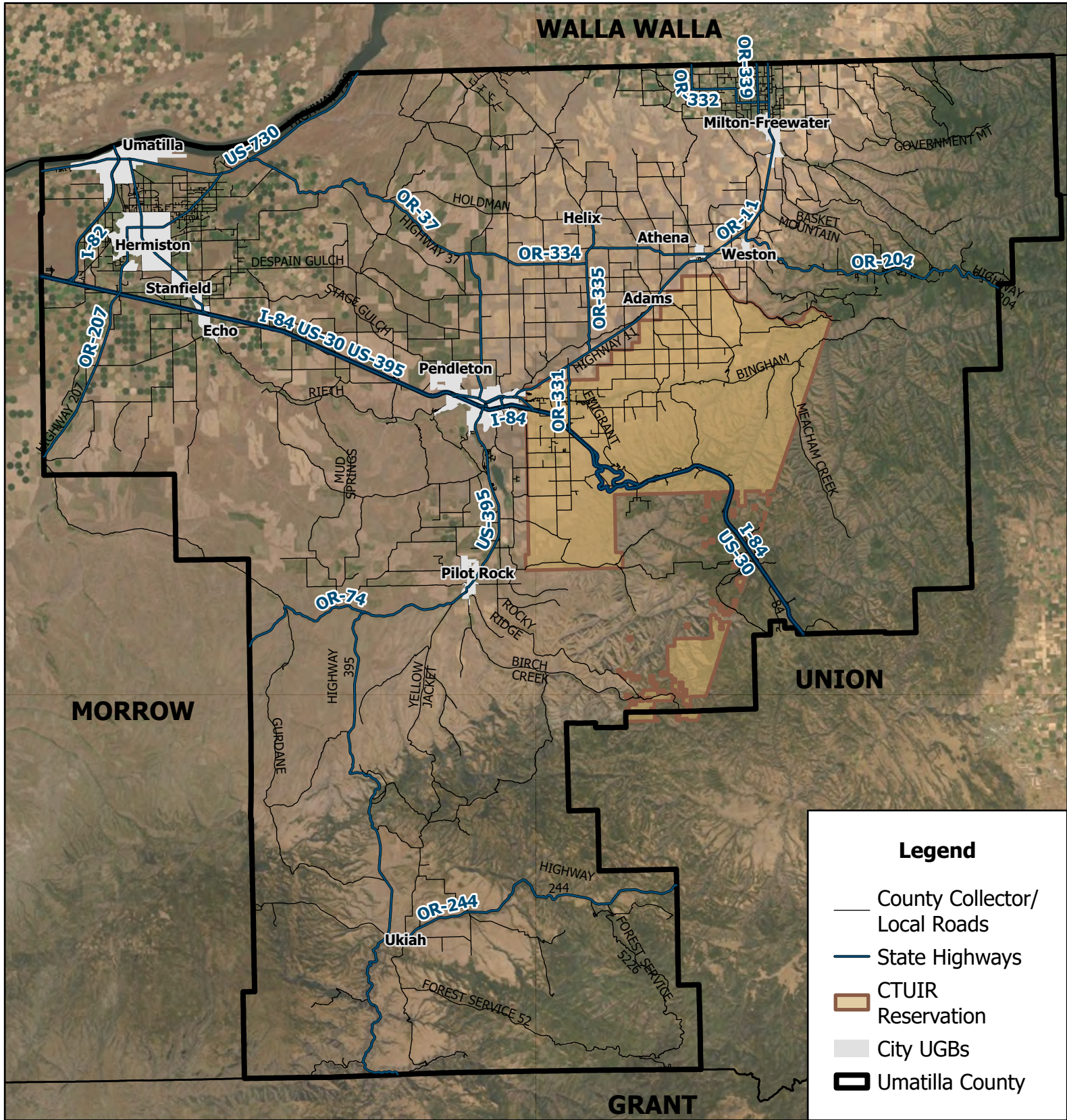
Title VI: Racial & Ethnic Impact Statement form
TGM REIS.pdf

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

Today's date
7/28/2022

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

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



UMATILLA COUNTY TRANSPORTATION SYSTEM PLAN UPDATE PROJECT AREA



0 5 10 20
Miles



Map Disclaimer: No warranty is made by Umatilla County as to the accuracy, reliability or completeness of this data. Parcel data should be used for reference purposes only.
Created by M. Davchevski, Umatilla County Planning Department. Created 7/26/2022

Umatilla County Board of Commissioners

216 S. E. 4th Street

Pendleton, OR 97801

541-278-6204

George L. Murdock
541-278-6202

John M. Shafer
541-278-6203

Daniel N. Dorran
541-278-6201

July 19, 2022

Re: Umatilla County TGM Grant Letter of Commitment

To Whom It May Concern,

On behalf of the Umatilla County Board of Commissioners, please accept this letter of commitment, authorizing our Land Use Planning Department to submit a Transportation Growth Management (TGM) grant application. The TGM grant will be used to assist the county with an update to the Transportation System Plan (TSP). Staff from our Public Works and Land Use Planning Departments have assembled an outstanding team of professionals to help facilitate the TSP update, and Umatilla County is committed to the financial and in-kind match contributions necessary to make this project a success.

