

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

Washington County

Mailing address

155 155 N First Ave., Suite 350, MS 14, Hillsboro, Oregon 97124

Website

<https://www.co.washington.or.us/LUT/>

Contact person name

Dyami Valentine

Contact person title

Senior Planner

Contact phone

(503) 846-3821

Contact email

Dyami_Valentine@co.washington.or.us

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?
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Project name and location

Project title

Farmington Corridor Concept and Jurisdictional Transfer Framework Plan

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

Option 1: Project area map

Farm_Rd_Handout_8.5x11_P.pdf

Option 2: Project area description

Section of Farmington Road (OR 10) under ODOT jurisdiction from MP 5.88 to 7.38

ODOT region (1-5)

Region 1

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

The purpose of this project is to develop a context-sensitive corridor concept plan that would safely accommodate all users and modes in partnership with the Oregon Department of Transportation and City of Beaverton for the section of SW Farmington Road under State of Oregon jurisdiction between SW 209th Avenue and SW Kinnaman Road within unincorporated Washington County. The plan would include a framework for jurisdictional transfer from State to County ownership in accordance with long-standing local and regional policies. The project will develop findings and recommend a preferred corridor design concept and project cost estimate for adoption into the Washington County Transportation System Plan (TSP). The project will support the corridor's near-term implementation potential.

Project cost table

TGM funds requested	Consultant \$250,000.00	Local reimbursement	Total TGM funds requested \$250,000.00
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Local match

**Minimum Match
(Calculated)**
\$34,090.91

Match to be provided

**Labor, supplies and services during
project**
\$34,100.00

**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:

BCC_Farmington Rd_Final_Docs_072021.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

The Aloha community has long desired an improved Farmington Rd. This section of Farmington is critical for accessing residential neighborhoods, schools, parks, employment, community retail and other essential destinations. The 2014 Aloha-Reedville Study identified a long-term goal to reconstruct to urban standards with sidewalks, bicycle lanes, street lighting, pedestrian crossings and transit improvements. There is also broad community support to improve this section, as extensive input received through the Aloha-Reedville study and other local planning efforts have demonstrated that the public wants safe, comfortable, connected walking and biking facilities that connect key destinations and corridors in Washington County and in Aloha.

The purpose of the corridor concept plan is to evaluate and recommend multi-modal transportation solutions. The project will result in informed policy and investment decisions for Farmington Road that will:

- (1) Provide transportation choices for all corridor residents, workers and visitors in the unincorporated Aloha community;
- (2) Create communities by linking the Aloha neighborhood, a Metro-designated equity focus area with higher than regional concentrations of people of color, Limited English proficiency and low-income

populations, with safe, convenient transportation;

(3) Support economic vitality by improving multimodal access to the commercial center at Farmington/Kinnaman and Downtown Beaverton (a regional center);

(4) Save public and private construction costs by identifying phasing options that could provide pedestrian/bicycle facilities early on before roadway expansion;

(5) Improve human health outcomes and reduce healthcare costs by addressing barriers to active transportation and reducing crash risk for vulnerable road users traveling along and across the corridor; and

(6) Promote environmental stewardship by identifying opportunities for regional stormwater management facilities minimizing impacts to habitat and natural resources in the Butternut Creek and Celebrity Creek watersheds.

Additionally, the project design will consider how best to:

(7) Increase safety by separating pedestrian and bicycle traffic from freight and other vehicles on the arterial roadway, identify safe crossing opportunities for students at Hazeldale Elementary School, Kinnaman Elementary School, Errol Hassell Elementary School, Mountain View Middle School and Aloha High School;

(8) Improve access to transit service on Farmington provided by TriMet Lines 52 (which is planned for future Frequent Service) and 88, which provide connections to MAX light rail at Willow Creek Transit Center and Beaverton Transit Center;

(9) Improve local connectivity by identifying and integrating non-arterial projects, such as accessways and parallel routes;

(10) Improve access to higher education, including the Portland Community College Willow Creek and Rock Creek campuses; and

(11) Improve access to recreation at Tualatin Hills Nature Park and the Westside Regional Trail, which is also a transportation corridor.

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

In 1998, the County and ODOT entered into a Cooperative Improvement Agreement that determined obligations related to the construction of improvements on Farmington and eventual transfer to County jurisdiction between Murray and OR 219. As a result of the agreement, the County TSP modified the Countywide Road System map in 2002 to identify Farmington under long-term County jurisdiction.

Subsequently, three separate JT agreements between the two parties have transferred portions of Farmington to County ownership between OR 219 to 198th and Kinnaman to 170th, leaving the remaining 1.4-mile segment between 198th and Kinnaman as an unimproved State-owned facility.

