2020 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the 2020 application packet before filling out this grant application.

The application packet, additional resources, and examples of successful applications can be found on the TGM planning grants page.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of each page.

Applications must be received by July 31, 2020 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. The authorized representative is someone who is authorized to make decisions and sign a funding agreement with ODOT should your project be chosen for funding.

Primary applicant jurisdiction
City of Fairview

Mailing address
1300 NE Village Street, Fairview, Oregon 97024

Website
http://www.fairvieworegon.gov

Contact person name
Sarah Selden

Contact person title
Senior Planner & Economic Development Coordinator

Contact phone
(503) 674-6242
Contact email
seldens@ci.fairview.or.us

Would you like to receive TGM news and updates?
Yes

Authorized representative name, if different from the applicant contact
Nolan Young

Authorized representative title
City Administrator

Phone
(503) 674-6221

Email
youngn@ci.fairview.or.us

List other participating local jurisdictions (if any)

<table>
<thead>
<tr>
<th>Participating local jurisdiction</th>
<th>Providing match?</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Troutdale</td>
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<td>City of Wood Village</td>
<td>Yes</td>
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<tr>
<td>Multnomah County</td>
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Project name and location

Project title
Main Streets on Halsey Cross Section and Street Design 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
NE Halsey Street from 201st Ave. to 257th Ave.

Option 2: Project area description
ODOT region (1-5)
Region 1

Type of grant
Category 1: Transportation System Planning

Summary description of project
Because of its location and assets, Halsey Street is integral to the mobility, equity, and economic growth of three cities it connects – Fairview, Wood Village, and Troutdale. That’s why, in 2015, leaders from these cities came together in a ground-breaking partnership with Multnomah County to launch the Main Streets on Halsey project. The idea: Transform the three-mile stretch of Halsey from a busy, nondescript, car-dominated arterial into a vibrant, attractive, pedestrian and bike friendly “main street” that features public gathering spaces, new housing, and bustling shops and restaurants. The three cities, together with Multnomah County, request funds to advance the Main Streets on Halsey project by hiring a consultant team to design a unique streetscape, revise the county’s street cross section, and develop a 10 percent
design plan for the corridor.

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**Project cost table**

<table>
<thead>
<tr>
<th>TGM funds requested</th>
<th>Consultant</th>
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<th>Match to be provided</th>
<th>Labor, supplies and services during project</th>
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<tbody>
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<td></td>
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**Certifications**

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

**Consultant name (first and last)**
Wendy Lawton

**Consultant company**
Con Brio, LLC

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

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**Eligibility requirements**

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

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

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

Certification: Clear transportation relationship
By checking this box, I certify that the project meets this eligibility criterion.

2. Adoption of products to meet project objectives

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

Certification: Adoption of products to meet project objectives
By checking this box, I certify that the project meets this eligibility criterion.

3. Support of local officials

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

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:
Fairview Resolution 32-2020R Signed.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.

Application instructions and example responses can be found here.

Explain how your proposed project addresses a need and supports TGM objectives
Halsey Street is a Multnomah County-owned arterial that connects the small cities of Fairview, Wood Village, and Troutdale. The Halsey corridor is home to approximately 14,400 residents as well as places essential to civic and economic life in East County: the Fairview town center, which includes its post office, library, and city hall; Wood Village city hall and city park; and Troutdale’s McMenamins Edgefield destination resort as well as its historic downtown, four blocks of small businesses located at the start of the Historic Columbia River Highway. Halsey is an important transportation hub. It's a major bus route for the Reynolds School District, which serves the children of Fairview, Wood Village, and Troutdale. It also sits on the 77 Line, a TriMet commuter route to downtown Portland that supports 5,570 weekday rides, according to TriMet’s Fall 2018 Route Ridership Report.

The Halsey corridor is the gateway to the Columbia River Gorge, making it a linchpin to local efforts to attract day-trippers and tourists seeking recreation, shopping, and dining opportunities. As a major arterial, Halsey also serves people traveling to nearby Mt. Hood Community College, Portland-Troutdale Airport, Columbia Gorge Outlets, the Troutdale Reynolds Industrial Park, home to Amazon and FedEx, the Townsend Business Park, and Rockwood Rising, the 5.5-acre urban redevelopment project under construction in neighboring Gresham. In addition, Halsey provides access to East County cultural and recreational sites, including the Harlow House Museum, Blue Lake Regional Park, Chinook Landing Marine Park, and Glenn Otto Community Park along the Sandy River.

Despite its importance, the Halsey corridor has suffered from a long-standing lack of investment from county, regional, and state government. Because East County has some of the highest rates of poverty and the greatest concentrations of immigrants and people of color in the Portland region, (see Racial and Ethnic Impact Statement), this places an unfair burden on a vulnerable community.

Because of its location and assets, Halsey is integral to the mobility, equity, and economic growth of the three cities it connects. That’s why city leaders came together to launch the Main Streets on Halsey project. Through this effort, they created a strategic economic action plan that outlined a vision for the corridor and created a roadmap to transform the stretch of Halsey from just west of Fairview Parkway through downtown Troutdale into a vibrant, attractive, pedestrian and bike friendly “main street”.

