

# 2021 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2021 Application Packet](#) and [2021 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 30, 2021 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

City of Gresham

### Mailing address

1333 NW Eastman Parkway, Gresham, Oregon 97030

### Website

<https://GreshamOregon.gov>

### Contact person name

Jay Higgins

### Contact person title

Transportation Planner

### Contact phone

(503) 618-2215

### Contact email

[jay.higgins@greshamoregon.gov](mailto:jay.higgins@greshamoregon.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

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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

Transportation System Plan Phase II 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

Gresham Map.pdf

### Option 2: Project area description

### ODOT region (1-5)

Region 1

[ODOT Region Map](#)

### Type of grant

Category 1: Transportation System Planning

### Summary description of project

The Transportation System Plan Phase II project will update the City of Gresham's Transportation System Plan (TSP) by addressing major policies, action measures and implementation plans related to four topic areas: equity, climate impacts, traffic safety, and emerging technology. The TSP has not been fully updated since adoption in 2013. Since that time regional policy and the City's attention to these issues has changed dramatically. The project will use consultant assistance and a robust public involvement process to create a safer, more equitable, and sustainable vision for Gresham's transportation future. The outcome is a hearings-ready text amendment to Gresham's Transportation System Plan with policies on equity, climate impacts, traffic safety, and emerging technology. Project includes Planning Commission and City Council adoption hearings prior to project completion.

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## Project cost table

**TGM funds  
requested**

**Consultant  
\$200,000.00**

**Local reimbursement**

**Total TGM funds  
requested  
\$200,000.00**

## Local match

**Minimum Match  
(Calculated)**  
\$27,272.73

## Match to be provided

**Labor, supplies and services during  
project**  
\$27,272.73

**Payment when Intergovernmental  
Agreement is signed**  
\$0.00

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# 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.

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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:**

Mayor Support Letter\_TGM\_TSP\_signed.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 2021 Application Instructions.

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

Gresham has an out-of-date TSP which prevents it from realizing a fairer, safer and greener transportation future. National, regional, and local conversations around equity, safety, climate, and emerging technology have advanced, while Gresham's policies and actions have not kept pace. At the regional level Metro, the Metropolitan Planning Organization, adopted the Regional Transportation Plan in 2018, which included a thorough equity analysis, a Vision Zero policy to support safety and a full climate impact analysis of regional transportation investments. In addition, Gresham has been approached several times with offers for electrical scooters, but the City has no policy for these potentially useful new emerging technologies.

Gresham has made efforts to address these topic areas, but not in a wholistic way, as a TSP update would. As part of the Active Transportation Plan (2017) Gresham conducted an equity analysis to inform projects and policies related to walking and biking in the City. The analysis showed that minority, low-income, young and elderly residents were more likely to live in areas that had a high incidence of deadly crashes and a lack of sidewalks and safe crossings. We also know that not everyone is equally safe on the transportation system, with Black people twice as likely to die in a traffic crash in Multnomah County (Multnomah County REACH Transportation Crash and Safety Report). This analysis is just the beginning to centering transportation work around equity, as the TSP lacks an evaluation of equity impacts on

transportation programs, prioritization and projects. The project will fulfill Objective 1.3 by integrating equity into the TSP with an evaluation of social, cultural, and physical barriers to mobility through engagement with communities of color, immigrants, people with disabilities, youth, and seniors. The engagement will inform updated policies around programs and projects in the TSP.

The City initiated a Climate Action Plan as a City Council Work Plan Priority in 2021, to address the City's impacts on climate change. The Plan will prioritize goals and everyday actions the community can take to mitigate and prepare for climate change. Recognizing that transportation is the largest contributor to greenhouse gases in the City, the plan will make recommendations around bicycle and pedestrian infrastructure and planning, incentives for businesses that reduce car trips, planning that supports urban centers designed around walking rather than driving, and incentives for electric vehicles and charging stations in the private sector. The TSP Phase II project will codify the recommended goals and action measures. Thus, the project will satisfy Objective 5.1, facilitating transportation systems that protect valuable natural resources, promote energy efficiency, and reduce emissions of air pollution and greenhouse gases.