This section has been identified as a significant gap in the pedestrian and bicycle system through ODOT's Active Transportation Needs Inventory, which ranked Farmington in the 95th percentile of pedestrian and bicycle deficiencies within the ODOT network based on multiple evaluation criteria, and is a designated regional high-injury corridor with numerous fatalities and serious injuries to road users reported since 2007. In order to successfully attract future funding for comprehensive improvements, numerous complex issues in the corridor must be studied and addressed.

This corridor concept plan would provide a higher level of design certainty and recommend projects to be advanced for engineering and construction. These projects would be positioned for the next available funding opportunity, such as federal or state grants, or County MSTIP funding. The plan would provide a blueprint for a future JT agreement, including cost estimates for bringing the facility up to a state of good repair in addition to complete street investments using context-sensitive design standards. The plan would also determine the viability of implementing an interim 3-lane cross-section to address immediate safety needs along the Farmington corridor, and examining whether a 5-lane TSP designation is still appropriate based on future travel demand and community support.

This timely project also follows Metro and ODOT's 2020 study that identified Farmington among 11 highway segments that are prime candidates for JT to allow for lower-speed multimodal design to better serve the community. This determination was based on several equity and technical factors, as well as project readiness.

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

Project approach reflects the shared commitment between project partners towards advancing a shared vision to modernize this vital corridor, with a common interest in determining the preferred concept design for Farmington Road, bringing the facility up to a state of good repair and positioning for jurisdictional transfer. Project will consist of three main phases – Phase 1 will analyze and summarize existing conditions, issues, opportunities and constraints; Phase 2 will develop and refine transportation solutions; and Phase 3 will create a framework for future jurisdictional transfer to County ownership. Throughout the 18-month process, County and consultant will engage Technical and Stakeholder advisory committees and hold two larger public events. Process, timeline and deliverables are described below, building on the successful approach County employed for the 170th/Merlo concept plan.

Phase 0: Project Initiation: Mos. 0-2

- Project management kick-off meeting
- Establish TAC consisting of technical staff from appropriate agencies (including ODOT, TriMet, Metro, Beaverton, Hillsboro, BSD, THPRD, and TVF&R)
- Establish SAC consisting of residents, property owners, and other community stakeholders
- Refine corridor study area
- Create project webpage

Phase 1: Existing Conditions; Needs, Opportunities and Constraints Analysis: Months 0-5

- Review existing applicable plans, policies and design guidance from applicable agencies
- Establish project goals and objectives
- Inventory existing conditions, including equity and safety needs, existing and future land use, right-of-way, structures, transportation facilities and usage, public utilities, natural features and stormwater treatment
- Create base maps.
- AC meetings #1: Project introduction and field visit (mo. 2)
- Stakeholder interviews of entities not represented on the SAC
- Incorporate Phase 1 findings and maps in two reports: Existing Conditions and Needs, Opportunities, Constraints
- AC meetings #2: review Phase 1 reports (mo. 5)

Phase 2: Corridor Concept Development and Refinement: Mos. 5-12

- Public design workshop (mo. 6)
- Develop and evaluate concept alternatives that explore different multimodal improvement options. Summarize alternatives, including conceptual drawings and cost estimates
- AC meetings #3: Review Concept Alternatives and Evaluation report (mo. 9)
- Meet with affected jurisdiction senior staff/elected officials
- Public open house (mo. 10)
- Develop preferred alternative based on stakeholder input and technical review
- Develop draft Corridor Concept Plan
- AC meetings #4: review draft plan (mo. 12)
- Incorporate revisions to create final Corridor Concept Plan

Phase 3: Jurisdictional Transfer Framework Plan: Mos. 12-18

- Review basis for transfer, including roadway ownership, classifications, relevant policies and legal requirements in a draft Regulatory and Policy Framework memo
- Create implementation and phasing plan identifying funding opportunities and approaches for project phasing, develop process for transfer and set expectations in order to achieve desired outcomes, including funding responsibilities
- Develop cost estimates to bring the facility up to state of good repair, implement complete street improvements, long-term maintenance and operation costs, and other ownership costs
- Meet with ODOT staff and leadership
- Develop draft Jurisdictional Transfer Implementation memo
- AC meetings #5: review draft Phase 3 deliverables (mo. 16)
- Incorporate revisions to create final Jurisdictional Transfer Framework Plan
- Develop County adoption materials

Outreach activities will include:

- Project webpage
- Media releases/updates
- Five AC meetings and field visit
- Stakeholder interviews
- Public design workshop and open house
- Briefings with jurisdiction senior staff/elected officials
- Presentations to Citizen Participation Organizations, neighborhood associations and transportation-related committees as requested

Consultant will perform majority of technical work, including reports, graphics, mapping, presentation materials for reports, workshops and meetings. Agencies will organize and present at public and committee meetings with consultant support as needed to present technical findings and provide materials

for distribution. County will provide project manager and recruit members for ACs, with consultant guidance. County and ACs will review deliverables and provide feedback and data. County will provide information and advertise meetings through community media outlets, County website, and via email to project stakeholders. County will perform support logistics for events, including any mailings.