Formally adopted by the three city councils and the Multnomah County Commission, the Main Streets plan has several aims:

Unite the small cities to build community and drive economic development
Make Halsey safer, more accessible, and more visually attractive
Create more transportation options and make public transit, walking, and biking more appealing
Support existing small businesses, attract new businesses and create new jobs
Improve the environment by reducing pollution, planting street trees, and using cost-efficient, sustainable landscaping treatments

Main Streets on Halsey thus far is a success, as will be described in the next grant section. However, the project faces several hurdles:

Because Halsey Street is owned and managed by the county, three-city planners and elected officials face additional barriers when trying to reimagine the road. Multiple jurisdictions must be involved in a Halsey redesign, which complicates planning and decision-making.

Planners originally designed Halsey for cars. To make the Main Streets project vision a reality, traffic calming design features must be introduced, as well as amenities for pedestrians and cyclists, which can be logistically challenging.

Safety is a key issue along Halsey. In its 2018 Regional Transportation Safety Strategy, Metro designated NE Halsey Street a high-injury corridor. This was based on data that showed between 2010 and 2014, 24
serious crashes occurred between NE 82nd Ave. and NE 257th Ave. From 2014 to 2018, there were 34 injury or fatal crashes on Halsey Street between 201st Ave. to 257th Ave.

Halsey quickly moves from suburban thoroughfare with sidewalks, crosswalks, and bus shelters near the Fairview town center to country road with narrow shoulders and no sidewalks or crosswalks near the Edgefield resort. This heterogeneity creates challenges to a road redesign.

The Main Streets project also needs state support because the three cities cannot complete the project on their own. With a total of just 29,898 residents and a small business tax base, the three cities have limited budget and staff to tackle a major joint transportation planning project.

For all these reasons, we believe our project request addresses a significant community need, and meets TGM objectives to expand transportation choices and create vibrant, livable places in which people can walk, bike, take transit, or drive where they want to go.

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

Application instructions and example responses can be found here.

Explain how your proposed project is timely and urgent

The Main Streets on Halsey project is right in step with several regional and state transportation and land use plans, including:

The Governor’s Regional Solutions team for the Metro region, whose priorities include creating equitable community development; retaining and growing businesses; modernizing transportation systems, and reducing greenhouse gases

Metro’s new Livable Streets and Trail Guide and the new ODOT Blueprint for Urban Design, which both apply years of research and innovation to the design of urban roadways. The Main Streets project would be among the first projects to put these guidelines into practice.

TriMet’s Eastside Service Enhancement Plan, which lays out a long-term plan for improving bus service in East Multnomah County by adding routes, including a new job connector for the Troutdale Reynolds Industrial Park. And, for existing bus lines, increase frequency, expand hours of service, and make route changes

Multnomah County’s TSP, which includes safety improvements, including the addition of sidewalks and
wayfinding signage, as well as its Roadway Capital Improvement Plan and Program, which identifies priority capital projects, including Halsey Street improvements.

Metro’s 2018 RTP and East Metro Connections Plan, which identifies investments that advance economic and community development and explicitly supports improvements outlined in the Main Streets project.

Following the anticipated adoption of Halsey Street code amendments in spring 2021, street improvements are a critical next step to help catalyze private development. Design and construction of street improvements will signal a public investment in the Main Street vision, and help create a public realm that supports pedestrian-oriented districts.

The Main Streets project cannot move forward without the community engagement and street design work requested in this grant. Officials from the three cities would like that work to begin in the first half of 2021 and be complete by the end of 2022.

Work included in this request builds on five years of successful collaboration, continuing momentum for creating a shared main street. A summary of Main Streets project accomplishments to date:

Completed a June 2017 Economic Action Plan that included a shared vision and guiding principles for process, equity and inclusion, transportation, economic development, the environment, housing, and design.

Formed in 2017 the Halsey Community Collaborative Committee (HC3) is composed of elected officials and business representatives from the three cities, along with partner agencies, and is advancing the strategies outlined in the Action Plan.

Accepted in May 2019 an Economic Diversification Study, funded by a DLCD Technical Assistance Grant, that outlined the street’s economic opportunities and provided detailed data on demographics, job growth, and trends in traffic, rents, and more.

Completed a summer 2020 community survey in English and Spanish that netted key insights, such as corridor concerns around pedestrian safety, a lack of parks and open space, and not enough places to eat and shop.

Completing a Site Readiness & Code Update Project through a Metro Community Planning & Development Grant that will result in revised zoning standards along Halsey in all three cities that implement pedestrian-oriented storefront design principles, remove development barriers, expand uses for small business, and create a more consistent pattern of development.

**Criterion 3: Proposed project approach is reasonable (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.

*Application instructions and example responses can be found here.*

**Explain how your proposed project approach is reasonable**

Previous phases of the Main Streets project laid important groundwork – the partners, vision and principles, and community preferences.
With a sense of what the community wants, and what the market will bear, it’s time to create detailed design plans for the new Halsey. This next phase of the Main Streets project will engage the community to determine how the corridor looks – and functions – and create design deliverables that are adoption-ready for the planning commissions and city councils in the three cities.