In Historic Downtown Gresham, there is competition for the curb, between parking, ride hailing and delivery vehicles. Shared electric scooters regularly end up on the streets of Gresham, drifting over from Portland where a robust scooter program exists. Gresham has yet to adopt a policy to deal with these emerging technologies and their impacts in centers and neighborhoods. A clear policy framework and community discussion around the benefits and challenges that emerging technology presents is needed. These discussion are built into the TSP Phase II, addressing Objective 1.1 by assessing the role of emerging technology, such as shared mobility systems, in Gresham's transportation system. The analysis will include whether these new technologies improve the balance and interconnection of the system and how they can be tailored to serve disadvantaged communities (Objective 1.3). This concurrently meets Objective 4.2, as shared mobility offers a new way to get around using bike lanes and shared streets on the existing system, thus minimizing the need for and providing alternatives to major infrastructure projects.

In 2020 Gresham experienced 31 deaths on the transportation system, a 45% increase despite a reduction in vehicle miles travelled due to Covid-19. The TSP Phase II project will ask how Vision Zero commitments and a Safe Systems approach can enhance Gresham's street safety. This will address Objective 1.1 to make a safe transportation system through evaluation of Gresham's existing safety policies and programs and adoption of new policy and practices that support safety.

## **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 2021 Application Instructions.

### **Explain how your proposed project is timely and urgent**

This project is timely and urgent because of current planning work underway, City Council's Work Plan Priorities, and the need to address policy issues that directly effect daily transportation choices.

The City is currently working on the TSP Phase I project, which is an administrative update integrating the Active Transportation Plan (ATP) with the TSP. The ATP was adopted by Council in 2018 and addresses pedestrian and bicycle policy and projects, including an equity analysis, new local bicycle systems and prioritized projects. This phase is expected to be complete in late 2021, preparing the City to launch the TSP Phase II in 2022 and tackle new policy questions. Funding in this grant cycle allows a consultant team to be on board by June 2022, which fits with the City's expected schedule for TSP Phase II engagement and ultimately adoption in the next 18 to 24 months.

In response to City Council's 2021 Work Plan Priorities the City is also currently preparing a Climate Action Plan, expected to be adopted in 2022. The current timeline for the TSP Phase II will allow the Climate Action Plan's recommendations for transportation to be incorporated into the TSP update while the conversations are still fresh in the community's mind, saving time and effort on this important topic.

In addition, Gresham adopted equity as a city value in its Diversity, Equity and Inclusion Resolution (Resolution No. 3459) and started a Diversity and Equity Initiative to assess City management and programs. Using this momentum and leadership alignment around this critical topic will help move equity policy forward quickly.

Emerging technology exploded onto the streets in 2018 with tons of shared bikes and scooters dumped on cities. While the frenzy has subsided, Gresham has been approached by shared electric scooter and bike companies looking to provide new transportation options. The City had started to engage the community around this topic through surveys, when Covid-19 redirected all City resources. Technology changes raise concerns around curb conflicts, with old uses like parking and loading zones, and new uses like goods delivery, Uber and Lyft drop zones, shared scooters and bike parking all competing for the same space. Understanding the benefits and challenges of these new technologies is especially timely for Gresham's centers, such as Historic Downtown and the Civic Center, where dense development is occurring. Gresham's Civic Center adjacent to the Civic MAX light rail line is quickly developing, with over 800 units approved for development in the past 2 years and 15.5 acres of undeveloped land zoned for mixed use development.

Assessing emerging technology's travel options and their benefits to low-income and historically marginalized communities also makes this project timely and urgent. Research has raised concerns about the accessibility of these services to historically marginalized communities, which have a higher share of un-banked people, but has also recognized the usefulness of last-mile connections to transit, jobs and stores. For Gresham to realize a fairer and greener transportation future, policies must be evaluated and put in place now to allow for new transportation options to emerge.

### **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 2021 Application Instructions.

### **Explain how your proposed project approach supports policy decision**

The project is an update to Gresham's Comprehensive Plan Volume 4: Transportation System Plan.