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

BSD_Farmington Road Letter of Support_07.15.21.pdf

Farmington Road Project Support_CPO6.pdf

Farmington TGM_SupportLetter_THPRD.PDF

Farmington_SupportLetter - Care A Lot.pdf

FarmingtonRoadLOS_ABA.pdf

Metro Farmington Support Letter TGM JT study 071621.pdf

TriMet Letter of Support - 2021 TGM Grant - WA County.pdf

WashCo_Farmington_Beaverton_SupportLetter_2021-07-23.pdf

WTA Letter for Washington County 7-15-2021.pdf

OCB_Farmington_SupportLetter_7-27-21.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

Washington County Department of Land Use and Transportation is a robust organization with proven experience in transportation planning, community planning and capital project management and the department routinely handles numerous planning and capital projects at any given time. Washington County also has permanent, dedicated, local funding sources for transportation projects, including property tax levies which fund the MSTIP program and system development charges, which will help implement the projects proposed in the concept plan. The County recently developed a similar corridor concept plan for 170th Avenue and Merlo Road that was funded through the TGM program, and has since allocated MSTIP funding towards preliminary engineering and right-of-way acquisition.

Senior Planner Dyami Valentine recently wrapped up his role as lead for the TGM funded Tualatin Valley Trail Concept Plan. In addition to his project lead roles supporting discrete efforts like this, Dyami helps manage the County's Statewide Transportation Improvement Fund transit program, supports trails planning and other active transportation planning activities. Mr. Valentine has served as project lead for the last four County TGM projects listed below.

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
1E-18	Tualatin Valley Trail Concept Plan	Currently active; Scheduled for Board of Commissioners acknowledgement through Resolution and Order in August 2021 and recommendations will be incorporated in a future update of the County's Transportation System Plan and Aloha Community Plan in FY2021-22
1E-17	Strategic Solutions for First Mile/Last Mile Transit Connections Plan	Completed; Plan was acknowledged in a Board of County Commissioners Resolution and Order in 2021 and will serve as a reference guide to inform future County Land Use & Transportation work program items related to transit and infrastructure funding, planning and development
1F-16	TV Highway Corridor Transit Concept and Access Plan	Completed; Included safe access to transit and transit priority project recommendations to be incorporated in County TSP amendments to be adopted in FY21-22
1H-14	Right-Sizing Parking	Completed; Project resulted in an issue paper with policy and code recommendations that were implemented into the County's Comprehensive Plan and Community Development Code through multiple ordinances in 2017 and 2018
1I-13	170th Avenue/Merlo Corridor Conceptual Design Plan	Completed; Project was selected for preliminary design and right-of-way acquisition as part of MSTIP 3e program; scheduled to begin in 2022-23
1F-12	Multi-Modal Performance Measures and Level-of-Service Standards	Completed; Guidance from final report to be incorporated in new multimodal transportation development improvement process replacing Resolution & Order 86-95 (Determining Traffic Safety Improvements under the Traffic Impact Fee Ordinance – Process Documentation) to be completed in 2021
1G-12	Neighborhood Bikeways Plan	Completed; Plan developed with 2014 TSP update which included strategy to implement system of neighborhood bikeways on low-volume streets to supplement major street facilities; Future work planned evaluating low-stress network and identify needed improvements in order to improve access to transit

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement Farmington Rd.pdf

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

Today's date
7/28/2021

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

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.state.or.us

Department of Land Use & Transportation
Planning and Development Services Division





AGENDA ITEM

WASHINGTON COUNTY BOARD OF COMMISSIONERS

MO 21-182

Meeting Date: July 20, 2021
Agenda Category: CONSENT AGENDA
Department(s): Land Use & Transportation
Presented by: Stephen Roberts, Director

CPO:

Agenda Title: **Authorize Application for a Transportation and Growth Management Grant to Develop Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan**

REQUESTED ACTION:

Authorize Land Use & Transportation staff to submit a TGM grant application to the Oregon Department of Transportation; and to authorize the County Administrator's Office to subsequently commit County staff resources to the project if awarded.