This project involves two tasks, both of which would largely be completed by consultants with expertise in transportation planning and engineering, urban design, and community engagement. Here are the details of each task:

**Task #1: Create a Street Cross Section ($60,000-$80,000)**

This task involves revision of city and county street design standards to create a main street environment that encourages pedestrian and bike travel, slows traffic and increases safety, supports storefront business activity, and allows for implementation of the streetscape design. To complete this task, the consultant(s) will:

*Identify options within each cities’ section of Halsey under current standards and using Metro’s Livable Streets and Trail Guide and ODOT’s Blueprint for Urban Design
*Create a public engagement process to determine how the current street is working, where challenges exist, and opportunities for improvement. Stakeholders will include the business community and property owners along the corridor, including Edgefield, Reynolds School District students and parents, Multnomah County Bike and Pedestrian Advisory Committee, East Metro Economic Alliance, TriMet, HC3 and the general public, with focused outreach to communities of color and other historically underrepresented communities.
*Use public input to explore street cross section alternatives through a technical advisory committee (TAC)
*Present alternatives to the HC3, which will select alternatives for review by the public
*Re-engage the community to get feedback on alternatives
*Develop final cross sections, for review by the HC3. Cross sections are expected to vary along the corridor in response to transportation and land use needs.
*Prepare adoption-ready amendments for officials from each city and the County to review and adopt as follows:
  - Board of county commissioners to adopt as a corridor specific cross-section overlay, which is implemented through the Multnomah County Road Rules
  - City of Troutdale officials to adopt amendments to its “Construction Standards for Public Works Facilities” manual
  - Cities of Fairview and Wood Village officials to adopt by ordinance into their TSPs

**Task #2: Create A Street Design Plan ($100,000-$120,000)**

Based on the preferred cross sections completed in Task #1, and existing community identity and design guidelines, the consultants will develop a 10% design plan for Halsey Street. The design plan will include two components:

1. Streetscape Elements
   *A visual identity for each city that can be expressed through streetscape elements
   *A uniform set of streetscape elements that are consistent throughout the corridor

   Streetscape elements will include vehicle, bike, and pedestrian markings and materials, wayfinding and signage, lighting, bus stops, street trees, landscape plantings, banners, art elements and other furnishings.

2. A Linear Design Plan for the Right-of-Way
The plan will reflect the preferred street cross section, and will locate pedestrian crossings, intersection treatments, on-street parking locations, bus stops, street furnishings, wayfinding signage, and landscape areas along Halsey Street from 201st Ave. to 257th Ave.
To complete this task, the consultant(s) will:

* Review the prior Main Streets studies and city streetscape and design themes
* Develop, with the assistance of TAC and the HC3, two or three concepts to take through a public engagement process
* Complete an engagement process that involves a diverse group of stakeholders, identified under Task #1
* Refine concepts based on this public input into a final street design plan that will be adopted as required by each jurisdiction into street design and construction manuals, development code, and TSPs. These approvals will follow public hearings by planning commissions and city councils.
* Create cost estimates that each city and Multnomah County can use to update their CIPs
* Ask the HC3 to make a recommendation to the cities and County

**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.

[Application instructions and example responses can be found here.](#)

[Upload letters of support from stakeholders here](#)
Fairview, Troutdale, Wood Village TGM Grant Letters of Support.pdf

**Criterion 5: Proposed project sponsor readiness and capacity (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.

[Application instructions and example responses can be found here.](#)

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

After five years of partnership, there is strong local commitment and capability to manage and complete the project successfully.

Chris Damgen, Troutdale’s community development director, will serve as the project manager for the TGM grant work. Damgen came to Troutdale in 2015 as a senior planner and was appointed to director in 2016. Prior to Troutdale, he served for eight years in several planning and development roles for the City of Hardeeville, South Carolina. Damgen has played a key role in the Main Streets on Halsey project and has a track record of managing complex projects for Troutdale, including a comprehensive update to the city’s Town Center Plan, a housing needs analysis, a new Amazon distribution facility, and several large-scale residential and commercial projects.

Members of the project team will include:

Marlee Boxler, economic development coordinator, City of Troutdale
Sarah Selden, senior planner and economic development coordinator, City of Fairview
Allan Berry, public works director, City of Fairview
John Niiyama, public works director, City of Wood Village
Travis Hultin, deputy public works director and chief engineer, City of Troutdale
Jessica Berry, transportation planning and development manager, Multnomah County
The TMG work team's history will ensure timely staff input and sign off on the design work, and coordinated review of project deliverables by planning commissions, economic development committees, and city councils for review and approval.