Therefore, the project includes a Type IV Comprehensive Plan Amendment adoption process with Planning Commission and City Council public hearings. The project purpose is to create hearings-ready policy recommendations for adoption by City Council around the four topic areas of equity, climate impacts, traffic safety, and emerging technology. Through a robust outreach process the project will collect community feedback to inform the policy options. Acting as the project advisory committee the current Transportation Subcommittee, which advises Council on transportation issues, will be the forum for regular topic discussion prior to public engagement. Intermittent presentations to City Council will seek policy direction for inclusion in the final TSP proposal.

**Task 1: Project Initiation**

- Onboard the consultant team. (City)
- Create a website, present the TSP timeline and tasks.

to the Transportation Subcommittee, update existing conditions. (City)

- Create a public engagement schedule and process. (Consultant)

**Task 2: Needs Analysis**

- Conduct traffic modeling and analysis of existing transportation systems, considering functional class changes and recent updates from the Active Transportation Plan. (Consultant)

**Task 3: Policy Options**

- Conduct research and create policy options for the four topic areas: equity, safety, climate and emerging technology. (Consultant)

- Conduct an equity analysis to investigate transportation deficiencies and inform policy creation. (Consultant)

**Task 4: Public Engagement**

- Present policy options from Task 3 to the Transportation Subcommittee for feedback on policy options. (City/Consultant)

- Conduct the public engagement schedule and process from Task 1. The process includes, but is not limited to: open houses, online surveys, focus groups, and hiring community members from disadvantaged communities to ensure outreach and feedback is collected from those communities.

(Consultant)

**Task 5: Project Prioritization & Implementation**

- Council briefings on project progress: policy options and public input. (City)

- Combines Task 2 analysis and Task 4 public input to prioritize all potential transportation projects.

(Consultant)

- Funding availability analysis and recommendations on how to equitably build out the different transportation systems. (Consultant)

**Task 6: Final Plan & Adoption**

- This task will create a draft plan and then a final plan based on public feedback. (Consultant)

- Final adoption of the plan through a Type IV process. (City)

## **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 2021 Application Instructions.

**Upload letters of support from stakeholders here**

REACH Letter of Support\_TGM\_TSP 7.22.21.pdf

Mult Co\_Letter\_Of\_Support\_Gresham\_TGM\_TSP.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 2021 Application Instructions.

**Explain how proposed project sponsor is ready and capable**

Gresham is ready and able to begin the work on the TSP Phase II project, with staff committed throughout the project timeline. The project manager will be Jay Higgins, with support from Comprehensive Planning staff as needed. Mr. Higgins recently managed the Clackamas to Columbia Corridor Project, a previous TGM grant of \$231,020, with consultant work and a similar 18 to 24 month timeline. Mr. Higgins is currently managing the TSP Phase 1 Update to incorporate elements of the Active Transportation Plan into the TSP.

The City has received two TGM grants in the past 10 years: the Clackamas to Columbia Corridor Plan and Code Assistance for Transportation System Plan Implementation. Both grants were managed capably to completion. The Code Assistance project made changes to the Development Code to implement the 2013 TSP update, adopted January 2016. The Clackamas to Columbia Corridor Plan is planned for adoption at Council in fall of 2021. Partner jurisdiction on the project, City of Happy Valley, adopted the plan in July of 2021.

**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-17	Clackamas to Columbia (C2C) Corridor Plan	The Clackamas to Columbia Corridor Plan is planned for adoption at Council in fall of 2021. Partner jurisdiction on the project, City of Happy Valley, adopted the plan in July of 2021.
C1D4-14	Code Assistance, City of Gresham Transportation System Plan Implementation	The Code Assistance project made changes to the Development Code to implement the 2013 TSP update, adopted January 2016.

