

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
2016 GRANT APPLICATION COVER SHEET**

APPLICATIONS DUE 4:00 PM, June 10, 2016

Type of Grant:	Category 1	ODOT Region (1-5):	Region 1
Primary Applicant Jurisdiction:	City of Estacada		
Project Title:	Estacada Active Transportation Plan		
Mailing Address:	PO BOX 958		
City/Zip:	Estacada, OR	97023	
Contact Person:	Denise Carey		
Telephone/Email:	503.630.8270 x204	carey@cityofestacada.org	

	MATCH	
	YES	NO
Other Local Jurisdictions involved in the project:		
Clackamas County	<input type="radio"/>	<input checked="" type="radio"/>
Oregon State Parks and Recreation	<input type="radio"/>	<input checked="" type="radio"/>
Portland General Electric	<input type="radio"/>	<input checked="" type="radio"/>

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

The purpose is to develop and adopt an Active Transportation Plan for the City of Estacada. The City will leverage strong community support and regional partnerships to achieve the following outcomes:

Pedestrian and bicycle projects/programs that connect new development to the rest of the city, provide safe routes to schools, improve the walkability of older neighborhoods, and create recreational opportunities.

Advancement of the City's Healthy Eating Active Living campaign through transportation choices that provide equitable access to food and key services, encourage active lifestyles, and enhance safety for vulnerable travelers.

Transportation investments that support economic vitality by increasing pedestrian and bicycle traffic in the downtown and connecting to adjacent regional trails and state parks.

Adoption of the plan as an amendment to the City's TSP, with projects programmed into the Capital Improvement Plan. Implementing ordinances will be developed and adopted.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Estacada

Project Title: Estacada Active Transportation Plan

Budget Breakdown (Based on your response to Award Criterion 3)

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
Task 1: Project Initiation		\$10,000.00
Task 2: Goals, Objectives, and Evaluation Criteria		\$15,000.00
Task 3: Existing Conditions and Opportunities		\$25,000.00
Task 4: Solutions Development		\$30,000.00
Task 5: Active Transportation Plan		\$20,000.00
Task 6: Adoption		\$15,000.00
Total TGM Funds Requested:	\$0.00	\$115,000.00
		\$115,000.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$15,681.82
Match to be Provided:	\$15,682.00

Type of Match to be Provided:

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Estacada

Project Title: Estacada Active Transportation Plan

Eligibility Requirements

The following three eligibility requirements are reviewed on a pass/fail basis. 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 of alternative scenarios, development of implementation measures, and public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance. 1000 character limit.

The proposed project would develop an Active Transportation Plan for Estacada, refining the Pedestrian and Bicycle elements of the Transportation System Plan. Walking and Biking are generally the most cost-effective modes of travel, especially in a small city. Providing safe, complete, and comfortable travel options supports healthy lifestyles, social equity, and economic vitality. The project will include analysis of the quality of existing facilities and the level of connectivity provided to key destinations. Innovative design options representing today's best practices will be applied. A comprehensive, yet practical public involvement process has been identified to maximize engagement and build strong support for the recommendations. The outcome will be a financially realistic plan including recommended projects, design guidance, implementation measures, and pilot projects. This plan will tie together several recent local and regional transportation planning efforts.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products 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 that will primarily do outreach, research, study an issue, compile data, or prepare maps are not eligible. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

The Active Transportation Plan will be incorporated by amendment (adopted) into the City's TSP. This will include any recommended actions from the Safe Routes to School Plan being developed concurrently, as well as pedestrian and bicycle elements from the recently adopted Estacada Downtown and Riverside Area Plan. The plan will identify projects to incorporate into the City's next Capital Improvement Plan (CIP). The project will also develop associated policies and implementing ordinances as necessary, written in adoption-ready language. Adoption hearings for the resulting TSP amendment, policies, and implementing ordinances are included in the project.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners) must be submitted with the application to meet this requirement. 500 character limit.

This project has the full support of Estacada's staff and officials. This application is submitted by the City of Estacada's City Manager in accordance with the direction of City Council. The enclosed resolution and letters of support demonstrate the support of Estacada's local officials, as well as local and regional stakeholders.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Estacada

Project Title: Estacada Active Transportation Plan

Certifications

- This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions.
- This application was prepared by the following compensated consultant:

Consultant Name:

Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact [Cindy Lesmeister](#) at 503-986-4349 if you have questions.

- I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO>

Applicant Title:

Printed Name:

Authorized Signature*:

*Please only include the authorized signature on the mailed hard copy. **DO NOT submit a printed, signed, and scanned version electronically.**

- I have mailed in a hard copy of my application with authorized signature.



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2016 GRANT APPLICATION FORM

Instructions: See the [Grant Application Packet](#) for how to respond to each of the Award Criteria

Completed Grant Application Form must not exceed 8 pages, less attachments. Excess pages will be discarded.