### Required forms

**Title VI: Racial & Ethnic Impact Statement form**
Halsey Racial and Ethnic Impact Statement with Attachment.pdf

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

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**Today's date**
7/30/2020

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

Abigail Erickson
Planning Section Web Coordinator
[Abigail.ERICKSON@odot.state.or.us](mailto:Abigail.ERICKSON@odot.state.or.us)
RESOLUTION
(32-2020)

A RESOLUTION OF THE FAIRVIEW CITY COUNCIL AUTHORIZING THE APPLICATION FOR A TRANSPORTATION AND GROWTH MANAGEMENT (TGM) GRANT FOR PLANNING AND DESIGN OF HALSEY RIGHT-OF-WAY AND STREETScape IMPROVEMENTS

WHEREAS, in 2017 the Fairview City Council adopted the Main Streets on Halsey: Strategic Economic Action Plan and created the Halsey Community Collaborative Compact (HC3) to solidify the commitment of each City and Multnomah County to implement the Main Streets Plan; and

WHEREAS, during the Main Street planning process the community identified many transportation improvements needed to make Halsey Street safer and more welcoming to all people, and that now require more detailed planning and design, and updates to current road standards; and

WHEREAS, the Main Streets Plan identifies Coordinated Funding for Street and Safety Improvements as a strategic action to signal public investment and spur private development, as well as to create a safe and inviting main street environment and distinct sense of place; and

WHEREAS, the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) administer a Transportation and Growth Management (TGM) Grant program to help local jurisdictions plan for streets and land to lead to more livable, sustainable, and economically vital communities that increase opportunities for transit, walking and bicycling; and

WHEREAS, the grant provides an opportunity to advance Halsey Street transportation improvements and better position the three cities and Multnomah County for capital funding opportunities.

NOW, THEREFORE, BE IT RESOLVED BY THE FAIRVIEW CITY COUNCIL AS FOLLOWS:

Section 1 The City Council authorizes staff to pursue a TGM grant to prepare a Halsey street and streetscape design plan to implement the Main Streets on Halsey vision.

Section 2 This resolution is and shall be effective from the day of its passage.

Resolution adopted by the City Council of the City of Fairview, this 17th day of June 2020.

ATTEST

City Recorder, City of Fairview
Devree Leymaster

Mayor, City of Fairview
Brian Cooper

06-24-2020
Date
RESOLUTION
(32-2020)

A RESOLUTION OF THE FAIRVIEW CITY COUNCIL AUTHORIZING THE APPLICATION FOR A TRANSPORTATION AND GROWTH MANAGEMENT (TGM) GRANT FOR PLANNING AND DESIGN OF HALSEY RIGHT-OF-WAY AND STREETScape IMPROVEMENTS

WHEREAS, in 2017 the Fairview City Council adopted the Main Streets on Halsey: Strategic Economic Action Plan and created the Halsey Community Collaborative Compact (HC3) to solidify the commitment of each City and Multnomah County to implement the Main Streets Plan; and

WHEREAS, during the Main Street planning process the community identified many transportation improvements needed to make Halsey Street safer and more welcoming to all people, and that now require more detailed planning and design, and updates to current road standards; and

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WHEREAS, the grant provides an opportunity to advance Halsey Street transportation improvements and better position the three cities and Multnomah County for capital funding opportunities.

NOW, THEREFORE, BE IT RESOLVED BY THE FAIRVIEW CITY COUNCIL AS FOLLOWS:

Section 1   The City Council authorizes staff to pursue a TGM grant to prepare a Halsey street and streetscape design plan to implement the Main Streets on Halsey vision.

Section 2   This resolution is and shall be effective from the day of its passage.

Resolution adopted by the City Council of the City of Fairview, this 17th day of June 2020.

ATTEST

[Signature]
City Recorder, City of Fairview
Devree Leymaster

[Signature]
Mayor, City of Fairview
Brian Cooper

06-24-2020
Date
State of Oregon  
Department of Transportation  
Transportation Growth Management Grant Program

To Whom it May Concern,

On behalf of the Troutdale City Council, I have been authorized to provide our endorsement of a Transportation Growth Management (TGM) grant application to support a multi-jurisdictional effort to study improvements for Halsey Street for expanded travel choices and improved safety.

The “Main Streets on Halsey” project has been a multi-year effort between the cities of Troutdale, Wood Village, and Fairview to make land use and transportation improvements to the Halsey Street corridor in order to foster development opportunity and enhance economic viability. In 2017, the cities finalized the Main Streets on Haley plan, which presented a roadmap for future planning projects that were designed to execute the vision that was established in the plan.

Since that time, three separate planning efforts have been established, with two having been completed and a third nearing completion. This application will build on the legacy of land use planning and economic development work by focusing our efforts to improving how Halsey Street as a transportation asset is planned and engineered for the future. Halsey Street connects our three communities and our largest regional destination asset, McMenamins Edgefield.

This study can help us find ways to better link these destinations to create a cohesive network for residents and visitors to enjoy, fulfilling a vision that our communities have shared in for a long time. Please contact me if you have any questions and we look forward to receiving your support.

Sincerely,

Casey Ryan  
Mayor
RESOLUTION NUMBER 24-2020

A RESOLUTION AUTHORIZING THE APPLICATION FOR A TRANSPORTATION AND GROWTH MANAGEMENT (TGM) GRANT FOR PLANNING AND DESIGN OF HALSEY RIGHT-OF-WAY AND STREETSCAPE IMPROVEMENTS

WHEREAS, in 2017 the Wood Village City Council adopted the Main Streets on Halsey Strategic Economic Action Plan and created the Halsey Community Collaborative Compact (HC3) to solidify the commitment of each City and Multnomah County to implement the Main Streets Plan; and

WHEREAS, during the Main Street planning process the community identified many transportation improvements needed to make Halsey Street safer and more welcoming to all people, and that now require more detailed planning and design, and updates to current road standards; and

WHEREAS, the Main Streets Plan identifies Coordinated Funding for Street and Safety Improvements as a strategic action to signal public investment and spur private development, as well as to create a safe an inviting main street environment and distinct sense of place; and

WHEREAS, the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) administer a Transportation and Growth Management (TGM) Grant program to help local jurisdictions plan for streets and land to lead to more livable, sustainable, and economically vital communities that increase opportunities for transit, walking and bicycling; and

WHEREAS, this grant provides an opportunity to advance Halsey Street transportation improvements and better position the three cities and Multnomah County for capital funding opportunities.