SUMMARY:

Land Use & Transportation is seeking a Transportation and Growth Management (TGM) grant of up to \$250,000 to develop a corridor concept plan in partnership with the Oregon Department of Transportation (ODOT) with support from the City of Beaverton. The corridor concept plan would focus on the segment of SW Farmington Road under ODOT jurisdiction, between Kinnaman Road and 198th Avenue. The plan would include a framework for future jurisdictional transfer of this segment of Farmington Road from ODOT to county ownership. The TGM program is a joint effort of ODOT and the Department of Land Conservation and Development to support community efforts to expand transportation choices. Board authorization is requested to submit the grant application and commit county staff resources to the project if awarded. Grant activities would take place in Fiscal Year 2022-23.

This segment of Farmington Road connects residential neighborhoods, schools, parks, employment, community retail and other essential destinations, but it is severely deficient for people walking, bicycling, rolling and/or accessing transit due to limited and discontinuous sidewalks and bicycle facilities. Farmington Road is currently served by two transit lines, including a future TriMet frequent service line. It is classified as an arterial, and is designated for enhanced bicycle facilities, freight movement and additional travel lanes in the Washington County Transportation System Plan (TSP). The TSP also identifies the entirety of Farmington Road west of Murray Boulevard as being under long-term county jurisdiction.

This segment of Farmington Road has been identified as a significant gap in the pedestrian and bicycle system through the ODOT's Active Transportation Needs Inventory, as well as the county's Bicycle and Pedestrian Improvement Prioritization project and the Aloha-Reedville Study. While the project is

located within the unincorporated urban area, it is designated for future annexation into the City of Beaverton through the city-county Urban Planning Area Agreement.

This project will result in the development of a context-sensitive concept plan that will evaluate and select one or multiple preferred alternatives to meet the needs of all users and travel modes in the Farmington Road corridor. These projects would then be ready for the next available funding opportunity, such as a federal or state grant, or the county's Major Streets Transportation Improvement Program.

The concept plan would also provide a blueprint for future jurisdictional transfer of Farmington Road from ODOT to county ownership and operation. This effort will include planning-level cost estimates associated with transferring ownership of Farmington, including upgrading roadway elements to a state of good repair, as well as capital infrastructure needs and long-term ownership costs such as maintenance and operations. This work will complement a State of Good Repair Study, which will be funded by ODOT and completed either in tandem with this project or in advance of it. Metro's Regional Framework for Highway Jurisdictional Transfer Study identified this section of Farmington Road as among its list of most promising transfer candidates based on its performance in the technical evaluation and the readiness of the local jurisdiction to accept and manage the roadway. Farmington also scored high in the equity considerations analysis based on the high ratios of people of color and people with low incomes and unemployment, in comparison to the regional average.

The preferred corridor design concept will be incorporated into relevant plan documents, likely including the Washington County Transportation System Plan (TSP) and Aloha-Reedville Community Plan.

ADDITIONAL INFORMATION:

Community Feedback (Known Support/Opposition):

There is broad community support for improvements to Farmington Road. During the Aloha-Reedville Study and Livable Community Plan, sidewalk infill was the most requested improvement by study area residents. The study also identified the need for other improvements, including bicycle lanes, street lighting, landscaping, pedestrian crossings and transit stops, based on public feedback. However, the issue of roadway ownership meant that the study assigned a long-term (10+ year) timeframe for transfer of Farmington Road from ODOT to county ownership and reconstruction of the road to urban standards with five lanes and complete street facilities. There is also a short-term recommendation (1-5 years) to consolidate the off-set intersections at Farmington Road with Rosa Road and 179th Avenue.

Legal History/Prior Board Action:

The section of Farmington Road from Murray Boulevard to Highway 219 has been the subject of multiple intergovernmental agreements concerning maintenance and jurisdictional transfer:

- In 1998, the county and ODOT entered into a Cooperative Improvement Agreement that determined obligations related to the construction of improvements on Farmington Road and eventual transfer of jurisdiction from ODOT to the county. As a result of this agreement, A-Engrossed Ordinance No. 588, which implemented the Transportation System Plan update in 2002, identified Farmington Road under long-term county jurisdiction.

- A-Engrossed Ordinance No. 783 implemented the Transportation System Plan update in 2014, which included changing the lane number designation on Farmington from 2/3 lanes to 4/5 lanes between 185th and 209th avenues. This change was based on the findings of the South Hillsboro Focus Area Plan.

Budget Impacts:

Total cost to complete the concept plan is estimated at \$250,000. The county and its local partners will be obligated to provide 13.64% (\$34,100) required matching funds if the grant application is successful. It is anticipated that the county match would consist of in-kind county staff time.