We believe the timing is right to complete an update to the TSP. The county's current TSP has surpassed its 20-year lifespan and conditions today are much different than they were over twenty years ago. Umatilla County is the fastest growing county in eastern Oregon. Updates are needed to bring the plan into compliance with current state transportation planning rules and to ensure funding eligibility for a variety of needed roadway improvements and future multi-modal transportation projects. In addition, several other jurisdictions within the county, such as the Confederated Tribes of the Umatilla Indian Reservation and the City of Umatilla, have recently initiated updates to their TSPs. Updating the county's plan now will promote consistency in transportation planning among other jurisdictions within the county.

An updated TSP will reflect the changes that have taken place in Umatilla County and will help us plan for successful growth and development into the future. Therefore, we ask that you give strong consideration to this request.

Sincerely,



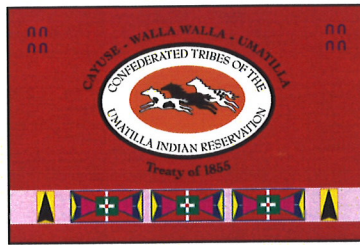
John Shafer, Chair
Umatilla County Board of Commissioners

RW/JS/m



**Confederated Tribes *of the*
Umatilla Indian Reservation**

Board of Trustees & General Council



46411 Timíne Way • Pendleton, OR 97801
(541) 276-3165 • fax (541) 276-3095
info@ctuir.org • www.umatilla.nsn.us

July 25, 2022

VIA email

Transportation Growth Management Program
635 Capitol Street NE Suite 150
Salem, OR 97301

RE: Umatilla County Letter of Support for ODOT/DLCD TGM Grant

To whom it may concern,

On behalf of the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), please accept this letter of support for the Umatilla County Transportation System Plan TGM grant application. CTUIR is enthusiastic about the County working to develop a regional, community-driven and locally-supported updated Transportation System Plan (TSP) that will be the first step in improving regional transportation within Umatilla County. We are currently in the process of updating our own 20-year TSP, and we hope that this will give us an opportunity to consider the integrated nature of CTUIR and Umatilla County road networks and our interrelated needs with fresh eyes.

Umatilla County is a rapidly growing community, and transportation needs have changed immensely since adoption of their current TSP, now over 20 years old. At CTUIR, we have spent the past 6 months exploring the changing transportation needs of the community within the Umatilla Indian Reservation boundaries, and in many cases developing plans to bring bicycle and pedestrian components of the system up-to-date to serve biking and walking needs that have existed all of that time. CTUIR is supportive of the changes that an updated TSP will bring for our adjacent jurisdiction, including multi-modal transportation, economic vitality and compliance with Transportation Planning Rule.

As a potential stakeholder for this project, CTUIR is in support of the County conducting a comprehensive update to the County TSP that meets the transportation needs of Umatilla County residents, employees, tourists and other transportation users. We ask that you give strong consideration to this request.

Sincerely,

N. Kathryn Brigham, Chair
Board of Trustees

cc: Robert Waldher, Umatilla County Planning Director



PLANNING DEPARTMENT

PO Box 40 • Irrigon, Oregon 97844
(541) 922-4624

July 25, 2022

Re: Letter of Support for ODOT TGM Grant

To Whom it May Concern,

Please accept this letter of support for the Umatilla County Transportation System Plan TGM grant application. Morrow County has worked with Umatilla County on a number of regional transportation and transit project in the past few years. The region is experiencing rapid growth in the residential and industrial sectors. Morrow and Umatilla Counties have a significant employment-based commuting profile.

The two most recent projects include:

- In 2018 counties successfully worked with Oregon Department of Transportation to complete the Morrow/Umatilla County Transit Development Strategy which recommended transit solutions to address the larger inter- and intra-county transportation needs of workforce participants, seniors, people with disabilities, and lower incomes.
- In 2021 Morrow County worked with Kayak Public Transit to lead the Hermiston to Boardman Connector Project. Morrow County was a stakeholder partner for the study which aimed to make connections, enabling people to travel regionally and locally for employment, education, healthcare, and more.

Morrow County is in support of the County conducting a comprehensive update to the County TSP that meets the transportation needs of Umatilla County residents, employees, tourists and other transportation users. We ask that you give strong consideration to this request.