Examples of successful applications and help to develop a project approach and budget estimate are available on the TGM Grants page: <http://www.oregon.gov/LCD/TGM/Pages/grants.aspx>.

The answer fields below will expand as you type.

ORGANIZATION NAME City of Estacada	PHONE 503.630.8270 x204
CONTACT PERSON NAME AND TITLE Denise Carey, City Manager	CONTACT PERSON E-MAIL carey@cityofestacada.org
PROJECT TITLE Estacada Active Transportation Plan	

Award Criteria

Applications may receive a total of 110 points.

- Up to 100 points are based on an applicant’s written responses to five award criteria.
- Up to 10 bonus points may be awarded for **Project Innovation**: *the application must demonstrate that the project will be innovative in subject matter, approach, or expected outcomes.* Do not write a separate response about how your project meets this criterion; scorers will award points based on the entirety of the application. By the nature of the criterion, most projects will not receive any points.

Projects are selected primarily based on scores for the TGM award criteria; also considered are the grant amounts requested, the estimated amounts TGM believes may be required for a project, the amount of grant dollars available for award within an ODOT region, and the balance of grant dollars between Category 1 and Category 2 projects. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

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 (as listed on pages 3-4 of the Application Packet).

Project Purpose

The purpose of this project is to develop an Active Transportation Plan (ATP) for the City of Estacada that will identify projects and policies to promote walking and bicycling as healthy, safe, convenient, and affordable transportation choices. This plan will innovatively integrate community building,

equity, public health, and economic vitality with transportation planning.

Local and Regional Transportation Needs

Estacada adopted a Transportation System Plan (TSP) in 2007. Since that time, several changes have created a need for a new and expanded ATP for Estacada.

- Interest in active transportation among City Council members and the community has grown substantially. This plan is needed because the current TSP only addresses the most basic pedestrian and bicycle facilities and is not sufficient for meeting Estacada's new objectives.
- The current TSP includes minimal design options. Updated designs, reflecting today's best practices are needed to create safe and attractive facilities, especially around schools.
- The urban growth boundary was expanded in 2010, creating a new employment center in the northwest area of the city. The current TSP does not address access to this area by walking and biking.
- Estacada adopted a Downtown & Riverside Area Plan in 2011 that identified improvements to pedestrian and bicycle accessibility in the downtown and riverside areas. Supporting connections and coordination with other planned projects is needed.
- New subdivisions, including 270 single-family homes, have created a growing demand for walking and biking to schools and the downtown. This has highlighted serious infrastructure gaps not addressed by the current TSP, with children frequently seen walking in the road.
- In 2013, Oregon State Parks and Recreation updated the Milo McIver State Park Comprehensive Plan, including a recommended bridge over the Clackamas River connecting the park to downtown Estacada. This will create a further need for supporting connections and wayfinding.
- In 2014, the Oregon State Parks and Recreation Commission approved the 70-mile Cascading Rivers Scenic Bikeway connecting Estacada and Detroit. This has resulted in an increase in bicycle tourism in Estacada and in expressed interests by cyclists for better local bike routes, supporting services, and wayfinding. When the Cazadero Trail is completed in the future, connecting Estacada to the Springwater Trail, bicycle tourism is anticipated to increase further.
- Clackamas County adopted an Active Transportation Plan in 2015 that identifies improvements through Estacada and emphasizes the need to position the County as a bicycling tourist destination, build an active transportation system that is safe and accessible to all ages and incomes, and improve public health. The ATP would directly address these needs and better position the City to receive funding for these projects.
- The Governor's Metro Regional Solutions Team priorities include providing technical assistance to promote well-planned communities that have infrastructure able to embrace economic opportunity and community health. As a designated economically distressed city, Estacada has a need for such assistance.
- The community has expressed a growing interest in active transportation and local investments that support healthy lifestyles, safe routes to schools, and recreational tourism. In response, the City will lead a Safe Routes to Schools project this year and plans to join the Healthy Eating Active Living (HEAL) Cities Campaign. The ATP is needed to provide a transportation system able to support these efforts.

The proposed Estacada ATP project clearly and effectively addresses the needs created by these

changes. It will coordinate and incorporate recommendations from recent plans, provide access to the new employment center, identify and prioritize actions to address critical infrastructure gaps, leverage regional partnerships and investments to create recreational opportunities and capitalize on tourist spending, help implement the Safe Routes to Schools plan, promote healthy lifestyles, provide quality travel options for the transportation disadvantaged, and support County and State objectives.

TGM Objectives Achieved

1. Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.

The ATP will strongly support the establishment of transportation choices in Estacada. Walking and biking are generally the most cost-effective travel options for students, the elderly, people with disabilities, and those that cannot afford to drive. We will work with Clackamas County Public Health and the Estacada Community Center to identify and address mobility choices for underserved communities and those with limited options. We will focus on safe and convenient access to transit stops, major employment centers, civic services, food, and recreational areas. The outcome will include projects that support healthy, active lifestyles by connecting to and complementing regional facilities such as the Cazadero Trail, the Cascading Rivers Scenic Bikeway, and Milo McIver State Park.

