

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)

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 Tigard

Mailing address

13125 SW Hall Blvd, Tigard, Oregon 97223

Website

<https://www.tigard-or.gov/>

Contact person name

Dave Roth

Contact person title

Senior Transportation Planner

Contact phone

(503) 597-9667

Contact email

daver@tigard-or.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

Tigard Electric Vehicle Strategy

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

Option 2: Project area description

City of Tigard city limits.

ODOT region (1-5)

Region 1

[ODOT Region Map](#)

Type of grant

Category 2: Integrated Land Use & Transportation Planning

Summary description of project

This project will create an Electric Vehicle (EV) Strategy to update local policy guiding the transition to electric vehicles inclusive of personal and shared vehicles, e-bikes, and micro-mobility modes. It will support local, regional, and statewide transportation sector greenhouse gas (GHG) reduction goals.

The project will evaluate implementation actions and make policy recommendations that support EV use. Policy recommendations will include but not be limited to amendments to Tigard's Comp Plan, TSP, Development Code, and engineering design standards, as well as programs, public investment, and public/private partnerships to support EV adoption.

Foundational to the planning effort is Tigard's Strategic Plan, which prioritizes equity in all city activities, walkability, equal access to city services, processes, and infrastructure, and community health. Additionally, the project and outcomes are supportive of Tigard's Council Goal 3, which calls for bold climate mitigation activities.

Project cost table

TGM funds requested	Consultant \$100,224.00	Local reimbursement \$0.00	Total TGM funds requested \$100,224.00
Local match			Minimum Match (Calculated) \$13,666.91
Match to be provided	Labor, supplies and services during project \$13,666.91	Payment when Intergovernmental Agreement is signed	

Certifications

Certifications

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

Certifications checkbox

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project.

Eligibility requirements

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

Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Certification: Clear transportation relationship

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

2. Adoption of products to meet project objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

Certification: Adoption of products to meet project objectives

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

3. Support of local officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

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

Res. No. 21-29.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 2021 Application Instructions.

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

According to Oregon's Department of Environmental Quality, over the past thirty years, the transportation sector has, on average, accounted for nearly 40% of Oregon's overall GHG emissions. A significant portion of transportation sector GHG emissions can be attributed to the widespread use of cars and light trucks for everyday travel.

Locally, most trips (roughly 87% according to the Regional Travel Model) made by Tigard community members occur in single-occupancy vehicles; the majority of which are powered by internal combustion engines (ICE). Largely a function of the built environment and historical patterns of transportation and land use development, an ICE dominated transportation system disproportionately impacts marginalized populations.

Individuals and communities on the margins are subject to an overwhelmingly greater share of negative

outcomes from transportation and land use decisions. These populations suffer a legacy of community fragmentation, greater air and water pollution, and significant economic burden. Marginalized populations will also be impacted the most by climatic changes brought about by GHG emissions.

To meet local, regional, and statewide goals for the reduction of GHG emissions, communities must transition away from ICE-powered vehicles and toward vehicles powered by electricity. Although this transition holds great promise to mitigate the worst environmental outcomes, care must be taken to ensure that the benefits of an EV transition are distributed equitably to all members of the community.

In keeping with TGM's priority focus on Equity and GHG Reduction, Tigard's EV Strategy project starts with three priority outcomes. First and foremost, the project will identify and elevate the needs of underserved and marginalized populations to ensure the impending EV transition benefits not just early adopters of EV technology but also people who have been negatively impacted by past transportation-related decisions or are at risk of being left behind during the EV transition. Secondly, the project will create a roadmap with actions the city can take to advance the EV transition in a way that demonstrably reduces transportation-sector GHG emissions. Finally, the project will recommend innovative approaches to integrate EV mobility solutions with multifamily and residential mixed-use development.

This project and resulting Tigard EV Strategy supports three TGM Goals:

Goal 1: Transportation Choices

1.3 Tigard's EV Strategy will support mobility choices for marginalized and underserved individuals and populations with limited travel options by conducting an equity needs analysis to identify and recommend specific interventions ensuring the potential benefits and costs of widespread transportation system electrification are more equitably distributed. Further, the EV Strategy will be comprehensive of different electric vehicle types (cars, bikes, scooters, etc) to provide EV mobility options for a range of household and personal income levels, people with greater dependence on public transit/last mile connections and people with different mobility needs.