**Required forms**

Title VI: Racial & Ethnic Impact Statement form  
Gresham\_Racial-Ethnic-Impact-Statement.pdf

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



**Today's date**

7/30/2021

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

Rachael Levasseur

Planning Section Web Coordinator

[Rachael.LEVASSEUR@odot.state.or.us](mailto:Rachael.LEVASSEUR@odot.state.or.us)



Columbia River

MARINE DR

84

SANDY BLVD

181ST AVE

Fairview

Wood Village

Troutdale

238TH DR

240TH DR

257TH AVE

Portland

STARK ST

BURNSIDE ST

Gresham

DIVISION ST

Grant Butte

POWELL BLVD

Powell Butte

Jenne Butte

Gresham Butte

Hogar Butte

Towle Butte

Springwater

Kelley Creek

Kelley Crk Headwater

Sunshine Butte

Butler Butte

HWY 26

ORIENT DR

HWY 26

ORIENT DR

MULTNOMAH COUNTY  
CLACKAMAS COUNTY

Date: July 12, 2021  
To: Glen Bolen  
Lead Grant Manager  
ODOT Region 1  
From: Mayor Stovall, City of Gresham  
Subject: Transportation System Plan Phase II - Transportation & Growth Management  
Program 2021 Grant Application

Dear Mr. Bolen,

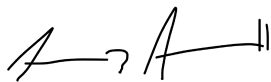
The City of Gresham submits this letter as part of the materials for the Transportation & Growth Management Program 2021 Grant Application to indicate the City's support for the project. The City will be starting on the second phase of a Transportation System Plan (TSP) update in 2022. Phase II will address major policy issues around equity, climate impacts, traffic safety, and emerging technology. These are important new areas of discussion for the City and support from the Transportation & Growth Management Program would allow these conversations to be deeper in content and reach a broader cross-section of our community.

The timing for the TSP Phase II project is well aligned with the 2021 Transportation & Growth Management Program. The City is currently in the middle of the TSP Phase I project, an administrative update to integrate our Active Transportation Plan with the TSP. The start of Phase II has been discussed at our community advisory Transportation Subcommittee, who are helping to shape the upcoming Phase II policy questions. The City has also commenced a Climate Action Plan that will be adopted in 2022 and will help inform TSP Phase II policy development.

Due to the challenges of the past year the Council agenda has been full of pressing issues. A full presentation and discussion of the TSP Phase II project and possible resolution of support from City Council is on the agenda of the Business Meeting on August 17, 2021. Staff will be able to forward the results of that Council action on or after that day.

Thank you for your flexibility and understanding in this matter.

Sincerely,



Mayor Stovall  
City of Gresham



# Health Department

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July 22, 2021

To: Glen Bolen, Lead Grant Manager, ODOT Region 1

From: Jessica Guernsey, Public Health Director, Multnomah County Health Department

Subject: Transportation System Plan Phase II - Transportation & Growth Management Program  
2021 Grant Application

Dear Mr. Bolen,

As Multnomah County's Public Health Director, I am pleased to provide a letter of support on behalf of our Racial and Ethnic Approaches to Community Health (REACH) program, to support the Transportation System Plan Phase II - TGM Grant Application.

REACH is a national program administered by the Centers for Disease Control and Prevention (CDC) to reduce racial and ethnic health disparities. The REACH Program, and its REACH partners develop and implement local, culturally appropriate programs to address a wide range of health disparities among the Black/African Immigrant and refugee communities in Multnomah County.

Transportation is a health equity issue. For the health conditions affected by transportation, alarming differences exist by race, ethnicity, and socioeconomic status in Multnomah County. Unfair differences in exposure to injury risk, air pollution, and noise contribute to inequitable burdens of injuries and chronic disease among race and ethnic groups. This is exacerbated by lack of access to safe places for active transportation and lack of safe access to destinations that support health such as jobs, schools, and healthcare. These exposures result in a disproportionate burden of injury and chronic disease. Black/African Americans residents in Multnomah County die from traffic crash injuries at higher rates than white residents, about 1.8 times higher from 2013-2017. Compared to their White counterparts, more deaths are observed from chronic diseases among African Americans than expected: 24% more from heart disease, 68% more from stroke, and 32% more from cancer.

Evidence supports transportation investments as a way to reduce injuries and chronic disease. The Centers for Disease Control and Prevention recommends comprehensive street design measures and the enforcement of design guidelines. The Guide to Community Preventive Services published a 2016 report concluding that scientific evidence supports built environment approaches combining transportation system interventions with land use and environmental design. Similarly, the Robert Wood Johnson Foundation What Works For Health program found scientific support for complete streets and streetscape design initiatives.