NOW, THEREFORE, BE IT RESOLVED BY THE WOOD VILLAGE CITY COUNCIL AS FOLLOWS: The City Council supports and authorizes staff to pursue a TGM grant to prepare a Halsey Street and streetscape design plan to implement the Main Streets on Halsey vision.

Moved to approve by _____Miner_____; seconded by _____Loy_______ and
adopted this 23rd day of June 2020.

YEAS__5__ NAYS__0__

T. Scott Harden, MAYOR

ATTEST:
Rose Douglass
City Recorder
July 21, 2020

Transportation and Growth Management Program
Grant Review Team
Department of Land Conservation and Development
635 Capital Street NE Suite 150
Salem, OR 97301

Dear TGM Grant Review Team,

I write to convey my strong support for the TGM program grant application for the next phase of the Main Streets on Halsey Project submitted by the cities of Fairview, Wood Village, and Troutdale in partnership with Multnomah County. This collaborative, community-building project will have direct, positive benefits to residents in East Multnomah County. By funding the revision of street design standards for all three cities and developing a street design plan with key stakeholders from all three communities, the grant is essential for moving forward this project.

Nearly five years from launch, Main Streets on Halsey is a groundbreaking initiative that’s bringing together elected officials, community partners, and residents from Fairview, Wood Village, and Troutdale around a single “main street” concept for Halsey Street, a county-owned artery that runs through all three communities. This is the first time the cities have come together around a single transportation and land use project, one that improves transportation choices and spurs economic development and environmental sustainability.

The project will have an immediate and lasting benefit to residents young and old by:

● improving the ability of residents to safely walk, bike, and use public transit;
● supporting the growth of local jobs and businesses;
● reducing pollution;
● and designing the streetscape with input from a diverse group of stakeholders

With TGM funds, project leaders will create a vibrant new hub for walking, biking, shopping, dining, and working along Halsey that will amplify economic development and community building efforts in East Multnomah County.
One of the poorest and most diverse areas in the Portland metro region, East County has long been ignored by state and regional policymakers and funders. Full funding for the Main Streets on Halsey project will help remedy that.

I urge you to give your full support to this project, which has substantial community backing.

Sincerely,

Ian B. Cannon, P.E.
Transportation Division Director
Multnomah County Transportation Division
July 21, 2020

Transportation and Growth Management Program Grant Review Team
Department of Land Conservation and Development
635 Capital Street NE Suite 150
Salem, OR 97301

Dear TGM Grant Review Team,

I write to convey my strong support for the TGM program grant application for the next phase of the Main Streets on Halsey Project submitted by the cities of Fairview, Wood Village, and Troutdale in partnership with Multnomah County. This collaborative, community-building project will have direct, positive benefits to residents in East Multnomah County. By funding the revision of street design standards for all three cities and developing a street design plan with key stakeholders from all three communities, the grant is essential for moving forward this project.

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The project will have an immediate and lasting benefit to residents young and old by:

- improving the ability of residents to safely walk, bike, and use public transit;
- supporting the growth of local jobs and businesses;
- reducing pollution;
- and designing the streetscape with input from a diverse group of stakeholders

With TGM funds, project leaders will create a vibrant new hub for walking, biking, shopping, dining, and working along Halsey that will amplify economic development and community building efforts in East Multnomah County, including safer routes to school, development of the Rockwood Rising complex and others that add vitality and sustainability to the Reynolds School District community.

One of most social and economically diverse areas in the Portland metro region, East County has long been ignored by state and regional policymakers and funders. Full funding for the Main Streets on Halsey project will help remedy that.

I urge you to give your full support to this project, which has substantial community backing.

Sincerely,

Dr. Danna Diaz,
Superintendent
Reynolds School District
Dear TGM Grant Review Team,

The East Multnomah County Transportation Committee strongly supports the TGM program grant application for the Main Streets on Halsey Project submitted by the cities of Fairview, Wood Village, and Troutdale in partnership with Multnomah County. This collaborative, community-building project will have direct, positive benefits to residents in East Multnomah County. By funding the revision of street design standards for all three cities and developing a street design plan with key stakeholders from all three communities, the grant is essential for moving forward this project.

Nearly five years from launch, Main Streets on Halsey is a groundbreaking initiative that’s bringing together elected officials and residents from Fairview, Wood Village and Troutdale around a single “main street” concept for Halsey Street, a county-owned artery that runs through all three communities. This is the first time the cities have come together, around a single transportation and land use project, to improve transportation choices and spur economic development and environmental sustainability.