1.4 Transportation electrification should proliferate beyond personal cars and light trucks. With additional EV supportive infrastructure that builds on the foundation of Tigard's expanding greenway trail system, e-bikes and micro-mobility modes can provide healthy and active alternatives to congested auto corridors. Tigard's EV Strategy will investigate the potential for electrification of bicycles and emerging micromobility modes leveraging Tigard's expanding active transportation network. These smaller and more accessible electric mobility options represent a largely untapped opportunity for growth in intra-city urban and suburban trips, particularly trips up to 3 miles in length.

Goal 4: Save Public and Private Costs

4.2 The public and private sectors are both subject to increasing costs associated with extreme climate events such as severe heat waves, winter storms, wildfires, and flooding. Investment in an electrified transportation system has the potential to save public and private costs over the long run by meeting State of Oregon goals to reduce or slow the growth of transportation-sector GHG emissions and related climate-driven events. The EV Strategy will recommend innovations in integrating shared mobility options with multifamily and mixed-use development to reduce transportation costs for residents.

Goal 5: Promote Environmental Stewardship

5.1 In order to meet local, regional, and statewide goals for reduced transportation sector GHG emissions, cities must encourage a rapid transition away from internal combustion-powered cars and trucks. The Tigard EV Strategy will provide a roadmap to guide local investments, regulations, programs, and policies to support this transition.

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

Given the significant role Oregon's transportation sector plays in climate changing GHG emissions; policies and interventions to support vehicle electrification are urgently needed locally, regionally, and statewide. Local actions and policies can help reduce GHG emissions that contribute to climate-change related disasters such as the recent heat dome event, which killed more than 100 Oregonians.

Tigard's EV strategy will align with and build upon the significant work already underway across Oregon's state agencies in response to Governor Brown's Executive Order 20-04. Several agencies, including ODOT and DLCD, are tasked with prioritizing implementation of the Statewide Transportation Strategy by 1) establishing GHG reduction performance metrics, and 2) amending the TPR directing MPO areas to meet GHG reduction goals. As part of this work, the LCDC and DLCD are engaging with communities and stakeholders in the "Climate Friendly and Equitable Communities" rulemaking process. Tigard's EV Strategy will localize and expand on the findings and recommendations in the just-published Transportation Electrification Infrastructure Needs Analysis (TEINA) to inform supportive solutions that can be implemented at the city level.

With concurrent planning projects underway for the city's Transportation System Plan, Metro-designated Regional Center (Washington Square), and Town Center (Downtown Tigard), as well as large areas of proposed greenfield development in current urban reserves, this work is timely and critical. Tigard's EV Strategy will support the city's planning efforts by creating policies, programs, and incentives to ensure electric mobility options are well-integrated and viable for the entire community.

The City of Tigard is a leader in advancing equitable and climate-smart goals and policies as demonstrated through its efforts to 1) increase density, 2) reduce parking requirements for new development, 3) provide more equitable access to greenspace, 4) encourage multi-modal travel and transportation choice, 5) support public transportation, and 6) elevate the voices of underserved and marginalized communities. These goals and policies have contributed to a rapid increase in multifamily and residential mixed-use development in the city as evidenced by the more than 1,000 multifamily units in the development pipeline.

The EV Strategy will compliment Tigard's concurrent planning efforts and will be a critical component in advancing the new electric vehicle era. It will take steps beyond a typical needs analysis by considering how vehicle electrification can create opportunities to solve mobility issues arising from higher density development with reduced or eliminated parking requirements; an area where Tigard is a leader among

suburban cities. Moreover, the strategy will identify and recommend solutions to ensure costs and benefits of the electric vehicle transition are equitably distributed. Solutions and recommendations developed through the Tigard EV Strategy can serve as a model replicable at the regional and statewide level.

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 will build on Tigard's current work to update its Transportation System Plan (TSP) and will inform land use plans in the Tigard Triangle, Washington Square Regional Center, Downtown Tigard, and the city's urban reserves; all places where higher-density residential mixed-use, multifamily, and affordable housing development is actively encouraged through local land use policy.

Major project tasks include:

Task 1: Project Management – City of Tigard (Months 1-12)

The project team (city project manager, TGM staff, and consultant team) will hold a kick-off meeting to review and refine the project scope of work, schedule, budget, and roles and responsibilities. The project team will meet bi-weekly throughout the strategy development process.

