

# 2025 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2025 Application Packet](#) 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 31, 2025 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.

**Response instructions are on page 9 of the 2025 Application Packet.**

**Primary applicant jurisdiction**

Clackamas County

**Mailing address**

150 Beavercreek Road

Address Line 1

Address Line 2

Oregon City

City

Oregon

State

97045

Zip Code

**Website**

<https://www.clackamas.us>

**Contact person name**

Anthony

First

De Simone

Last

**Contact person title**

Transportation Planner II

**Contact phone**

(503) 742-4511

**Contact email**

adesimone@clackamas.us

**Name of person empowered to sign the agreement with ODOT, if different from the applicant contact**

Craig

First

Roberts

Last

**Title of above named person**

Chair of the Clackamas County Board of Commissioners

**Phone**

(503) 655-8581

**Email**

bcc@clackamas.us

## List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

**Upload your resolution or meeting minutes from the governing body of applying jurisdiction(s) here:**

Clackamas County Board of Commissioners Resolution of Support SIGNED COPY TO FOLLOW.pdf  
PDFs only. Max 2mb per file.

## Project information

Response instructions are on page 10 of the 2025 Application Packet.

**Project title**

Clackamas County Transit Development Plan – 5-year 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**

PDFs only, 1 file maximum, 2mb file size limit.

**Option 2: Project area description**

Countywide

**ODOT region (1-5)**

Region 1

[ODOT Region Map](#)

Refer to the region map if you are unsure of your region.

**Type of grant**

Category 1: Transportation System Planning

**Summary description of project**

Clackamas County has a complex landscape of transit and transportation services. The urban areas are served by TriMet and Wilsonville SMART and the rural cities of Molalla, Canby and Sandy have their own providers. Lastly, Clackamas County serves the Mt Hood Corridor and provides other transportation services in the county. While the first Clackamas County Transit Development Plan (TDP) was adopted in 2021, it needs to be updated to comply with the requirements of the Transportation Planning Rule, respond to service/plan changes that have been made over the past 5 years and address the changes to transit usage over the past 5 years.

Updating the TDP is necessary to guide for future funding through the Statewide Transportation Improvement Fund. It includes specific guidance for transit investments in the TriMet district and for service connections between providers.

*Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)*

---

**Project cost table**

Response instructions are on page 11 of the 2025 Application Packet.

<b>TGM funds requested for the work identified in Criterion 3</b>	<b>Consultant</b> \$269,190.00	<b>Local reimbursement</b> \$0.00	<b>Total TGM funds requested</b> \$269,190.00
<b>Local match</b>	<b>Minimum Match (Calculated)</b> \$30,810.00 <i>Approximately 11.5% of requested funds</i>		
<b>Match to be provided</b>	<b>Labor, supplies and services during project</b> \$30,810.00	<b>Payment when Intergovernmental Agreement is signed</b>	
<b>Total Match to be Provided</b> \$30,810.00			

---

**Award criteria**

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

The application demonstrates the proposed 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 13 of the 2025 Application Packet.**

**What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?**

Transit is an essential service needed by many people in the community and is also a primary tool for reducing vehicle miles traveled (VMT) and carbon emissions. While the Clackamas County Department of Transportation and Development does not operate transit or transportation services, we are required to include a transit element within our Transportation System Plan. With the recent changes that have been made to the Transportation Planning Rule that integrated additional requirements for transit planning, it has become critical to maintain an up-to-date Transit Development Plan.

Over the past five years, there have been dramatic shifts in how transit is provided as well as how transit is used within the County. The six different transit providers have adjusted service, revised their plans and have faced various financial challenges. Since transit and transportation services are necessary to connect people to their jobs, services and other resources it is critical that the County's Transit Development Plan be updated with the most recent data and service recommendations.