2. Create communities composed of vibrant neighborhoods and lively centers linked by convenient transportation.

This project will identify safe and appealing walking and biking improvements that will link neighborhoods to activity centers such as schools, downtown, parks, and regional recreation facilities. The ATP will aim to support the needs of all community members by creating a healthy, safe and inviting environment. Encouraging Estacada residents to leave their cars at home and walk or bike to the downtown and riverfront will result in lively local centers.

3. Support economic vitality by planning for land uses and the movement of people and goods.

The ATP will develop policies and projects that aim to create vibrant streets friendly to retail and businesses and offer healthy transportation choices to meet current and future workers' travel needs. Walking and biking connections to the new employment center in the northwest area of the city will improve access for employees that do not have the ability to drive. Innovative and strategic active transportation projects will promote the tourism and outdoor-recreation industry, benefitting existing businesses and attracting new ones. We will invite participation from Clackamas County Tourism, learning from their experience seeing the economic impact on local economies from bicycle tourism.

4. Save public and private costs with compact land uses and well-connected transportation patterns.

This project will lay the foundation for developing a cohesive and efficient active transportation network that will encourage compact land use patterns to accommodate growth and reduce infrastructure and utility demand. Active transportation projects will help move Estacada with more convenient travel options that cost much less than traditional roadway capacity projects and offer opportunities to lower transportation costs for residents. ATP projects will support Estacada's HEAL Cities Campaign, which in turn can avoid the high cost of poor health.

5. Promote environmental stewardship through sustainable land use and transportation planning.

At just over two square miles in size, Estacada has the potential to be very walkable and bikable. The

ATP will identify the infrastructure needs, design standards, and implementation guidance needed to provide a well-connected network that encourages people to walk or bike for short trips to downtown, schools, the riverfront, or work. Encouraging less use of automobiles will result in more sustainable travel habits that use less energy and produce fewer emissions of air pollution and greenhouse gases.

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 supporting a Governor's Regional Solutions Team priority; or
- 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.

Since the adoption of the Estacada Transportation System Plan in 2007, the City has also adopted the Downtown & Riverside Area Plan; Clackamas County has adopted an Active Transportation Plan; Oregon State Parks and Recreation has updated the Milo McIver State Park Comprehensive Plan and approved the Cascading Rivers Scenic Bikeway connecting Estacada and Detroit; and the Cazadero Trail that would connect Estacada to the Springwater corridor is nearly complete. The proposed Estacada ATP is timely and urgent because it presents an opportunity to coordinate these new local, regional, and state policy and planning achievements, leverage recent public investments, and position the City for future funding.

As examples, Estacada has recently partnered with Oregon State Parks and Recreation and PGE on a STIP application submitted by Clackamas County to complete the Cazadero Trail from Barton to Estacada. The City has also partnered with Oregon State Parks and Recreation and PGE on a feasibility study for the construction of a pedestrian and bicycle bridge over the Clackamas River connecting Milo McIver State Park with the downtown. These actions demonstrate the City's commitment to improving active transportation options and that there is momentum behind the implementation of related regional plans, creating an urgent need to coordinate efforts through this project.

The project is also timely and urgent because it would build on, complement, and help implement other high priority community initiatives such as the upcoming Safe Routes to Schools plan, the Healthy Eating Active Living Cities Campaign, and an update to the City's Parks and Recreation Master Plan. These efforts are planned to run on the same timeline as the ATP, creating opportunities for collaboration and stronger community participation.

With the sudden revival in new land development, there is an urgent need to revisit priority pedestrian and bicycle projects, design standards, and the development code right away before an

opportunity is lost. The current TSP does not adequately address connections to future development. Finally, it is timely and urgent because it would put into action the Governor's Regional Solutions Team priority for providing technical assistance to promote well-planned communities that have infrastructure able to embrace economic opportunity and community health.

In summary, local interest and support for active transportation investments have never been higher. With timely TGM assistance, the City of Estacada will be able to take advantage of this support and existing partnerships with regional stakeholders to adopt a plan that will advance community livability, equity, health, and the economy.

3. Proposed Project Approach is Reasonable

Up to 20 points

The application demonstrates a clear approach to achieving the expected outcome and results in consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear.

This project approach will achieve the expected outcome and result in an adopted plan. It is based on proven approaches from past TGM Active Transportation Plans, but modified to address the specific needs of Estacada while applying an appropriate level of effort for a small community.

A consultant will be used for this project and will perform a majority of the work, including technical tasks, document production, and maps/graphics. The consultant will also produce all public outreach materials and will lead meeting presentations. The consultant project manager will establish the project schedule and will lead the project team. The City will provide a local project manager. Key duties will include arranging for meeting logistics, coordinating with advisory committees and local stakeholders, coordinating reviews of consultant work, advertising through local media outlets, and participating in public meetings.