Task 2: Convene EV Strategy Stakeholder Working Group (SWG) – City of Tigard and Consultant Team (Months 1-12)

City staff will convene an EV Strategy SWG at the beginning of the process. The SWG will consist of Tigard residents (e.g., low-income, underrepresented, and other targeted populations) public (e.g., ODOT Climate Office, Portland Metro, TriMet), non-profit (e.g., community-based organizations, affordable housing developers/providers, PGE, and Energy Trust), and private sector partners (e.g., developers, TNC's, and EV vehicle and infrastructure companies) who will advise city staff and the consultant team throughout the EV Strategy development process. SWG members will provide project input and subject matter expertise guiding policy recommendations to support equitable EV adoption in Tigard. The SWG will meet regularly throughout the process and may continue meeting after project completion to support implementation of Tigard's EV Strategy.

Task 3: Develop and Implement Equitable Engagement Strategy – Consultant Team (Months 2-10)

Consultant will develop an equitable engagement strategy with input from city staff, CBOs, community members, and members of the SWG. The equitable engagement strategy will identify, work with, and elevate the voices of underserved populations and stakeholders who may face financial or other barriers to adopt new EV technologies. Key stakeholder groups include, but are not limited to under-represented minority residents, transit dependent residents who may benefit from first and last-mile EV mobility options, and residents of multifamily, residential mixed-use, and affordable housing communities who have specific mobility needs that could be met by new and innovative EV programs and technologies. Developing an EV adoption strategy supportive of the entire community, not just early adopters, is a fundamental goal of this project.

Task 4: Vehicle Electrification Existing & Future Needs Analysis – Consultant Team (Months 3-6)

Consultant will conduct an existing and future needs analysis to understand how the city can support private and shared vehicle, e-bike, and micro-mobility electrification and charging needs a) by utilizing

public facilities (e.g., city buildings, parks, and rights-of-way) and b) through integration with private commercial and residential development. The consultant will inventory and document existing public EV charging infrastructure. The needs analysis will make recommendations for local actions to meet local, regional, and/or statewide GHG emissions reductions requirements.

Task 5: Electric Vehicle and Development Integration – Consultant Team (Month 4-7)

Consultant will conduct a feasibility analysis and develop recommendations for partnerships, programs and/or pilot projects that pair shared electric cars, e-bikes, and electric micro-mobility with multifamily and residential mixed-use development. The consultant team will investigate and summarize program innovations, best practices, opportunities and challenges, risks, and lessons learned from public, private, and non-profit agencies already working in this space.

Task 6: Final Document and Adoption – Consultant Team and City of Tigard (Month 8-12)

Building on findings and recommendations developed during previous tasks, the consultant will prepare a draft EV Strategy that informs needed amendments to the Development Code, Engineering Design Standards, Comprehensive Plan, and/or Transportation System Plan. The consultant will prepare for and participate in one Tigard Planning Commission briefing and one Tigard City Council briefing. The consultant will produce a final EV Strategy incorporating comments from staff, the SWG, the Planning Commission, and City Council.

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

LoS EVS CPAH.pdf

LoS EVS Forth.pdf

LoS EVS Housing Partners.pdf

LoS EVS Lyft.pdf

LoS EVS Metro.pdf

LoS EVS PGE.pdf

LoS EVS REACH CDC.pdf

LoS EVS TTAC.pdf

Tigard EVS TGM Budget Table.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

Under the direction of Tigard's Senior Transportation Planner, Dave Roth, the City of Tigard is ready to

start work on a Tigard EV Strategy, with staff time allocated for the funding match. The City's readiness extends to the policy-making level where City Council recently set a goal to achieve carbon neutrality by 2035. Further supporting the effort, the City has committed to taking actions that promote equity, accessibility, and sustainability in all activities through its adopted 2020-2025 Strategic Plan.

The community is engaged and ready to provide constructive input on the EV Strategy. With support from the Tigard Transportation Advisory Committee (TTAC), staff have engaged the community in the "Tigard on the Move" speaker series over the past two years on topics ranging from advancing transportation equity to emerging transportation technologies. Based on community participation in these events, we anticipate robust public engagement on the EV Strategy through this public engagement program.

Finally, Tigard is updating its Transportation System Plan with adoption planned for winter of 2021-22. The updated TSP goals and policies support the development of a stand-alone EV Strategy to help guide the transition to a more sustainable and equitable transportation system.