Recently, the Board of County Commissioner completed their 2025 Strategic Plan which included the goal of creating a plan for what efficient, accessible and affordable transit would look like in the County. Updating the Transit Development Plan will provide a foundation for that conversation and address the following items that have occurred since initial plan adoption:

- Several of the near term recommendations from the 2021 TDP have been implemented. A new project and investment list must be identified that will incorporate changes that have occurred since 2021.
- The Transportation Planning Rule has been revised to include more detailed direction on the requirements for transit planning and transit elements in a TSP. The county is currently in the process of updating its Transportation System Plan (TSP), which is expected to be completed early 2027. The Transit Development Plan will fold into the TSP as its transit planning component and therefore it is critical to complete the Transit Development Plan at this time.
- TriMet has completed the Forward Together 1.0 plan and has made several significant changes to how service is provided in the County. In addition Metro is currently working on a Community Connector Transit study that will provide guidance on locations appropriate for Community Shuttle service.
- The landscape for funding for transit and transportation services has been shifted significantly since the last adoption of the TDP

Finally, the original 2021 Transit Development Plan calls for an update to the plan approximately every five years to ensure that the recommendations are still relevant, timely, and realistic. We are approaching five years after the adoption date of the original TDP and thus must focus on the update.

*Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?**

The current Transit Development Plan establishes a vision for transit in Clackamas County and is guided by the four primary goals/objectives of (1) Enhancing connectivity, (2) Prioritizing Equity, Health & Safety, (3) Promoting Sustainability, and (4) Improving Customer Experience and Mobility. The overall objective of the TDP 5-year update project is to confirm, and revise if needed, the transit vision and then align the goals and objectives within the TDP 5-year update accordingly. The project will provide space to review and update these goals to adapt to new conditions and service changes.

The TDP 5-year update project aligns closely with all of the TGM program objectives. At its core, the project will be focusing on the TGM objective to “Provide transportation choices to support communities with balanced and interconnected transportation networks for mobility, equity, and economic growth.”

A key objective of the TDP 5-year update project is to Enhance Connectivity. As the county has six transit providers, coordination will be key. In addition, making sure that changes to various transit plans are recognized and recorded will set the foundation for the overall project. For example, TriMet’s Forward Together recent and future changes are new since the 2021 TDP. Metro’s Community Connector Study, currently underway, will be accounted for during the update. In addition, recent developments in housing, job centers, and bike/ped infrastructure investment will be documented.

The TGM objective “Promoting environmental stewardship through sustainable land use and transportation planning” aligns with the TDP 5-year update goal of “Promoting Sustainability.” By undertaking the TDP 5-year update, guidance will be provided on how investments can support alternatives to single-occupancy vehicle travel. In addition, it will discuss actions related to increasing transit usage and supporting alternatives to single occupancy car travel which are important tools for reducing greenhouse gases and carbon emissions.

Finally, the TGM objectives of “Creating communities composed of vibrant neighborhoods and lively centers linked by accessible transportation” and “Supporting economic vitality and growth by planning for land uses and the movement of people and goods” will be supported by the TDP 5-year update objective to “Improve Customer Experience and Mobility.” The project will work to achieve this objective by including identification of incorporating new services, exploring first/last mile shuttles, needed infrastructure investments and finally, an update to top-priority recommendations.

Key metrics and performance measures will be discussed at both the beginning and the end of the project. Starting with the measures identified in the 2021 TDP, a review will be conducted to understand how successful the previous TSP was at achieving the goals. New or updated metrics and performance measures will be discussed and applied at the end of the project.

*Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

## **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 local conditions or in

- federal regulations, state requirements, or regional plans
- 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 15 of the 2025 Application Packet.**

**Why is it important to do the proposed project in this grant cycle?**

In the recent update to the Transportation Planning Rule (TPR), guidance was included in sections 660-012-0700 – 0720 that updated directives for transit planning in metropolitan areas. Changes that have occurred since the 2021 TDP include a need to use key destinations as identified in OAR 660-012-0360, the need to identify priority transit corridors and the need to plan for safe and accessible transit stops. The TPR includes updated specifics about the public transportation element that is to be included in a Transportation System Plan.

The county has just begun a major update of its Transportation System Plan (TSP), which began in 2025 and is expected to be adopted in 2027. Since transit planning is unique and complicated by the fact there are six transit providers in Clackamas County, it is important to undertake this project separately, but concurrently with the TSP update. The TDP 5-year update will serve as the TSP's transit planning element and thus it is critical to complete the update during this TGM grant cycle.