The project will have an immediate and lasting benefit to residents young and old by:

- improving the ability of residents to walk, bike, and use public transit;
- supporting the growth of local jobs and businesses;
- reducing pollution;
- and designing the streetscape with input from a diverse group of stakeholders

With TGM funds, project leaders will create a vibrant new hub for walking, biking, shopping, dining, and working along Halsey that will amplify economic development and community building efforts in East Multnomah County. One of the poorest and most diverse areas in the Portland metro region, East County has long been ignored by state and regional policymakers and funders. Funding the Main Streets on Halsey project will help remedy that.

I urge you to give your full support to this project, which has substantial community backing.

Sincerely,

Councilor Jamie Kranz, City of Troutdale, EMCTC Vice Chair

cc: Mayor Brian Cooper, Fairview
    Councilor Karylinn Echols, Gresham
    Councilor John Miner, Wood Village
    Emerald Bogue, Port of Portland
    Commissioner Lori Stegmann, Multnomah County District 4
July 13, 2020

Transportation and Growth Management Program
Grant Review Team
Department of Land Conservation and Development
635 Capital Street NE Suite 150
Salem, OR 97301

Dear TGM Grant Review Team,

I write to convey my strong support for the TGM program grant application for the next phase of the Main Streets on Halsey Project. With TGM funds, project leaders will create a vibrant new hub for walking, biking, shopping, dining, and working along Halsey that will amplify economic development and community building efforts in East Multnomah County, including many affordable housing properties along the corridor.

In particular, Home Forward’s Fairview Oaks property is located at 22701 NE Halsey Street in Fairview. With 328 affordable rental homes, over 700 adults and young people depend upon TriMet bus routes and will benefit from safer pedestrian and bike routes along Halsey. We are also working with the City of Troutdale to develop over 110 affordable rental homes in their downtown area adjacent to NE Halsey. Improved access for bikes, pedestrians and creative mobility solutions can greatly benefit our future residents in East Multnomah County. In particular, the decreased dependence on the automobile can reduce parking needs – making the reality of affordable housing construction more cost-effective.

One of the poorest and most diverse areas in the Portland metro region, East County has long been ignored by state and regional policymakers and funders. Funding the Main Streets on Halsey project will help remedy this lack of equity and promote greater racial justice.

The project will have an immediate and lasting benefit to residents, young and old by:
• improving the ability of residents to safely walk, bike, and use public transit;
• supporting the growth of local jobs and businesses;
• reducing pollution and addressing the climate crisis;
• and designing the streetscape with input from a diverse group of stakeholders.

I urge you to give your full support to this project, which has substantial community backing.

Sincerely,

Pamela Kambur
Community Relations Manager
Home Forward
(and former TGM community outreach coordinator 20 years ago!)
July 9, 2020

Transportation and Growth Management Program
Grant Review Team
Department of Land Conservation and Development
635 Capital Street NE Suite 150
Salem, OR 97301

Dear TGM Grant Review Team,

I write to convey my strong support for the TGM program grant application for the next phase of the Main Streets on Halsey Project submitted by the cities of Fairview, Wood Village, and Troutdale in partnership with Multnomah County. This collaborative, community-building project will have direct, positive benefits to residents in East Multnomah County. By funding the revision of street design standards for all three cities and developing a street design plan with key stakeholders from all three communities, the grant is essential for moving forward this project.

Nearly five years from launch, Main Streets on Halsey is a groundbreaking initiative that’s bringing together elected officials, community partners, and residents from Fairview, Wood Village and Troutdale around a single “main street” concept for Halsey Street, a county-owned artery that runs through all three communities. This is the first time the cities have come together, around a single transportation and land use project, to improve transportation choices and spur economic development and environmental sustainability.

The project will have an immediate and lasting benefit to residents young and old by:
- improving the ability of residents to safely walk, bike, and use public transit;
- supporting the growth of local jobs and businesses;
- reducing pollution;
- and designing the streetscape with input from a diverse group of stakeholders

With TGM funds, project leaders will create a vibrant new hub for walking, biking, shopping, dining, and working along Halsey that will amplify economic development and community building efforts in East Multnomah County.

One of the poorest and most diverse areas in the Portland metro region, East County has long been ignored by state and regional policymakers and funders. Funding the Main Streets on Halsey project will help remedy that.

I urge you to give your full support to this project, which has substantial community backing.

Sincerely,

Shirley Craddick
Metro Councilor | District One
July 21, 2020

Transportation and Growth Management Program
Grant Review Team
Department of Land Conservation and Development
635 Capital Street NE Suite 150
Salem, OR 97301

Dear TGM Grant Review Team,

We write to convey our strong support for the TGM program grant application for the next phase of the Main Streets on Halsey Project submitted by the cities of Fairview, Wood Village, and Troutdale in partnership with Multnomah County. This collaborative, community-building project will have direct, positive benefits to residents in East Multnomah County. By funding the revision of street design standards for all three cities and developing a street design plan with key stakeholders from all three communities, the grant is essential for moving forward this project.

Nearly five years from launch, Main Streets on Halsey is a groundbreaking initiative that’s bringing together elected officials, community partners, and residents from Fairview, Wood Village, and Troutdale around a single “main street” concept for Halsey Street, a county-owned artery that runs through all three communities. This is the first time the cities have come together around a single transportation and land use project, one that improves transportation choices and spurs economic development and environmental sustainability.