Sincerely,

A handwritten signature in blue ink, reading "Tamra J. Mabbott".

Tamra J. Mabbott
Director, Morrow County Planning Department

Umatilla County

Department of Land Use Planning



**DIRECTOR
ROBERT
WALDHER**

July 21, 2022

**LAND USE
PLANNING,
ZONING AND
PERMITTING**

Re: Umatilla County Letter of Support for ODOT TGM Grant

**CODE
ENFORCEMENT**

To Whom it May Concern,

**SOLID WASTE
COMMITTEE**

On behalf of The Umatilla County Transportation Advisory Committee (UCTAC), please accept this letter of support for the Umatilla County Transportation System Plan TGM grant application. The UCTAC is responsible for recommending STIF projects to the County Commissioners and is very involved in public transit and transportation. Umatilla County is currently developing a Transit Development Plan (TDP), so obtaining a grant to update the County's TSP is very timely. Having both a new TDP and an updated TSP will assist in enhancing current and future transit services for disadvantaged Umatilla County residents, especially those wanting to travel beyond Umatilla County.

**SMOKE
MANAGEMENT**

**GIS AND
MAPPING**

**RURAL
ADDRESSING**

**LIAISON,
NATURAL
RESOURCES &
ENVIRONMENT**

As a potential stakeholder for this project, The Umatilla County Transportation Advisory Committee is in support of the County conducting a comprehensive update to the County TSP that meets the transportation and transit needs of low-income and disabled Umatilla County residents, employees, tourists and other transit users. We ask that you give strong consideration to this request.

**PUBLIC
TRANSIT**

Sincerely,

Teresa Dutcher, Chair

Umatilla County Transportation Advisory Committee



City of Umatilla

700 6th Street, PO Box 130, Umatilla, OR 97882
City Hall (541) 922-3226 Fax (541) 922-5758

July 14, 2022

Re: Umatilla County Letter of Support for ODOT TGM Grant

To Whom it May Concern,

On behalf of The City of Umatilla, please accept this letter of support for the Umatilla County Transportation System Plan TGM grant application. The City of Umatilla is enthusiastic about the County working to develop a regional, community-driven and locally-supported updated Transportation System Plan (TSP) that will be the first step in improving regional transportation within Umatilla County.

The City of Umatilla is a rapidly growing community, and transportation needs have changed immensely since adoption of the County's current TSP, now over 20 years old. The City is supportive of the changes that an updated TSP will bring, including multi-modal transportation, economic vitality and compliance with Transportation Planning Rule.

As a potential stakeholder for this project, The City of Umatilla is in support of the County conducting a comprehensive update to the County TSP that meets the transportation needs of Umatilla County residents, employees, tourists and other transportation users. We ask that you give strong consideration to this request.

Sincerely,

Brandon Seitz, Community Development Director
City of Umatilla



July 26, 2022

Transportation Growth Management Program
635 Capitol Street NE Suite 150
Salem, OR 97301

RE: Letter of Support for TGM Grant

Dear Grant Selection Committee,

On behalf of the Umatilla River Trails Implementation Committee, please accept this letter of support for the Umatilla County Transportation System Plan TGM grant application. The Umatilla River Trail Implementation Committee includes representatives from Umatilla County and the four communities of Echo, Stanfield, Hermiston, and Umatilla, working together to implement the Umatilla River Trails Concept Plan (2020). The implementation committee has been active over the past two years – helping with local government plan adoption and seeking trail funding opportunities.

Our committee recognizes that the county's current TSP (2002) has become outdated and the plan does not adequately address the multi-modal, active transportation needs of Umatilla County. Updating the Umatilla County TSP will help with implementation of the Umatilla River Trails Plan and promote additional opportunities for interconnected trails that support choices for safe, active, non-motorized transportation across Umatilla County communities.

The Umatilla River Trails Implementation Committee supports the county's proposal to update their TSP and we greatly appreciate your consideration for the TGM request.

Sincerely,

A handwritten signature in black ink, appearing to read "William Elfering", with a large, stylized flourish at the end.

William Elfering, Chair
Umatilla River Trail Implementation Committee

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:

- | | |
|--|--|
| <input type="checkbox"/> Women | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians |
| <input type="checkbox"/> African-Americans | <input type="checkbox"/> Alaskan Natives |
| <input type="checkbox"/> 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:

- | | |
|--|--|
| <input type="checkbox"/> Women | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians |
| <input type="checkbox"/> African-Americans | <input type="checkbox"/> Alaskan Natives |
| <input type="checkbox"/> 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: 07/28/22

Printed Name: Robert T Waldher

Title: Director

Agency Name: Umatilla County

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.