Should this project not receive funding, we will not proceed with the update at this time. The impacts of this would include:

- Transit recommendations that are outdated or no longer useful: Clackamas County prioritizes recommendations from the TDP when during the bi-annual State Transportation Improvement Fund (STIF) plan development. For STIF funding, a project must be identified within a planning document.
- Service recommendations that miss the county's areas of growth: The TDP 5-year update will revisit the development and growth patterns of the county since 2021 to ensure that the areas of growing need are served. If the plan is not updated, emerging needs may not be met.
- Lack of integration with TriMet Forward Together 1.0 and 2.0 service changes and service change recommendations: Not accounting for these will miss significant service changes in the county.
- The current TDP states a requirement to update the plan approximately every five years: This allows the County to monitor progress in implementing projects, update the future financial outlook, and verify land use and growth trends used to prioritize service enhancements.
- Failure to capitalize on momentum gained through initial TDP: The initial TDP was a success for Clackamas County as it was the first of such a plan. Not updating the plan on the five-year cadence would reduce the effectiveness of the initial plan, which was intended to be kept current and relevant.

*Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?**

In 2025, the Board of County Commissioners recently adopted the Performance Clackamas goal of “by 2027, the County will plan for what efficient, accessible and affordable transit looks like in Clackamas County.” The TDP 5-year update is needed to achieve this goal. Attached to the application is their Resolution of Support for the project.

To move this update forward, coordination with TriMet, as well as the small local agencies South Metro Area Regional Transit, Sandy Area Metro, South Clackamas Transportation District, and Canby Area Transit is essential. Many of these agencies have submitted letters of support for this project.

Clackamas County Health Housing and Human Services (H3S), which operates the ClackCo Connects shuttles, coordinates on a regular basis with the other small transit providers via weekly coordination and operational check-in meetings. The TDP 5-year update will increase this coordination by convening a Technical Advisory Committee specific to this project

*Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?**

Clackamas County's Transportation System Plan (TSP) update is taking place concurrently with this proposed TDP update. The updated TDP will serve as the TSP's transit planning component, which is required as per OAR 660-012-0700 (Public Transportation System Planning). This rule goes on to provide direction on requirements for Public Transportation System Planning, which will be adhered to during this update.

The project will also use information from several projects currently underway at TriMet (FX Planning and Forward Together 2.0) as well as the Metro Community Connector study. The TDP 5-year update will also integrate information from local efforts related to shuttle implementation as well as the Travel Options plan which will be completed by the time this project begins.

*Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**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 16 of the 2025 Application Packet.**

**Tasks and deliverables table**

**What are your proposed tasks and deliverables**

---

### Task 1: Project Management and Grant Administration. (months 0–12)

Deliverables will include: project progress and financial reporting to ODOT and DLCD (quarterly); project schedule through coordination with the consulting firm; and convening of a Project Management Team (PMT) which shall oversee project direction, County role will be reviewing and approving technical data, and final products. Consultant and County will be involved in actions in this task.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

### Task 2: Public Engagement. (months 2-12)

Deliverables will include: a Public Engagement Plan (PEP), which may include on-board surveys, focus groups, operator surveys, and online open houses; a project webpage which will provide project information, materials, and project updates; convening of a Project Advisory Committee which will provide input to project direction, express community desires and priorities, give feedback on deliverables, and review service recommendations; and a public engagement summary as part of the final report described in Task 6. All Public Engagement Plan actions will be reviewed against requirements in the Transportation Planning Rule as well as Clackamas County's new Framework for Engagement and Decision-Making with Underserved Populations document. Consultant will lead in preparing and implementing the PEP. County staff to review and support PEP activities.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

### Task 3: Review Vision, Goals and Performance Measures. (Months 1-3)

Deliverables will include: a memo summarizing Vision, Goals and performance metrics related to the stated targets in the 2021 plan; Input from the PAC and online outreach will inform the updated vision, goals and performance measures reflecting the newest conditions and data. Actions in this task will be led by the consultant with support by County staff.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

### Task 4: Updated Existing Conditions and Re-Examination of Service Gaps. (Months 1-4)

Deliverables will include: an updated Level of Service Analysis and Gap Analysis which account for service launched or modified since 2021 as well as new development and population growth in the county since 2021; and an updated “Needs Summary” section that will fold into the plan. Deliverable for this task will also include memo summarizing a review of regional transit plans adopted since 2021, including TriMet's Forward Together 1.0 and 2.0, and recommendations of Metro's Community Connector Transit study. Information will be presented to the PAC. Implementation of the PEP activities. Actions in this task will be led by the consultant.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