Key elements of the public involvement process include a Project Advisory Committee (PAC) and PAC walking and bicycle tours, a project website, two public open houses, and coordination with the Safe Routes to Schools effort. The PAC will be comprised of key community members representing a variety of interests. The PAC walking and bicycle tours will be part of the project kick-off and will enhance understanding of key issues. The project website will include interactive comment/survey features for virtual open houses. At least one public open house will be held alongside another community event to maximize participation (e.g., information kiosk). The public involvement plan will include specific steps to provide opportunities for participation by federal Title VI communities.

An interagency coordination plan, outlining mechanisms and responsibilities, will be developed. Coordination with state, regional, and local planning efforts will occur in part through committee participation and in part through targeted outreach at key milestones. Key agencies such as Oregon State Parks and Recreation, ODOT, and Clackamas County (Transportation, Public Health, and Tourism), will be invited to join the Technical Advisory Committee (TAC). Representatives from local efforts, such as the Safe Routes to Schools Plan, will be invited to join the PAC. The City of Estacada will adopt the final plan and implementing policies/code amendments. Actions required from other agencies will likely be limited to ODOT and Clackamas County and will vary depending on the degree by which their facilities are impacted.

This project will be innovative in 1) subject matter, 2) approach, and 3) expected outcomes. 1) We will

partner with Clackamas County Public Health and Tourism Departments as part of the TAC to incorporate consideration of public health, equity, and economic vitality into the needs and benefits of active transportation. 2) The approach will apply state-of-art policies, design guidance, and analytics through use of tools such as the NACTO Urban Street and Bikeway Design Guides, FHWA's Separated Bicycle Lanes Planning and Design Guide, NCHRP 803 for prioritizing active transportation improvements, and ODOT's Pedestrian and Bicycle Safety Implementation Plan. Public involvement will cost-effectively maximize participation through web-based virtual open houses and hands-on experiences like a PAC walking and bicycle tour and public information kiosk. 3) Outcomes will include consideration of pilot projects that can be tried immediately using temporary, low-cost materials.

Task 1: Project Initiation (Months 0-2)

- Establish project schedule (deliverable – project schedule)
- Develop public involvement and interagency coordination plan (deliverable – Tech Memo #1)
- Create project website
- Project Team Kick-off Meeting
- Establish TAC and PAC (deliverables – TAC and PAC rosters)

Task 2: Goals, Objectives, and Evaluation Criteria (Months 0-3)

- Review existing applicable plans, policies, and design guidance (deliverable – Tech Memo #2)
- PAC Meeting #1 – project orientation; discuss goals, desired outcomes, and how active transportation supports livability, health, and the economy; conduct walking and bicycle tours. Invite representatives from County Health Dept. and Safe Routes to Schools project to participate. (deliverable – meeting agenda and summary)
- Develop goals, objectives, and evaluation criteria from PAC input (deliverable – Tech Memo #3)

Task 3: Existing Conditions and Opportunities (Months 1-5)

- Inventory existing conditions and create GIS base maps
- Obtain Safe Routes to Schools surveys
- Identify and characterize system deficiencies in terms of the evaluation criteria (e.g., safety, equity, access to food/services). Consider system completeness, barriers, and design treatments used. Key analysis components include the level of access to food, services, employment, transit and recreation available to residents of each area of the city
- Incorporate above subtasks into Existing Conditions Memorandum (deliverable – Tech Memo #4)
- Produce an assessment of current and potential funding sources as a framework for a “financially realistic” plan (deliverable – Tech Memo #5)
- Produce an Active Transportation Toolbox with graphic displays of applicable design solutions (deliverable – Tech Memo #6)
- Conduct TAC Meeting #1 and PAC Meeting #2 to discuss Task 3 findings (deliverable – meeting agenda and summary)
- Conduct Public Open House/Virtual Open House #1 (deliverable – meeting materials and summary)

Task 4: Solutions Development (Months 5-8)

- Identify network enhancement needs and associated costs

- Apply evaluation criteria to solutions to demonstrate goals and objectives have been met
- Establish design standards, implementation policies and code amendments, and operations treatment options
- Incorporate above subtasks into Solutions Memorandum (deliverable – Tech Memo #7)
- Conduct TAC Meeting #2 and PAC Meeting #3 to discuss recommendations (deliverable – meeting agenda and summary)
- Conduct Public Open House/Virtual Open House #2 (deliverable – meeting materials and summary)

Task 5: Active Transportation Plan (Months 9-10)

- Refine recommended solutions based on committee and community input
- Use funding projections to establish “Basic” and “Enhanced” project packages representing reasonable funding ranges
- Identify pilot projects for quick implementation/trial runs
- Produce Draft Active Transportation Plan (deliverable)
- Produce Draft supporting Comprehensive Plan policies and Municipal Code amendments (deliverables)
- Conduct TAC Meeting #3 and PAC Meeting #4 to discuss Draft Plan and implementing policies/code amendments
- Adoption Draft Plan and supporting Comprehensive Plan policies and Municipal Code amendments (deliverables)

Task 6: Adoption (Months 11-13)

- Planning Commission and City Council adoption hearings (deliverable – presentation)
- Produce Final Plan (deliverable)
- Produce supporting Comprehensive Plan policies and Municipal Code amendments (deliverable)
- Project close-out (deliverable – project files)

Needed data to support the analysis will come from existing sources (e.g., census, County GIS), field inventory, and 24-hour counts on select corridors. Some information, such as student/parent surveys, can be obtained from the Safe Routes to Schools project. It will not be necessary to obtain any data before the project begins.