## Health Department

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The REACH program and the City of Gresham partnered on the City's Active Transportation Plan in 2016 and 2017. The REACH program advised on the equity analysis and integrating equity into the engagement process. The effort to include equity in engagement and project prioritization centered the needs of the Black community in the transportation planning process and is the first step in transformation of the built environment to a fairer and healthier place that respects the needs of all users.

Having a working transportation system that gets people to everyday destinations like work, school, stores, and the park is essential to Black community success and stability. The REACH program supports the City's application for a Transportation System Plan update and looks forward to further partnership creating a safer and healthier transportation system in Gresham.

Sincerely,



Jessica Guernsey, MPH  
Public Health Director  
Multnomah County Health Department

July 29, 2021

Glen Bolen  
Lead Grant Manager  
ODOT Region 1  
123 NW Flanders St.  
Portland, OR 97209

Re: Transportation System Plan Phase II - Transportation & Growth Management  
Program 2021 Grant Application

Dear Mr. Bolen,

As the Multnomah County Office of Sustainability Director, I am pleased to provide a letter of support to support the Transportation System Plan Phase II - TGM Grant Application.

The Multnomah County Office of Sustainability works with the community and County departments to help make Multnomah County a better place to live, work, and do business. We firmly connect our work of contributing to a healthy planet with Multnomah County's mission to protect the most vulnerable in our community. This mission shapes the way we approach sustainability, which is based on achieving social, economic, and environmental justice.

Transportation is an environmental justice and climate issue. With regards to environmental justice, alarming differences exist by race, ethnicity, and socioeconomic status in Multnomah County. Unfair differences in exposure to injury risk, air pollution, and noise contribute to inequitable burdens of injuries and chronic disease among race and ethnic groups. This is exacerbated by lack of access to safe places for active transportation and lack of safe access to destinations that support health such as jobs, schools, and healthcare. These exposures result in a disproportionate burden of injury and chronic disease. Black/African Americans residents in Multnomah County die from traffic crash injuries at higher rates than white residents, about 1.8 times higher from 2013-2017. Our community cannot be considered fair or just while these disparities in outcomes persist, and progress toward road safety won't be achieved until these disparities are addressed.

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From a climate perspective, transportation represents about 40% of Multnomah County carbon emissions. Transportation is also the only sector with rising emissions as more people turn to automobiles as their primary mode of transportation. This trend must be reversed if our state and our region has any chance of meeting carbon targets and realizing the co-benefits of reduced pollution exposure from reduced use of fossil based transportation fuels. While vehicle electrification and renewable fuels hold a lot of promise for decarbonizing the transportation sector, we must increase the efficiency of our roads to reach carbon targets. That means moving more people with the same amount of public right of way, which can only be done by promoting walking, biking and mass transit use. The work supported by this grant will do just that.

We are proud of our office's ongoing partnership with the City of Gresham. This includes our 4 year ongoing partnership to plant street trees in the Rockwood Neighborhood, and supporting the development of Gresham's first climate action plan. Gresham is Oregon's 4<sup>th</sup> largest city, and a place of great potential, I hope that this letter will encourage you to support that potential through the allocation of these grant funds.

Sincerely,

A handwritten signature in black ink that reads "John Wasiutynski".

John Wasiutynski

## 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:

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

A major focus of the Transportation System Plan Phase 2 is the incorporation of equity into TSP policies and actions. This type of equity evaluation of policies, to ensure that positive outcomes will result to disadvantaged communities, and the inclusion of climate actions, which disproportionately impact disadvantaged communities and minority persons.

Gresham has worked with Multnomah County's Racial and Ethnic Approaches to Community Health (REACH) program on integrating equity into the City's 2018 Active Transportation Plan. Working with REACH partners in the Black and Immigrant community and through partnerships with non-profits organizations like Beyond Black the City is well poised to gather input on proposed policies and ensure positive impacts for minority persons.

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

**Dated:**

Printed Name:

Title:

Agency Name:

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