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
	Downtown Reimagined	Grant awarded (2020), scoping underway
	Tigard Triangle Strategic Plan	Adopted 2017
	Tigard Greenway Trail System Master Plan	Finalized 2011
	Tigard High-Capacity Transit Corridor Land Use Plan	Completed 2009

Required forms

Title VI: Racial & Ethnic Impact Statement form
EVS_Tigard_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:

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 21-29

A RESOLUTION OF SUPPORT FOR A TRANSPORTATION AND LAND USE PLANNING GRANT FROM THE OREGON TRANSPORTATION AND GROWTH MANAGEMENT (TGM) PROGRAM TO PREPARE AN ELECTRIC VEHICLE (EV) STRATEGY FOR THE CITY OF TIGARD.

WHEREAS, the TGM program periodically offers Transportation and Land Use Planning grants to communities undertaking planning work; and

WHEREAS, the City of Tigard has a responsibility to plan, design, operate, and maintain transportation facilities that serve all users equitably; and

WHEREAS, the transportation sector is responsible for nearly 40% of Oregon's greenhouse gas emissions; and

WHEREAS, Goal 3 of the adopted 2021-2022 Tigard City Council Goals calls for the development and implementation of a "bold community resiliency plan" that achieves carbon neutrality by the year 2035; and

WHEREAS, electrification of the transportation system is a key strategy to reduce local, regional, and statewide greenhouse gas emissions; and

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: Council approves submittal of an application for a 2021 Transportation and Land Use Planning grant from the TGM Program.

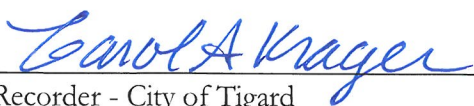
SECTION 2: This Resolution is effective immediately upon passage.

PASSED: This 20th day of July 2021.



Mayor - City of Tigard

ATTEST:



City Recorder - City of Tigard



COMMUNITY PARTNERS
FOR AFFORDABLE HOUSING

P.O. Box 23206 * Tigard, OR 97281-3206 * cpahinc.org

Tel: 503.293.4038 * Fax: 503.293.4039 * TTY/VCO: 800.735.2900

Dave Roth
Senior Transportation Planner
City of Tigard
13125 SW Hall Blvd.

Dear Mr. Roth,

We are excited to hear the City of Tigard is applying for TGM funding to explore how electric vehicle technology is changing the marketplace and how the City can proactively address transportation, land use, tax revenue and EV infrastructure investment strategies.

CPAH is a Community Housing Development Organization that serves SW Portland and Washington County. CPAH currently has several projects in Tigard, including a The Knoll, a senior community, Red Rock Creek Commons, which has recently been completed, and Greenburg Oaks, Oleson Woods and Village at Washington Square, providing needed family housing. We are also working to fund a new community in Tigard that we plan to open in three years.

Your proposal to investigate charging stations on public property/ROW and land-use requirements for charging stations on commercial, mixed-use and affordable housing property is of interest to us as affordable housing developers. Affordable and sustainable transportation is a critical need for many households, especially people with lower incomes. The electrification of the transportation network to support EVs and more affordable small electric vehicle access for under-served residents is important.

We see transportation electrification happening in dense urban centers, like downtown Portland. Is there a suburban solution as well? Increasingly, affordable housing development looks to locations like suburban Tigard to provide a much needed component of a regionally balanced housing supply. Often on-site parking is a development component that is drastically reduced in an affordable housing development (in favor of on-street parking). Finding a way to ensure the benefits of EVs and SEVs don't drive right past affordable housing communities is an issue we need to address. Tigard's proposed project can start and inform how we respond to this evolving technology.

Best of luck in your pursuit of a TGM grant to fund this timely research and development of public policy.

Sincerely,

Rachael Duke
Executive Director

CPAH does not discriminate against any person on the basis of age, race, color, religion, sex, sexual orientation or gender identity, disability (physical, mental or developmental), familial or marital status, or national origin, in admission or access to, or treatment of, residents, employees or volunteers in any of its projects or programs.





July 1, 2021

Dave Roth
Senior Transportation Planner
City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223

Dear Mr. Roth,

We are excited to hear that the City of Tigard is applying for Oregon TGM funding to support the development of a new Electric Vehicle (EV) Strategy. This important work will help the Tigard community lead the way in the critical transition from a fossil-fuel-powered transportation system toward a more sustainable, clean, and equitable electrified transportation future.