ATTACHMENTS:

[TGM Grant - Farmington - Map](#)

Approved by the
Washington County Board of Commissioners
also serving as the governing body of Clean Water Services and all other County Districts



Ana Noyola, Management Analyst

July 20, 2021

Date Signed



July 15, 2021

Mr. Glen Bolen
Principal Planner/Lead Grant Manager
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209

RE: Support for TGM Grant Application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan

Dear Mr. Bolen,

The Beaverton School District would like to voice its support for Washington County's TGM application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan. This project will apply to the section of Farmington Road under state ownership in the unincorporated urban area of the county between Beaverton and Hillsboro. The plan will guide efforts to improve the roadway to meet the needs for all modes of transportation and transfer the roadway from ODOT to Washington County jurisdiction.

The area around Farmington Road experience higher than average concentrations of people of color and low-income populations. This stretch of Farmington Road suffers from a lack of standard urban roadway elements including lighting, turn-lanes, adequate pedestrian and bicycle facilities and accommodations for people with disabilities. Farmington Road is a regional high-injury corridor with several fatalities and serious injuries reported since 2007.

The Beaverton School District strongly supports funding Washington County's proposal to develop a preferred corridor design concept and jurisdictional framework plan. This effort will pave the way to modernizing Farmington Road and providing safe and complete facilities for all users of the corridor. An improved Farmington Road would increase safety and access to students and their families to local schools including Hazeldale Elementary School, Aloha High School and Mountain View Middle School.

We hope that ODOT and DLCD funds this proposal so that work on this important corridor can move forward.

Sincerely,



Craig Beaver
Administrator of Transportation

July 23, 2021

Mr. Glen Bolen
Oregon Transportation and Growth Management Program
ODOT Region 1 Office
123 NW Flanders St
Portland, OR 97209

RE: Support for TGM Grant Application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan

Dear Mr. Bolen:

CPO 6, representing citizens of Aloha, Reedville and Cooper Mountain, would like to voice its support for Washington County's TGM application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan. This project will apply to the section of Farmington Road under state ownership in the unincorporated urban area of the county between Beaverton and Hillsboro. The plan will also develop a blueprint guiding future efforts to transfer roadway jurisdiction from ODOT to Washington County, in accordance with long-standing local and regional policies.

Farmington Road is a major east-west transportation corridor in Washington County, connecting the Aloha community with the cities of Beaverton and Hillsboro, as well as nearby schools, parks, employment, neighborhood retail and other essential destinations, in an area with higher than average concentrations of people of color and low-income populations. Unfortunately, persistent deficiencies exist along this stretch of Farmington Road. Due in part to the lack of standard urban roadway elements including lighting, turn-lanes, adequate pedestrian and bicycle facilities and accommodations for people with disabilities Farmington Road is a regional high-injury corridor with several fatalities and serious injuries reported since 2007. The section under ODOT jurisdiction has been identified as a critical active transportation need in local and regional plans, including the Washington County Transportation System Plan (TSP), Regional Transportation Plan, and ODOT's Region 1 Active Transportation Needs Inventory.

As a project partner, CPO 6 strongly supports funding Washington County's proposal to develop a preferred corridor design concept and jurisdictional framework plan. This effort will pave the way to modernizing Farmington Road by providing guidance to public agencies and private partners as they invest in this important corridor, which will lead to expanded travel options, reduced greenhouse gas emissions, and improved bicycle and pedestrian access and safety.

We hope that ODOT and DLCD funds this proposal so that work on this important corridor can move forward.

Sincerely,

Becky Morinishi, CPO 6 Chair

Ken Seymour, CPO 6 Vice-Chair

cpo6leaders@gmail.com



July 14, 2021

Mr. Glen Bolen
Principal Planner/Lead Grant Manager
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209

RE: Support for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan

Dear Mr. Bolen:

Tualatin Hills Park & Recreation District (THPRD) is proud to support Washington County's TGM application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan. The project will develop a blueprint for efforts to modernize this major transportation corridor and the eventual transfer of roadway jurisdiction from ODOT to Washington County.

Farmington Road connects the unincorporated Aloha community with the cities of Beaverton and Hillsboro and provides access to nearby schools, parks, employment opportunities, neighborhood retail, and other essential destinations. The population in the project area has higher than average concentrations of people of color and low-income residents for our area. Unfortunately, persistent deficiencies exist along this stretch of Farmington Road, due in part to the lack of standard urban roadway elements including lighting, turn-lanes, adequate pedestrian and bicycle facilities, and accommodations for people with disabilities. Farmington Road has been identified as a regional high-injury corridor with several fatalities and serious injuries reported since 2007.

As a project partner, THPRD strongly supports funding Washington County's proposal to develop a preferred corridor design concept and jurisdictional framework plan. This effort will provide guidance to public agencies and private partners as they invest in this important corridor, which will lead to expanded travel options, reduced greenhouse gas emissions, and improved bicycle and pedestrian access and safety.