TGM funds are not proposed to leverage another outside source of funding for the project.

4. Proposed Project has Community Support

Up to 5 points

The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

Letters of support and a City Resolution have been attached demonstrating that the City is committed to participating in the project and has been building the key partnerships needed for a successful planning process and to help implement plan outcomes.

LIST ATTACHED LETTERS OF SUPPORT
1. Estacada Mayor, Brent Dodrill
2. Oregon Parks and Recreation Department, Rocky Houston
3. Clackamas County Dept. of Transportation and Development, Scott Hoelscher
4. Clackamas County Health, Housing & Human Services, Dana Lord
5. Estacada Area Chamber of Commerce, Bennett Johnson
6. Portland General Electric Company, Tony Dentel
7. Estacada School District, Marla Stephenson
8. Clackamas County Tourism & Cultural Affairs, Jim Austin
9. Estacada Community Center, Karen Hovda

5. Proposed Project Sponsor Readiness and Capacity

10 Points

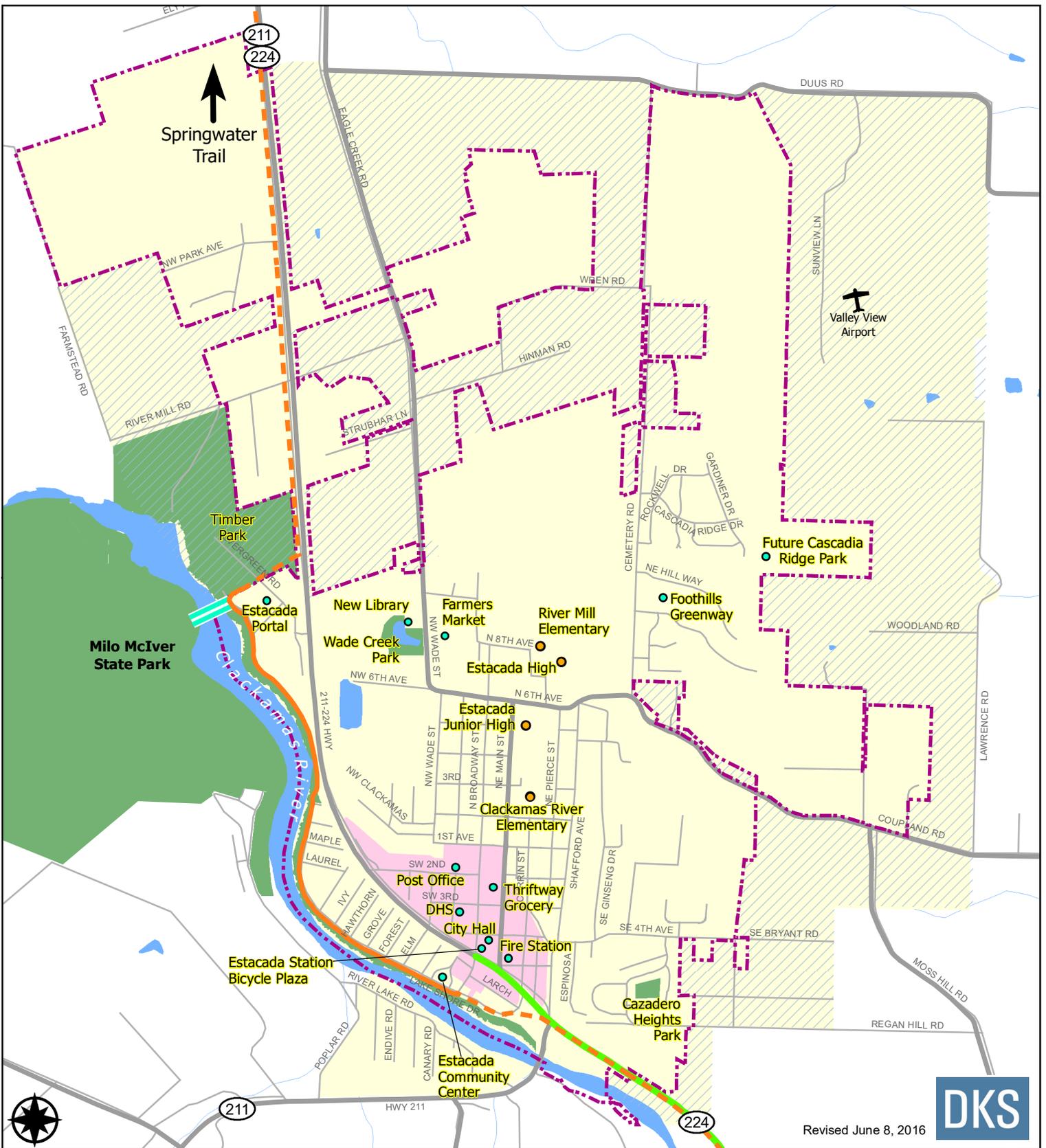
The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