**Task 5: Funding and Implementation Options. (Months 1-4)**

Deliverables will include: updated memo on funding to ensure it includes the most up-to-date funding sources and project eligibility. In addition, a memo will be developed that discusses various types of transit and transportation services, such as on-demand services, shuttles, micro-transit and other options used in suburban and rural communities to address service gaps. Details related to funding various transit options shall be included. Actions in this task will be led by the consultant.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

**Task 6: Project Prioritization, Service Recommendations, and Cost Estimates. (Months 5-10)**

Deliverables will include: using information from Task 3, 4 and 5, project prioritization and service recommendations will be developed that incorporate new projects and service identified in this update plus relevant existing projects and service from the 2021 plan that have not yet been implemented; updated planning-level cost estimates for operations and capital associated with these projects and services; and an updated Future Solutions Strategies memo. Engagement activities identified in the Task 2 PEP, including a meeting with the PAC, will be implemented by the consulting team during the development of the recommendations. Actions in this task will be led by the consultant and supported by County staff.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

**Task 7: Final Transit Development Plan document and Approval Process initiation. (Months 10 – 12).**

Consultant deliverables will include: final Transit Development Plan document; and materials to support adoption hearings with the Planning Commission and Board of County Commissioners. County staff will prepare an online ArcGIS story map using summary information to complement the full document; Actions in this task will be co-led by both the consultant and county staff.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

**How will the project approach support investment decisions that align with Oregon's Transportation Plan and Transportation Planning Rules?**

The current TDP has guided transit investments over the past four years. Rather than be transit provider centric, it conveyed a vision that has been used as input into other transit planning efforts, such as those by TriMet and the smaller county transit providers. The plan has also guided the launch of transit operated by the county itself, such as ClackCo shuttles serving Oregon City and the Clackamas Industrial Area.

The updated plan will align with requirements set forth in OAR 660-012-0700, including existing conditions and inventory, gap and deficiency analysis, transit-supportive facilities analysis, key destinations analysis, and prioritized project list. The effort will also comply with the engagement requirements of OAR 660-012-0120, including centering the voices of underserved populations.

The updated plan will also continue to prioritize projects on a short-, medium-, and long-term recommendation basis, allowing for investment to be made based on the most pressing needs.

*Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)**

Adoption hearings will be held with the Clackamas County Planning Commission (PC) and the Clackamas County Board of County Commissioners (BCC). The adoption process is anticipated to include briefings and public hearings before both the BCC and PC. These may be done in concert with the adoption of the aforementioned Transportation System Plan update, but it is unclear at this time how the timing may align. Adoption of the TDP 5-year update can also be done prior to the TSP adoption if it is completed in a timely manner.

*Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**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 17 of the 2025 Application Packet.**

**Upload letters of support here**

SMART\_TDP\_Grant\_LoS\_2025\_07\_02.pdf

TriMet Letter of Support - 2025 TGM grant\_2025-7-21.pdf

SAM\_Clackamas County TDP Letter of Support Sandy Area Metro.pdf

*PDFs only. Max 2 mb per file.*

**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 18 of the 2025 Application Packet.**

**Describe the experience and availability of key staff**

Current staff who will oversee this project include Planner II Anthony De Simone who has over seven years of transportation planning experience with two years of focusing on transit issues at Clackamas County. He will be supported by Kristina Babcock, Transit Services Program Manager at Clackamas County H3S and Long Range Planning Manager Karen Buehrig, who has more than two decades planning experience at Clackamas County.

Additionally, Jeff Owen will be available in an advisory role. Jeff has 18 years of transportation planning experience, including ten years in a transit planning role at TriMet.

*Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years**

Clackamas County has the resources and is capable of completing the Transit Development Plan within the TGM schedule. With a team of three dedicated transportation planners, the County has the capacity to undertake this project during the next 15 months. As supported by the following table which details Clackamas County's TGM-funded projects over the past 10 years, the county has reliably demonstrated an ability to execute projects within their stated funding window. The County has also demonstrated a consistent ability to move plans through to adoption and/or capital construction. Clackamas County is confident in its ability to continue this pattern of dependable delivery with the TDP 5-year update.

*Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**If applicable, list applicant'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
1E-20	Walk Bike Clackamas	Adopted June 2025 300 character limit.
1C-18	Transit Development Plan	Adopted 2021, serves as basis for this proposed update 300 character limit.
1E-14	Monroe Neighborhood Street Design Plan	Final design completed, capital project under construction, expected completion Spring 2026 300 character limit.
1F-14	Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan	Adopted 2016 300 character limit.

1E-12

Active Transportation Plan

Adopted 2015

300 character limit.

## Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2025 Application Packet.

**How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or work to link the location of future workforce housing to walkable/bikeable areas with good transit?**

Current population forecasts show job and housing numbers growing rapidly in suburban areas. With the implementation of middle housing and the reduction of required parking, it is essential to have viable transportation options in these places. This project will study how transit can best support areas such as the McLoughlin corridor as well as Happy Valley and eastward, where housing and employment will be increasing significantly. The update will work to ensure that these areas are given sufficient consideration for future transit service and do not become transit deserts.

*Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

## Required forms

**Title VI: Racial & Ethnic Impact Statement form**  
20250716 Final Racial-Ethnic-Impact-  
Statement\_Clapamas.pdf

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

*PDFs only. Max 2 mb per file.*

## Certifications

Response instructions are on page 20 of the 2025 Application Packet.

### Eligibility criteria

- This application demonstrates a clear transportation relationship
- This application demonstrates adoption of products to meet project objectives
- This application demonstrates the support of local officials

**Preparation of application**

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

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

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

---

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

Yes  No  I am already subscribed

*Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.*

**Today's date**

7/31/2025

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

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

# BEFORE THE BOARD OF COUNTY COMMISSIONERS

## OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Approval to Submit and  
Support for an Application for a  
Transportation and Growth Management  
(TGM) Grant to Update the Clackamas  
County Transit Development Plan

## Resolution No. 2025-056

Page 1 of 2

**Whereas**, the TGM Grant Program, administered by the Oregon Department of Transportation and the Department of Land Conservation and Development, provides funds to help local governments develop land use and transportation plans; and

**Whereas**, the Oregon Transportation Planning Rule (OAR chapter 660, division 12) requires cities and counties to promote the development of transportation systems adequate to serve statewide, regional, and local transportation needs; to provide a transportation system that serves the mobility and access needs of those who cannot drive and other underserved populations; and to include transit plan elements in Transportation System Plans; and

**Whereas**, since the *Clackamas County Transit Development Plan* was adopted in 2021, TriMet has enacted service changes via their Forward Together 1.0 plan and has planned additional changes via their Forward Together 2.0 plan; and

**Whereas**, transit needs, travel patterns, and community needs have changed since the adoption of the initial *Clackamas County Transit Development Plan*; and

**Whereas**, the *Clackamas County Transit Development Plan* requires that it be updated approximately every five years; and

**Whereas**, it would be in the best interest of Clackamas County to adopt this resolution, as required by the TGM Grant Program, supporting an application for a grant to update the *Clackamas County Transit Development Plan*;

W W W W W

# BEFORE THE BOARD OF COUNTY COMMISSIONERS

OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Approval to Submit and  
Support for an Application for a  
Transportation and Growth Management  
(TGM) Grant to Update the Clackamas  
County Transit Development Plan



Resolution No. 2025-056

*Page 2 of 2*

**NOW, THEREFORE, the Clackamas County Board of Commissioners does hereby resolve** to approve the submission of and to support an application for a TGM grant to update the *Clackamas County Transit Development Plan*.

**DATED** this 31st day of July 2025

## BOARD OF COUNTY COMMISSIONERS

---



---

Chair

---



---

Recording Secretary



July 10, 2025  
Mr. Glen Bolen  
ODOT Region 1 TGM Program Lead  
123 NW Flanders St  
Portland, OR 97209

Dear Mr. Bolen,

Sandy Area Metro is pleased to offer its support for Clackamas County's Transportation and Growth Management (TGM) grant application. The County's Transit Development Plan, completed in 2021, was a comprehensive, multi-year plan that outlined public transportation needs in Clackamas County including service improvements with short- and long-term goals.