We hope that ODOT and DLCD will fund this important work.

Sincerely,

A handwritten signature in black ink, appearing to read "Doug Menke", is written over a horizontal line.

Doug Menke, General Manager
Tualatin Hills Park & Recreation District
15707 SW Walker Road, Beaverton, OR 97006
d.menke@thprd.org
503-645-6433

July 23, 2021

Mr. Glen Bolen
Principal Planner/Lead Grant Manager
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209

RE: Support for TGM Grant Application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan

Dear Mr. Bolen:

Care A Lot AFH along with the other Adult Foster Homes located in Aloha would like to voice their support for Washington County's TGM application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan. This project will apply to the section of Farmington Road under state ownership in the unincorporated urban area of the county between Beaverton and Hillsboro. The plan will also develop a blueprint guiding future efforts to transfer roadway jurisdiction from ODOT to Washington County, in accordance with long-standing local and regional policies.

Farmington Road is a major east-west transportation corridor in Washington County, connecting the Aloha community with the cities of Beaverton and Hillsboro, as well as nearby schools, parks, employment, neighborhood retail and other essential destinations, in an area with higher-than-average concentrations of people of color and low-income populations. Unfortunately, persistent deficiencies exist along this stretch of Farmington Road. Due in part to the lack of standard urban roadway elements including lighting, turn-lanes, adequate pedestrian and bicycle facilities and accommodations for people with disabilities Farmington Road is a regional high-injury corridor with several fatalities and serious injuries reported since 2007. The section under ODOT jurisdiction has been identified as a critical active transportation need in local and regional plans, including the Washington County Transportation System Plan (TSP), Regional Transportation Plan, and ODOT's Region 1 Active Transportation Needs Inventory.

As a project partner, Care A Lot AFH strongly supports funding Washington County's proposal to develop a preferred corridor design concept and jurisdictional framework plan. This effort will pave the way to modernizing Farmington Road by providing guidance to public agencies and private partners as they invest in this important corridor, which will lead to expanded travel options, reduced greenhouse gas emissions, and improved bicycle and pedestrian access and safety.

We hope that ODOT and DLCD funds this proposal so that work on this important corridor can move forward.

Sincerely,

April Gunter
Provider for the Mentally Ill and Disabled
Care A Lot AFH

July 12, 2021

Mr. Glen Bolen
Principal Planner/Lead Grant Manager
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209

RE: Support for TGM Grant Application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan

Dear Mr. Bolen:

The Aloha Business Association would like to voice its support for Washington County's TGM application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan. This project will apply to the section of Farmington Road under state ownership in the unincorporated urban area of the county between Beaverton and Hillsboro. The plan will also develop a blueprint guiding future efforts to transfer roadway jurisdiction from ODOT to Washington County, in accordance with long-standing local and regional policies.

Farmington Road is a major east-west transportation corridor in Washington County, connecting the Aloha community with the cities of Beaverton and Hillsboro, as well as nearby schools, parks, employment, neighborhood retail and other essential destinations, in an area with higher than average concentrations of people of color and low-income populations. Unfortunately, persistent deficiencies exist along this stretch of Farmington Road. Due in part to the lack of standard urban roadway elements including lighting, turn-lanes, adequate pedestrian and bicycle facilities and accommodations for people with disabilities Farmington Road is a regional high-injury corridor with several fatalities and serious injuries reported since 2007. The section under ODOT jurisdiction has been identified as a critical active transportation need in local and regional plans, including the Washington County Transportation System Plan (TSP), Regional Transportation Plan, and ODOT's Region 1 Active Transportation Needs Inventory.

As a project partner, the Aloha Business Association strongly supports funding Washington County's proposal to develop a preferred corridor design concept and jurisdictional framework plan. This effort will pave the way to modernizing Farmington Road by providing guidance to public agencies and private partners as they invest in this important corridor, which will lead to expanded travel options, reduced greenhouse gas emissions, and improved bicycle and pedestrian access and safety.

We hope that ODOT and DLCD will fund this proposal so that work on this important corridor can move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Sally Reid". The signature is fluid and cursive, with the first name "Sally" written in a larger, more prominent script than the last name "Reid".

Sally Reid – President of the Aloha Business Association



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

July 16, 2021

Mr. Glen Bolen
Principal Planner/Lead Grant Manager
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209

RE: Support for TGM Grant Application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan

Dear Mr. Bolen:

Metro would like to voice support for Washington County's TGM application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan. This project will apply to the section of Farmington Road under state ownership in the unincorporated urban area of the county between Beaverton and Hillsboro. The plan will also develop a blueprint guiding future efforts to transfer roadway jurisdiction from ODOT to Washington County, in accordance with long-standing local and regional policies. Per direction from the 2018 Regional Transportation Plan, Metro and ODOT recently completed a Regional Framework for Highway Jurisdictional Transfer. This study provides resources to support the County's blueprint and help facilitate future transfer discussions.