As a nonprofit trade association that advocates along with diverse stakeholders for the advancement of electric, shared, and smart mobility, Forth support's the City of Tigard's planning grant proposal. While much of the transportation electrification development, policy, and investments to date have focused on major urban areas, we know that it is also critical for suburban and rural areas to be part of leading this transition and bringing its many benefits to these communities.

Of particular interest to us that your EV Strategy planning includes considerations to ensure equitable access to EVs and other smart mobility options. We're also glad to see that your proposal considers not just EVs and their charging infrastructure, but also the variety of electric and smart mobility options that communities need.

In closing, because of its numerous economic and environmental benefits, transportation electrification represents a unique value proposition for both EV drivers and non-EV drivers across Tigard. Thank you for the opportunity to submit our letter in support of your EV Strategy proposal for an Oregon TGM grant.

If you receive project funding and advance this project, please let us know how we can participate.

Best of luck in pursuit of a TGM grant to fund this timely research and development of public policy.

Sincerely,

A handwritten signature in black ink that reads "Kelly Stevens". The signature is fluid and cursive, with the first name "Kelly" and last name "Stevens" clearly distinguishable.

Kelly Stevens
Senior Manager, Strategic Communications & Partnerships
kellys@forthmobility.org | 503.724.8670 ext.103



3700 SW Murray Blvd. #190
Beaverton | OR | 97005

July 14, 2021

Dave Roth
Senior Transportation Planner
City of Tigard
13125 SW Hall Blvd.

Dear Mr. Roth,

We appreciate Tigard's decision to apply for TGM funding related to electric vehicles.

The Community Housing Fund (CHF) provides loans to regulated affordable housing developers (for both multi- and single-family homes). To date, we've made loans of over \$2 million in Tigard, seeding the development of 6 projects and 575 units. We also know that what affordable housing developers are able to do in Tigard often provides an example for other jurisdictions in Washington County. Tigard has played a leadership role in many regards, and this exploration of EV options could provide one more example.

We know that transportation costs are second only to housing for most of the families served in regulated housing. Working together, perhaps we can unlock opportunities to better utilize the limited land supply available for housing and parking, create opportunities for lower income residents to access important new technologies that may help reduce their household budgets, while also improving our environment by reducing vehicle emissions.

Affordable housing developers will not be able to unlock these opportunities alone. Project financing is already extremely challenging, and space is at a premium. In Washington County, we are always looking for opportunities to partner with local jurisdictions to find solutions that work in a suburban environment—to increase density (where appropriate), and lower housing costs, but ensure that a full range of transportation options is available.

Strategies related to environmental sustainability and community resilience should not be available only to those with the highest incomes; for maximum effectiveness they must be distributed throughout the community. We believe that a TGM grant would move forward research and implementation concepts in a community that is a proven innovator and leader—and would be a high value investment.

Sincerely,

Sheila Greenlaw-Fink

Executive Director



Tigard EV Strategy Oregon Transportation and Growth Management (TGM) Grant
Letter of Support

July 15, 2021

Dave Roth
Senior Transportation Planner
City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223

Dear Mr. Roth,

On behalf of Lyft, we are writing to express our support for the City of Tigard's development of a new Electric Vehicle (EV) Strategy and application for Oregon's Transportation and Growth Management (TGM) grant funding.

In June of 2020, Lyft announced our [exciting initiative](#) to transition to 100% Zero Emissions Vehicles on the Lyft platform by 2030. We are actively looking for ways to partner with state and local governments to reach this goal.

In March of 2021, the city of Tigard led the way in Oregon by passing an ordinance that included language allowing the use of TNC per trip fees towards EV infrastructure efforts. This demonstrates a clear commitment towards Tigard's long-term sustainability efforts.

We believe this grant funding will help the Tigard community to continue leading the way in transitioning from a fossil-fuel powered transportation system toward a more sustainable electrified transportation future.

By working with drivers to transition to electric vehicles, Lyft has the potential to avoid tens of millions of metric tons of GHG emissions to the atmosphere and to reduce gasoline consumption by more than a billion gallons over the next decade. Should Tigard receive project funding and advance this project, Lyft would continue to pursue future partnerships with the city to reach its EV strategic goals. Specifically, we would like to work with the city to help it install a network of charging stations to accelerate the adoption of electric vehicles on rideshare networks.

Best of luck in pursuit of a TGM grant to fund this timely research and development of public policy.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sam Cho".

Sam Cho
Public Policy Manager
Pacific Northwest Region

A handwritten signature in black ink, appearing to read "Jon Walker".