The project will have an immediate and lasting benefit to residents young and old by:

- improving the ability of residents to safely walk, bike, and use public transit;
- supporting the growth of local jobs and businesses;
- reducing pollution;
- and designing the streetscape with input from a diverse group of stakeholders

With TGM funds, project leaders will create a vibrant new hub for walking, biking, shopping, dining, and working along Halsey that will amplify economic development and community building efforts in East Multnomah County, including the development project along Halsey that is ongoing in Wood Village at the existing City Hall site. These funds would also assist in furthering the work Troutdale has invested in branding as well as Gresham’s construction of Rockwood Rising.
One of the poorest and most diverse areas in the Portland metro region, East County has long been in need of additional investment. Full funding for the Main Streets on Halsey project will help remedy that.

We urge you to give your full support to this project, which has substantial community backing.

Sincerely,

Ken Anderton

Ken Anderton, President
EMEA Board of Directors
July 6, 2020

Transportation and Growth Management Program
Grant Review Team
Department of Land Conservation and Development
635 Capital Street NE Suite 150
Salem, OR 97301

Dear TGM Grant Review Team,

I write to convey my strong support for the TGM program grant application for the next phase of the Main Streets on Halsey Project submitted by the cities of Fairview, Wood Village, and Troutdale in partnership with Multnomah County. This collaborative, community-building project will have direct, positive benefits to residents in East Multnomah County. By funding the revision of street design standards for all three cities and developing a street design plan with key stakeholders from all three communities, the grant is essential for moving forward this project.

Nearly five years from launch, Main Streets on Halsey is a groundbreaking initiative that’s bringing together elected officials, community partners, and residents from Fairview, Wood Village and Troutdale around a single “main street” concept for Halsey Street, a county-owned artery that runs through all three communities. This is the first time the cities have come together, around a single transportation and land use project, to improve transportation choices and spur economic development and environmental sustainability.

The project will have an immediate and lasting benefit to residents young and old by:
- improving the ability of residents to safely walk, bike, and use public transit;
- supporting the growth of local jobs and businesses;
- reducing pollution;
- and designing the streetscape with input from a diverse group of stakeholders

With TGM funds, project leaders will create a vibrant new hub for walking, biking, shopping, dining, and working along Halsey that will amplify economic development and community building efforts in East Multnomah County, including providing a pedestrian friendly transit corridor, improving and enhancing the public’s safe and easy access to McMenamins Edgefield in Troutdale, which has long been a source of community gathering, pride and entertainment.

One of the poorest and most diverse areas in the Portland metro region, East County has long been ignored by state and regional policymakers and funders. Funding the Main Streets on Halsey project will help remedy that.

I urge you to give your full support to this project, which has substantial community backing.

Sincerely,

McMenamins, Inc.
July 13, 2020

Transportation and Growth Management Program
Grant Review Team
Department of Land Conservation and Development
635 Capital Street NE Suite 150
Salem, OR 97301

Dear TGM Grant Review Team,

The Troutdale Historical Society is in favor of the Main Streets on Halsey Project and its collaboration with the cities of Fairview, Wood Village, and Troutdale in partnership with Multnomah County to connect these three communities through a “main street” along Halsey Street and the Historic Columbia River Highway.

We support a main street design that correlates the history to identify the events and people who founded these cities and their efforts to become a community. These individual cities share a history that is interconnected through experiences as these homesteads were developed and families were interwoven to help one another.

We support an improved streetscape to provide safe pathways for walking and biking that will allow the citizens, visitors, and tourists to freely move between each community.

Our desire is to see the “main street” on Halsey Street/Historic Columbia River Highway project to seamlessly transition from Fairview and continue to the west end of the Stark Street bridge. This will mark the end of the “main street” and the beginning of the nationally designated Historic Columbia River Highway.

Funding this project will affect many people who live and work in East County, an area that is often overlooked and underfunded. It will enhance the experience of those who visit and encourage them to return, which will improve commerce and tourism.

Thank you for your consideration in funding this project.

Sincerely,

[Signature]
LeAnn Stephan, Executive Director
July 13, 2020

Transportation and Growth Management Program
Grant Review Team
Department of Land Conservation and Development
635 Capital Street NE Suite 150
Salem, OR 97301

Dear TGM Grant Review Team,

I write to convey my strong support for the TGM program grant application for the next phase of the Main Streets on Halsey Project submitted by the cities of Fairview, Wood Village, and Troutdale in partnership with Multnomah County. This collaborative, community-building project will have direct, positive benefits to residents in East Multnomah County. By funding the revision of street design standards for all three cities and developing a street design plan with key stakeholders from all three communities, the grant is essential for moving forward this project.

Nearly five years from launch, Main Streets on Halsey is a groundbreaking initiative that’s bringing together elected officials, community partners, and residents from Fairview, Wood Village and Troutdale around a single “main street” concept for Halsey Street, a county-owned artery that runs through all three communities. This is the first time the cities have come together, around a single transportation and land use project, to improve transportation choices, spur economic development, create community participation projects, and environmental sustainability.