Farmington Road is a major east-west transportation corridor in Washington County, connecting the Aloha community with the cities of Beaverton and Hillsboro, as well as nearby schools, parks, employment, neighborhood retail and other essential destinations, in an area with higher than average concentrations of people of color and low-income populations. Unfortunately, persistent deficiencies exist along this stretch of Farmington Road. Due in part to the lack of standard urban roadway elements including lighting, turn-lanes, adequate pedestrian and bicycle facilities and accommodations for people with disabilities Farmington Road is a regional high-injury corridor with several fatalities and serious injuries reported since 2007. The section under ODOT jurisdiction has been identified as a critical active transportation need in local and regional plans, including the Washington County Transportation System Plan (TSP), Regional Transportation Plan, and ODOT's Region 1 Active Transportation Needs Inventory.

As a project partner, Metro strongly supports funding Washington County's proposal to develop a preferred corridor design concept and jurisdictional framework plan. Metro looks forward to the County developing the corridor concept using ODOT's Blueprint for Urban Design (BUD), the Washington County complete streets guidelines and Metro design guidance.

This effort will help modernize Farmington Road by providing guidance to public agencies and private partners as they invest in this important corridor, which will lead to expanded travel options, reduced greenhouse gas emissions, and improved bicycle and pedestrian access and safety.

We urge ODOT and DLCDC to fund this proposal so that work on this important corridor can move forward.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. Bradway', is positioned above the printed name.

Margi Bradway,
Acting Director
Planning, Development and Research

July 21, 2021

Mr. Glen Bolen
Principal Planner/Lead Grant Manager
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209

RE: Support for TGM Grant Application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan

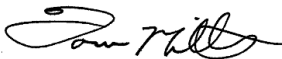
Dear Mr. Bolen:

TriMet supports Washington County's TGM application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan. This project will apply to the section of Farmington Rd. under state ownership in the unincorporated urban area of the county between Beaverton and Hillsboro. The plan will also develop a blueprint guiding future efforts to transfer roadway jurisdiction from ODOT to Washington County, in accordance with long-standing local and regional policies.

Farmington Rd. is a major east-west transportation corridor in Washington County, connecting the Aloha, Beaverton, and Hillsboro communities, as well as schools, parks, employment, neighborhood retail and other essential destinations, in an area with high concentrations of people of color and low-income populations. Unfortunately, persistent deficiencies exist along this stretch of Farmington Rd. Due in part to the lack of standard urban roadway elements, including lighting, turn-lanes, adequate pedestrian and bicycle facilities and accommodations for people with disabilities, Farmington Rd. is a regional high-injury corridor with several fatalities and serious injuries reported since 2007.

TriMet supports Washington County's proposal to develop a preferred corridor design concept and jurisdictional framework plan. This effort will pave the way to modernizing Farmington Rd. by providing guidance to public and private partners as they invest in this corridor, leading to expanded travel options, reduced greenhouse gas emissions, and improved bicycle and pedestrian access and safety.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Mills".

Tom Mills
Director, Mobility, Planning & Policy



July 23, 2021

Mr. Glen Bolen
Principal Planner/Lead Grant Manager
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209

RE: Support for TGM Grant Application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan

Dear Mr. Bolen:

The City of Beaverton offers its support for Washington County's TGM application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan. This project will apply to the section of Farmington Road under state ownership in the unincorporated urban area of the county between Beaverton and Hillsboro. The plan will also develop a blueprint guiding future efforts to transfer roadway jurisdiction from ODOT to Washington County, in accordance with long-standing local and regional policies.

Farmington Road is a major east-west transportation corridor in Washington County, connecting the Aloha community with the cities of Beaverton and Hillsboro, as well as nearby schools, parks, employment, neighborhood retail and other essential destinations. The area is home to proportionally more people of color and low-income households than the rest of the county. Unfortunately, persistent deficiencies exist along this stretch of Farmington Road. Due in part to the lack of standard urban roadway elements including lighting, turn lanes, adequate pedestrian and bicycle facilities, and accommodations for people with disabilities, Farmington Road is a regional high-injury corridor with several fatalities and serious injuries reported since 2007. The section under ODOT jurisdiction has been identified as a critical active transportation need in local and regional plans, including the Washington County Transportation System Plan (TSP), the Regional Transportation Plan, and ODOT's Region 1 Active Transportation Needs Inventory.