Estacada City Council directed staff to update the active transportation elements of the TSP. They fully support this TGM grant application and are committed to providing necessary resources. We have reached out to our participating partners from Clackamas County, Oregon State Parks and Recreation, and the local Safe Routes to Schools and HEAL Cities Campaign and they have stated they will be available to participate within the TGM timeline (see letters of support in question 4).

We have reviewed the TGM timeline and are prepared to commit the resources needed to meet it. In fact, due to the urgent need for this project and desire to coordinate it with our Safe Routes to Schools and HEAL Cities Campaign, we would like to be designated as a “Fast Track” grant and accelerate the timeline for project initiation.

Estacada has proven to be ready and capable of fulfilling TGM program commitments. The Estacada Downtown & Riverside Area Plan was TGM-funded and was completed and adopted in a little over one year (adopted 2011). Since then, the City has spent over \$2 million in urban renewal funds to implement eight projects from that plan, demonstrating an ability to put plans into action. In addition, Estacada’s last full TSP update was ODOT-funded, completed on schedule and within budget, and adopted in 2007.

Estacada’s project manager and principal point of contact for the ATP will be Assistant City Manager, Melanie Wagner. Ms. Wagner has managed several complex projects for Estacada, including the Emergency Operations Plan, which required coordination with other agencies and directing consultant work. She has also led public outreach efforts and interagency coordination for projects such as the Estacada Downtown & Riverside Area Plan (TGM) and Broadway Streetscape project. Melanie has demonstrated an ability to work with local stakeholders and City Councilors to get plans adopted and projects constructed.



Revised June 8, 2016

City of Estacada

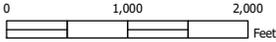
TGM Grant Application

Project Area Map

Legend

- Arterial Streets
- Streets
- Cascading Rivers
- Scenic Bikeway
- Cazadero Trail Existing
- Cazadero Trail Planned
- City Limits
- Urban Growth Boundary (ugb)
- Planned Pedestrian Crossing
- Generators
- Schools
- Parks
- Downtown
- Airport
- Outside City Limits

Figure 1



RESOLUTION 2016 – 008

A RESOLUTION AUTHORIZING APPLICATION TO THE TRANSPORTATION GROWTH MANAGEMENT (TGM) PROGRAM FOR A GRANT TO UPDATE THE CITY OF ESTACADA TRANSPORTATION SYSTEM PLAN.

WHEREAS, the City of Estacada adopted a complete Transportation System Plan (TSP) in 2007; and

WHEREAS, the City updated a portion of the TSP in 2010 to address an urban growth boundary expansion; and

WHEREAS, since that time, the Estacada City Council and the community have expressed a growing interest in active transportation and recreational tourism; and

WHEREAS, new subdivisions that include 270 single family homes have created a growing demand for walking to schools and the downtown highlighting serious deficiencies in the sidewalk system connecting older developments to new developments; and

WHEREAS, the 70-mile Cascading Rivers Scenic Bikeway was designated in 2014 connecting Estacada and Detroit resulting in increased bicycle tourism in Estacada; and

WHEREAS, the City is working with several agencies regarding completion of the Cazadero Trail along with a bridge connection over the Clackamas River from Milo McIver State park to the Estacada waterfront;

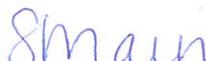
NOW, THEREFORE, BE IT RESOLVED by the Estacada City Council that the City make application to the Oregon Transportation & Growth Management Program for grant funds to support an update to the TSP for the development of the Estacada Active Transportation Plan.

Passed and effective this 23 day of may, 2016.



Mayor

ATTEST:



City Recorder



May 26, 2016

Cindy Lesmeister
Transportation and Growth Management Program
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister:

As the Mayor of Estacada, I am pleased to endorse the city's application for a 2016 Transportation and Growth Management (TGM) grant. Being able to develop an Active Transportation Plan, through updates to the Bicycle and Pedestrian chapters of Estacada's Transportation System Plan, will be an integral part of our efforts to promote walking and bicycling as healthy, safe, convenient, and affordable transportation choices in Estacada.

In 2010, the city utilized a TGM grant to develop the Estacada Downtown and Riverside Area Plan (EDRAP). The EDRAP was instrumental in the design of the \$1.9 million 2015 Broadway Street Revitalization Project that created a pedestrian oriented downtown through the widening of sidewalks, improvement of street crossings, and pedestrian level furnishings and art. This plan also identified improvements to pedestrian and bicycle accessibility elsewhere downtown and the riverside area.