Jon Walker
Sustainability Policy Manager



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

July 12, 2021

Dave Roth
Senior Transportation Planner
City of Tigard
13125 SW Hall Blvd.

Dear Mr. Roth:

Metro is excited to hear that the City of Tigard is applying for TGM funding to develop a 5-year strategy to accelerate usage of electric vehicles and small electric vehicles. We are pleased to support the project.

As the metropolitan planning organization for the Greater Portland region, Metro is responsible for leading and coordinating long-term planning efforts in the region, including plans to mitigate climate change. Metro adopted the Climate Smart Strategy for reducing greenhouse gas emissions from transportation in 2014. One of the most effective greenhouse gas reduction measures identified in that Strategy is to support the transition to cleaner, low carbon fuels by developing a reliable network of public and private electric vehicle charging stations and supportive infrastructure throughout the region. Metro's Emerging Technology Strategy also calls on public agencies in the Portland area to make electric vehicles and other new transportation technologies accessible, available and affordable to all.

If funded, Tigard's grant project would be a major step forward in demonstrating how cities can take action on electric vehicles that supports equitable progress toward meeting state and regional greenhouse gas emission goals. Tigard's proposed approach considers the full range of electrification opportunities, including not only electric passenger vehicles but also e-bikes and scooters, to maximize opportunities for all residents to find an electric transportation option that is convenient and affordable for them. It balances long-term opportunities to make electric vehicle charging ubiquitous by updating codes and development standards with short-term opportunities to accelerate electric vehicle purchases through incentives and public charger installations. Few cities in our region have a comprehensive electric vehicle strategy, so Tigard's work would be a model for others.

Best of luck in your pursuit of a TGM grant to fund this timely research and development of public policy.

Sincerely,

A handwritten signature in cursive script, appearing to read "Eliot R".

Eliot Rose
Senior Transportation Planner



Portland General Electric
121 SW Salmon Street • Portland, Ore. 97204

July 13, 2021

Dave Roth
Senior Transportation Planner
City of Tigard
13125 SW Hall Blvd.

Dear Mr. Roth—

Portland General Electric (PGE) is excited to hear that the City of Tigard is applying for TGM funding to explore how electric vehicle technology is changing the marketplace and how the City can proactively address transportation, land use, tax revenue and EV infrastructure investment strategies. Tigard's EV strategy becomes a critical tool to help fund the infrastructure improvements and expansions needed for this growing region.

PGE knows that our clean energy future depends on a reliable, fast-charging infrastructure. We're working with many communities to make it happen and we aim to achieve zero emissions associated with the power we serve our customers by 2040. Together with the City of Tigard, we can create an energy system that's dynamic, flexible, reliable and affordable for everyone.

We support your proposal to convene an ecosystem of public and private partners interested in electrification of the local transportation system. Tigard and the region will benefit most when we align EV technology and standards for transportation system electrification, with requirements such as charging stations on public property, land-use rules for charging stations on commercial, mixed-use and affordable housing property. It also allows for better EV access for under-served residents.

Best of luck in your pursuit of the TGM grant for this timely research and development of public policy and thank you for your collective leadership! You have PGE's commitment to help Tigard build a thriving, un-biased community where all can breathe and live safely for years to come.

Sincerely,

Theresa Haskins
Senior Business Development Manager



Everyone deserves a place to call home.

July 14, 2021

Dave Roth
Senior Transportation Planner
City of Tigard
13125 SW Hall Blvd.

Dear Mr. Roth,

I am writing in support of the city of Tigard's TGM grant submittal to understand the need for Electric Vehicle (EV) and Small Electric Vehicle (SEV) charging stations that could serve underserved residents in Tigard.

REACH is one of the Portland Metro region's largest affordable housing developers and operators, and a national leader in affordable green building. Established in 1982, REACH believes strongly that innovative community partnerships are essential to accomplishing our mission and stewards over 2,700 affordable apartments across the Portland metropolitan region and Southwest Washington. We recently acquired a 2.44 acre site in the Tigard Triangle and will be seeking the highest sustainability rating with EV charging stations, ride-share, and bike share options available to us through code. The site will provide over 275 units of affordable housing and approximately 20,000 sq. ft. of affordable commercial community uses like a day care, community market hall, and potentially a recreational community center.