Due to Farmington Road's location within Beaverton's Urban Planning Area, City staff will be available to participate in the planning process. As a project partner, the City of Beaverton strongly supports funding Washington County's proposal to develop a preferred corridor design concept and jurisdictional framework plan. This effort will pave the way to modernizing Farmington Road by providing guidance to public agencies and private partners as they invest in this important corridor, which will lead to expanded travel options, reduced greenhouse gas emissions, and improved access and safety for people walking and biking. We hope that ODOT and DLCD funds this proposal so that work on this important corridor can move forward.

Sincerely,


Dave Waffle, Assistant City Manager

City of Beaverton • PO Box 4755 • Beaverton, OR 97076 • www.BeavertonOregon.gov

The Best of Oregon



**Westside
Transportation
Alliance**

July 15, 2021

Mr. Glen Bolen
Principal Planner/Lead Grant Manager
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209

RE: Support for TGM Grant Application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan

Dear Mr. Bolen:

Westside Transportation Alliance (WTA) supports Washington County's TGM application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan. This project will apply to the section of Farmington Road under state ownership in the unincorporated urban area of the county between Beaverton and Hillsboro. The plan will also develop a blueprint guiding future efforts to transfer roadway jurisdiction from ODOT to Washington County, in accordance with long-standing local and regional policies.

WTA is a private nonprofit organization that works with businesses in Washington County to reduce the number of employees that make drive alone commute trips. One of the most frequently cited barriers preventing people from using transportation options is a lack of active transportation infrastructure to support safe travel between key destinations. Farmington Road is a major east-west transportation corridor in Washington County, connecting the Aloha community with the cities of Beaverton and Hillsboro, in an area with higher-than-average concentrations of people of color and low-income populations. Unfortunately, persistent deficiencies exist along this stretch of Farmington Road. The section under ODOT jurisdiction has been identified as a critical active transportation need in local and regional plans, including the Washington County Transportation System Plan (TSP), Regional Transportation Plan, and ODOT's Region 1 Active Transportation Needs Inventory.

As a project partner, WTA strongly supports funding Washington County's proposal to develop a preferred corridor design concept and jurisdictional framework plan. This effort will pave the way to modernizing Farmington Road by providing guidance to public agencies and private partners as they invest in this important corridor, which will lead to expanded travel options, reduced greenhouse gas emissions, and improved bicycle and pedestrian access and safety.

We hope that ODOT and DLCD funds this proposal so that work on this important corridor can move forward.

Sincerely,

Jeff Pazdalski
Executive Director

12725 SW Millikan Way, Suite 300 | Beaverton, Oregon 97005 | (503) 489 - 8520

www.wta-tma.org

   /WTAOregon

July 27, 2021

Mr. Glen Bolen
Principal Planner/Lead Grant Manager
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209

RE: Support for TGM Grant Application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan

Dear Mr. Bolen:

The Orientation and Mobility Instructors (a.k.a. “mobility instructors” or “white cane travel trainers”) from the Oregon Commission for the Blind would like to voice their support for Washington County’s TGM application for the Farmington Road Corridor Concept and Jurisdictional Transfer Framework Plan. This project will apply to the section of Farmington Road under state ownership in the unincorporated urban area of the county between Beaverton and Hillsboro. The plan will also develop a blueprint guiding future efforts to transfer roadway jurisdiction from ODOT to Washington County, in accordance with long-standing local and regional policies.

Farmington Road is a major east-west transportation corridor in Washington County, connecting the Aloha community with the cities of Beaverton and Hillsboro, as well as nearby schools, parks, employment, neighborhood retail and other essential destinations, in an area with higher than average concentrations of people of color and low-income populations. Unfortunately, persistent deficiencies exist along this stretch of Farmington Road. Due in part to the lack of standard urban roadway elements including lighting, turn-lanes, adequate pedestrian and bicycle facilities and accommodations for people with disabilities Farmington Road is a regional high-injury corridor with several fatalities and serious injuries reported since 2007. The section under ODOT jurisdiction has been identified as a critical active transportation need in local and regional plans, including the Washington County Transportation System Plan (TSP), Regional Transportation Plan, and ODOT’s Region 1 Active Transportation Needs Inventory.

As a project partner, the Oregon Commission for the Blind’s mobility instructors strongly supports funding Washington County’s proposal to develop a preferred corridor design concept and jurisdictional framework plan. This effort will pave the way to modernizing Farmington Road by providing guidance to public agencies and private partners as they invest in this important corridor, which will lead to expanded travel options, reduced greenhouse gas emissions, and improved bicycle and pedestrian access and safety.

We hope that ODOT and DLCD funds this proposal so that work on this important corridor can move forward.

Sincerely,

Sheila Spencer, Certified Orientation & Mobility Specialist, Oregon Commission for the Blind

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.