I believe the outcome of this Active Transportation Plan will align with TGM objectives and give the city what it needs to make improvements to other parts of our city to improve connectivity for pedestrians and bicyclists. Thank you for your consideration the City of Estacada's TGM grant application to support this endeavor.

Sincerely,

Brent Dodrill, Mayor



Oregon

Kate Brown, Governor

Parks and Recreation Department

725 Summer St. NE, Suite C

Salem, OR 97301-1271

(503) 986-0980

Fax (503) 986-0794

www.oregonstateparks.org



May 26, 2016

Denise Carey
City Manager
City of Estacada
PO Box 958
Estacada, OR 97023

RE: City of Estacada Active Transportation Plan

Dear Denise,

Oregon Parks and Recreation Department (OPRD) is encouraged by the City of Estacada's decision to move forward on an Active Transportation Plan. The update of the bicycle and pedestrian sections of the City's Transportation System Plan is needed, given the current and future demands that will be facing the City of Estacada.

OPRD has been working in partnership with the City and the County in developing the Cazadero Trail. This trail connects from the City of Estacada and extends 12 miles to the north to Boring. The trail continues on another 23 miles to downtown Portland. In addition, OPRD has recently designated the Cascading Rivers Scenic Bikeway. This bike touring route begins in downtown Estacada and travels south 82 miles to the City of Detroit. The City of Estacada is the hub of these two regionally significant active transportation routes and we anticipate a large surge in use.

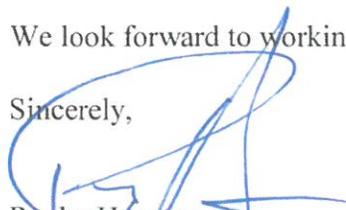
Milo McIver State Park sees over 500,000 annual visitors. These visitors want to connect to the City of Estacada through safe pedestrian and bicycle facilities. We envision that the City's Active Transportation Plan would address plans to improve the connection between the park and the city.

Lastly, both OPRD and ODOT's statewide plans (SCORP, State Trails Plan, Bike and Pedestrian Plan) clearly show that active transportation is vital for communities to meet their livability needs and be a complete city. If I am not mistaken, the 2013 Clackamas County TSP identified this area of the county as being a transit and active transportation deficient area.

We support your application for funding to help support your community in developing this Active Transportation Plan and encourage potential funding entities to fund this project.

We look forward to working with you as you develop your Active Transportation Plan.

Sincerely,


Rocky Houston
State Trails Coordinator



MIKE MCCALLISTER
PLANNING AND ZONING DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

June 6, 2016

Cindy Lesmeister
Transportation and Growth Management Program
Oregon Department of Transportation
555 13th Street NE, Suite 2
Salem, OR 97301

Re: Estacada Active Transportation Plan: TGM Grant Application

Dear Ms. Lesmeister:

On behalf of the Clackamas County Department of Transportation and Development, I am writing in support of the 2016 ODOT Transportation Growth Management (TGM) grant to fund the City of Estacada Active Transportation Plan. This Plan will identify projects and policies to promote walking and bicycling as healthy, safe and accessible transportation choices.

In June of 2015, the Clackamas County Board of County Commissioners approved Clackamas County's first Active Transportation Plan (ATP) which identified and prioritized the primary network of 24 active transportation routes that connect communities in Clackamas County, both urban and rural. Two routes identified in the County's ATP provide connection to the City of Estacada: Route #P-3: Tickle Creek-Cazadero and Route #C-18: Redland Road. An active transportation plan for Estacada would build off and complement the County's active transportation plan and the routes, project and policies contained therein.

Besides the Clackamas County ATP, there are several other projects and programs in and near Estacada that support the development of an active transportation plan for the City. These include, but are not limited to, the creation of the Cascading Rivers Scenic Bikeway from Estacada to Detroit in 2014; construction of the Estacada Station Cycling Plaza on the City Hall property and continued development of the Cazadero Trail from Boring to Estacada including recent completion of a 1.6 mile graveled trail section at Bakers Ferry Road. In the future, the Cazadero Trail will extend the Springwater Corridor from the community of Boring to Estacada. All these efforts suggest the time is right to make the investment in an active transportation plan for Estacada.

This project aligns with the county's active transportation vision to have an interconnected, safe and equitable active transportation network throughout the county. We strongly recommend and encourage funding support for the Estacada Active Transportation Plan project.

Sincerely,

Scott Hoelscher, Senior Planner
Clackamas County Department of Transportation and Development

June 6, 2016

To Whom It May Concern:

The Clackamas County Public Health Division (CCPH) enthusiastically supports the application of the City of Estacada for an ODOT Transportation and Growth Management (TGM) grant to prepare an Active Transportation Plan.

Promoting healthy lifestyles and social equity is a core value of our work in Public Health. The Active Transportation Plan will support major elements of CCPH's Community Health Improvement Plan, and complement specific projects that we have conducted or funded in Estacada in the past few years.