Sandy Area Metro has learned from the County that the new plan intends to re-examine and refresh short-, medium- and long-term service recommendations and incorporate the recent and proposed changes of TriMet's Forward Together 1.0 and 2.0. Additionally, any plan updates that may have occurred for Clackamas County's small urban and rural providers will be introduced or updated.

As a partner in the regional transit network, Sandy Area Metro looks forward to exploring potential service updates, new areas of collaboration and innovative service ideas that will enhance connectivity across the County and the region.

Transit plans are essential for the growth and development of any area as they serve as a roadmap for developing and enhancing a clean, safe, equitable and reliable transportation system. Sandy Area Metro intends to be involved in the public input and engagement and technical expertise processes that will occur during the plan as we work together to better understand future investments and a coordinated vision for transit in the County.

Sandy Area Metro looks forward to the development of this new updated plan and strongly encourages you to select this project for grant funding.

Sincerely,

Andi Howell  
City of Sandy  
Sandy Area Metro  
ahowell@ci.sandy.or.us



July 2, 2025

Mr. Glen Bolen  
ODOT Region 1 TGM Program Lead  
123 NW Flanders St  
Portland, OR 97209

Dear Mr. Bolen,

South Metro Area Regional Transit (SMART) is pleased to offer its support for Clackamas County's Transportation and Growth Management (TGM) grant application. This grant will fund the crucial update to the Transit Development Plan for Clackamas County, originally completed in 2021.

As a partner in the regional transit network, SMART recognizes the significant value this updated plan will bring. The previous plan laid an essential groundwork, and this update is timely and necessary to address the evolving transit landscape. Specifically, we understand the plan update will re-examine and refresh short-, medium-, and long-term service recommendations, while considering the recent and proposed changes of TriMet's Forward Together 1.0 and 2.0.

Furthermore, we are enthusiastic about the plan's intention to explore new areas of potential first mile/last mile shuttle service, transit access projects, capital investment priorities, and implementation recommendations. This approach is critical for enhancing connectivity and accessibility throughout the county.

The commitment to coordinating with other small transit providers throughout Clackamas County to identify specific actions needed to improve transit that connects rural communities to each other and to the urban area is also highly commendable. This collaborative effort is essential for fostering a more unified and seamless public transit system across our diverse communities.

SMART looks forward to actively participating in the creation of the updated Clackamas County Transit Development Plan. We believe this project is fundamental to the continued growth and accessibility of public transportation in our region. We strongly encourage you to select this project for grant funding.

Sincerely,

Dwight Brashear  
Transit Director  
South Metro Area Regional Transit  
[brashear@ridesmart.com](mailto:brashear@ridesmart.com)

July 21, 2025

Mr. Glen Bolen  
ODOT Region 1 TGM Program Lead  
123 NW Flanders St  
Portland, OR 97209

Dear Mr. Bolen,

TriMet is pleased to offer its support for Clackamas County's Transportation and Growth Management (TGM) grant application. This grant will fund the update to the Transit Development Plan for Clackamas County, originally completed in 2021.

As the largest partner in the regional transit network, TriMet recognizes the significant value this updated plan will bring. The previous plan laid an essential groundwork, and this update is timely and necessary to address the evolving transit landscape. Specifically, we understand the plan update will re-examine and refresh short, medium, and long-term service recommendations, taking into account the recent and proposed changes of TriMet's Forward Together 1.0 and 2.0.

Furthermore, we are enthusiastic about the plan's intention to explore areas for potential first/last mile shuttle service, transit access projects, capital investment priorities, and implementation recommendations. This is critical for enhancing connectivity and accessibility throughout the county.

The commitment to coordinating with other small transit providers throughout Clackamas County to identify specific actions needed to improve transit that connects rural communities to each other and to the urban area is also commendable. This collaborative effort will help foster a more unified and seamless public transit system across our diverse communities.

We look forward to participating in the creation of the Clackamas County Transit Development Plan. We believe this project is important for the continued growth and accessibility of public transportation in our region. We encourage you to select this project for grant funding.

Sincerely,

A blue ink signature of the name "Tom Mills".

Tom Mills  
Director  
Service Planning

## RACIAL AND ETHNIC IMPACT STATEMENT

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

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons<sup>1</sup> in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

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

Indicate all that apply:

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

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

Indicate all that apply:

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

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

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

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

**Dated:**

Printed Name:

Title:

Agency Name:

---

<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.