The city's proposal to investigate charging stations on public property/ROW and land-use requirements for charging stations on commercial, mixed-use and affordable housing property is of interest to us as affordable housing developers, but we need support to provide these uses. Likewise, the electrification of the transportation network to support EVs and more affordable small electric vehicle (SEVs) access for under-served residents is of need and interest.

The suburban market is ripe for the intensification of transportation electrification and Tigard is a leader in this arena in looking for solutions to a more people-centered approach to planning. Increasingly, affordable housing development looks to locations like suburban Tigard to provide a much-needed component of a regionally balanced housing supply. Often on-site parking is a development component that is drastically reduced in an affordable housing development (in favor of on-street parking). The TGM grant will ensure the benefits of EVs and SEVs don't skip over affordable housing communities in the transportation growth management of the region. Tigard's proposed project can start and inform how we respond to this evolving technology.

Best of luck in your pursuit of a TGM grant to fund this timely research and development of public policy.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alma Flores".

Alma Flores
Director of Housing Development



City of Tigard

July 13, 2021

Dave Roth
Senior Transportation Planner
City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223

Dear Mr. Roth,

The Tigard Transportation Advisory Committee (TTAC) is excited to hear that the City of Tigard is applying for TGM funding to support the development of a new Electric Vehicle (EV) Strategy. This important work will help the Tigard community lead the way in transitioning from a fossil-fuel powered transportation system toward a more sustainable electrified transportation future.

The Transportation Advisory Committee (TTAC) acts as an advisory body to the Tigard City Council and staff. We provide a venue for citizen involvement opportunities in transportation matters and work to increase community awareness of transportation issues that affect the City of Tigard. Our members are very interested in advancing sustainable transportation options in Tigard.

Of particular interest to us is your focus on the equitable deployment of infrastructure to support a sustainable EV transportation system for all residents.

Best of luck pursuing the TGM grant to fund this timely research and the development of public policy.

Please let us know how we can participate if the City of Tigard receives project funding. We would be interested in supporting efforts to advance this project.

Sincerely,

Ruth Harshfield
TTAC Chair

Tigard EV Strategy TGM Grant Budget		Estimate
1	Project Management	\$ 12,000
1A Project Kickoff Meeting		
1B Project Management Plan		
1C Project Deliverables Template		
1D PMT Meetings		
2	Convene EVS Stakeholder Working Group (SWG)	\$ 8,000
2A SWG Management Plan		
2B SWG Kickoff Meeting		
2C SWG Meeting Materials		
2D SWG Meeting		
3	Develop and Implement Equitable Engagement Strategy	\$ 18,000
3A SWG Meeting		
3B Community Engagement Strategy		
3C Public-Friendly Schedule and Scope		
4	Vehicle Electrification & Future Needs Analysis	\$ 20,000
4A Draft Existing Conditions and Future Needs Report		
4B SWG Meeting		
4C Infographics Summary of Existing and Future Conditions		
4D Final Existing Conditions and Future Needs Report		
5	Electric Vehicle & Development Integration	\$ 30,000
5A Draft Best Practices Report		
5B Draft Electric Vehicle and Multifamily/Residential Mixed Use Integration Feasibility Analysis Report		
5C SWG Meeting		
5D Infographics Summary of Best Practices Report and Feasibility Analysis		
5E Final Best Practices Report		
5F Final Electric Vehicle and Multifamily/Residential Mixed Use Integration Feasibility Analysis Report		
5G Pilot Project Design and Recommendations Memo		
6	Final Document and Adoption	\$ 18,000
6A Draft Development Code, Comp Plan, TSP, Engineering Design Standards Recommendations		
6B Draft EV Strategy Document		
6C SWG Meeting		
6D Infographics Summary of Draft Development Code, Comp Plan, TSP, Engineering Design Standards Recommendations		
6E Final Development Code, Comp Plan, TSP, Engineering Design Standards Recommendations		
6F Final EV Strategy Document		
6G Plan Adoption		
6H Planning Commission Meeting		
6I City Council Meeting		
TOTAL Non Contingency		\$ 106,000
Contingency Tasks/Deliverables		\$ 10,000
TOTAL Contingency		\$ 10,000
TOTAL Non Contingency + Contingency		\$ 116,000
Staff Match		TGM Request
\$	15,776.00	\$ 100,224.00

RACIAL AND ETHNIC IMPACT STATEMENT

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

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

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

Indicate all that apply:

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

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

Indicate all that apply:

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

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

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

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

Dated:

Printed Name:

Title:

Agency Name:

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