One such community participation project is the “Troutdale Art and History Tour Guide and Map”. This brochure developed by Troutdale artists and historians is a walking tour showing off local historic sites and public art installations. The tour starts at McMenamins Edgefield moves east along NE Halsey through Troutdale along Historic Columbia Gorge Highway and finishing on the north side of Troutdale with the Maya Line “Bird Blind”. The Maya Lin sculpture is part The Confluence Project in which local students from Fairview Elementary and Troutdale high school student created a series of public art installations depicting the native culture and environment of Columbia River Basin. This was based off the Lewis and Clark journals. Cascadia Art Association intends to expand our history and art tour guide to include the entire map of the Confluence Project extending the tour west along NE Halsey to Fairview. Making these improvements on NE Halsey will enable residents and tourists to have access to our historic sites and public art installations as well as safely participate in the walking tour.

I urge you to give your full support to this project, which has substantial community backing.

Sincerely,

Martha H. Denham
President Cascadia Art Association
July 13, 2020

Transportation and Growth Management Program
Grant Review Team
Department of Land Conservation and Development
635 Capital Street NE Suite 150
Salem, OR 97301

Dear TGM Grant Review Team,

I write to convey my strong support for the TGM program grant application for the next phase of the Main Streets on Halsey Project submitted by the cities of Fairview, Wood Village, and Troutdale in partnership with Multnomah County. This collaborative, community-building project will have direct, positive benefits to residents in East Multnomah County. By funding the revision of street design standards for all three cities and developing a street design plan with key stakeholders from all three communities, the grant is essential for moving forward this project.

Nearly five years from launch, Main Streets on Halsey is a groundbreaking initiative that’s bringing together elected officials, community partners, and residents from Fairview, Wood Village and Troutdale around a single “main street” concept for Halsey Street, a county-owned artery that runs through all three communities. This is the first time the cities have come together, around a single transportation and land use project, to improve transportation choices, spur economic development, create community participation projects, and environmental sustainability.

One such community participation project is the “Troutdale Art and History Tour Guide and Map”. This brochure developed by Troutdale artists and historians is a walking tour showing off local historic sites and public art installations. The tour starts at McMenamins Edgefield moves east along NE Halsey through Troutdale along Historic Columbia Gorge Highway and finishing on the north side of Troutdale with the Maya Line “Bird Blind”. The Maya Lin sculpture is part The Confluence Project in which local students from Fairview Elementary and Troutdale high school student created a series of public art installations depicting the native culture and environment of Columbia River Basin. This was based off the Lewis and Clark journals. Cascadia Art Association intends to expand our history and art tour guide to include the entire map of the Confluence Project extending the tour west along NE Halsey to Fairview. Making these improvements on NE Halsey will enable residents and tourists to have access to our historic sites and public art installation as well as safely participate in the walking tour.

I urge you to give your full support to this project, which has substantial community backing.

Sincerely,

[Signature]
Martha H. Denham
President Cascadia Art Association
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
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

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

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.

See attached

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

Dated: 07-31-20

Printed Name: Sarah Selden  Title: Senior Planner
Agency Name: City of Fairview

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.
Main Streets on Halsey
Cross Section and Street Design Plan
Racial and Ethnic Impact Statement Rationale

The Main Streets on Halsey project straddles three small East Multnomah County cities – Fairview, Wood Village, and Troutdale – which are home to many Hispanic residents. According to U.S. Census data, these cities are home to 13, 53, and 14 percent of residents, respectively, who identify as Hispanic – all higher than average for the Portland/Vancouver/Hillsboro census region. On average, 26 percent of children aged 5-17 in these cities speaks a language other than English at home – mostly Spanish but also Russian and Vietnamese. Because Main Streets on Halsey will make the corridor safer and easier to walk and bike, make it more attractive and accessible for current and new small businesses, and better connect the community for recreation, dining, and shopping, the project aims to have a big, positive impact on people of color, key stakeholders in the engagement process proposed in this grant request.

In addition, it’s expected that Main Streets on Halsey will serve the broader East County community with pedestrian-friendly amenities and new opportunities to work, shop, and play. All three cities border Gresham, Oregon’s fourth largest city, which includes some of the most diverse and rapidly-growing neighborhoods in the Portland metro region. Gresham’s Rockwood neighborhood, for example, is less than a half-mile from the western edge of the Main Streets on Halsey project. Rockwood is young and diverse. The median age is 27, more than 60 languages are spoken, and half of residents are non-white.

A key goal of the Main Streets on Halsey project is to make the busy county-owned road more accessible to people who walk and bike – and benefit those who are physically disabled. Streetscape designs will provide full ADA compliance by including features such as curb cuts, crosswalks, and flashing signals. The project’s public engagement plan includes inviting people who are blind, deaf, have mobility impairments or intellectual disabilities into the street design planning to ensure their needs are met.

Finally, Main Streets on Halsey should have a positive effect on women. Many small businesses in Fairview, Wood Village, and Troutdale are owned by women and minorities – 650 in total, according to 1997 Economic Census data gathered by the U.S. Census. Many of these firms will benefit from Halsey improvements and spur further business creation. As part of the public engagement program, the three cities plan to invite representatives from MESO, a Portland non-profit that assists low-income entrepreneurs – many of them women, minorities, immigrants, and refugees – through education programs and business loans.