CCPH is currently engaged in a project in Estacada called Screen and Intervene that engages high school students and school partners in assessing and improving the availability and accessibility of affordable healthy food and beverages in school and in the school neighborhood to reduce food insecurity and increase healthy eating among high school students. Active transportation compliments this work well.

Our Healthy Eating Active Living Program has provided small grants to community organizations in Estacada over the past several years for projects that increase access to physical activity and healthy eating. One grant helped build a greenhouse at Estacada High School to teach students about agriculture and healthy eating. Another grant was used to construct an on-site, model garden at Assemblies of God Church in Estacada, and provide community classes on sustainable gardening and nutrition.

Clackamas County Public Health and the Clackamas County Department of Transportation and Development are discussing how we can implement Safe Routes to Schools Programs around the county, including Estacada. The Safe Routes to School Program works best in communities with safe active transportation infrastructure.

I support the application of the City of Estacada to bring together partners to better improve healthy and safe lifestyles and social connection and equity through engaging community support and regional partnerships.

Sincerely,



Dana Lord, Director Clackamas County Public Health



May 20, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE Suite 2
Salem, Oregon 97301

Dear Ms. Lesmeister,

I am writing on behalf of the Estacada Area Chamber of Commerce in support of the City of Estacada's request for a TGM grant to develop an active transportation plan for pedestrians and bicyclists.

If approved, the proposed improvement would make it possible to connect our city to regional parks and trails such as the Cascading Rivers Scenic Bikeway and the Cazadero Trail. Additionally, the proposed improvements would increase safety for pedestrians and bicyclists.

Estacada is a small, rural community, and with increasing numbers of people walking to school or shopping we are concerned about safety. There are many gaps in our sidewalk infrastructure that need to be addressed to assure the safety of our children and citizens.

Your approval of the grant request will be much appreciated.

Sincerely,

Bennett Johnson

President, Estacada Area Chamber of Commerce.



Portland General Electric Company
121 SW Salmon Street • Portland, Oregon 97204

May 27, 2016

Transportation and Growth Management Program

This is a letter of support for the City of Estacada's Transportation and Growth Management grant application to complete an Active Transportation Plan.

An Active Transportation Plan will identify and prioritize solutions to key connectivity issues within the community by updating the pedestrian and bicycle sections of the City's Transportation System Plan. As a partner in providing recreation areas and safe access in this area, we support the City of Estacada's Transportation and Growth Management grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Tony Dentel", is written over a large, stylized, light-colored scribble.

Tony Dentel
Recreation Resources Program Manager





255 NE 6th Avenue
Estacada, Oregon 97023
T 503.630.6871 F 503.630.8513
www.estacada.k12.or.us

May 23, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister,

The Estacada School District supports the City of Estacada's Transportation and Growth Management (TGM) grant application to complete an Active Transportation Plan.

An Active Transportation Plan will identify and prioritize improvements at high risk crossing locations and ensure gaps in the bicycle and pedestrian network are complete. Improving mobility and safety in our main corridors is paramount to addressing our congestion issues.

We believe that this plan will support long-term economic development by ensuring convenient access to employment and affordable housing, improving traveler safety and health, while preserving the functionality of the existing transportation system. These outcomes promote employment growth, retail sales, tourism and make Estacada an attractive place for new businesses.

We look forward to working with the City of Estacada on the Active Transportation Plan and encourage the TGM Selection Committee to award funds for this important project.

Sincerely,

A handwritten signature in blue ink that reads "Marla Stephenson".

Marla Stephenson
Superintendent
Estacada School District



June 1, 2016

Cindy Lesmeister
Transportation & Growth Management Program
555 13th Street, NE, Suite 2
Salem, OR 97301

RE: Support for Estacada's TGM Grant Application

Dear Ms. Lesmeister,

Clackamas County Tourism wishes to express our support for Estacada's application for Transportation Growth Management (TGM) funds to develop an Active Transportation Plan for the City.

As a destination marketing organization, our primary focus is increasing overnight stays in Clackamas County and encouraging visitors to linger longer. As a county department, our overall goals align with those of the County Commission which include improving the livability and vibrancy of communities within the County for the citizens who live there.

An Active Transportation Plan for Estacada would support both sets of goals while at the same time helping fulfill the intent of the TMG category 1 grant program which includes increasing opportunities for walking, biking, and transit; or reducing reliance on the state highway [system] for local travel needs.

Much preliminary work has been done in and around Estacada that could inform the creation of an active transportation plan. From a tourism perspective, this includes;

- City adoption of a 2011 Downtown and Riverside Area Plan which identified improvements to pedestrian and bicycle accessibility in these areas.
- Oregon State Parks' 2013 updated Comp Plan for Milo McIver State Park which includes the recommendation of a bridge connecting the Park to downtown Estacada.
- Creation of the Cascading Rivers Scenic Bikeway in 2014 by State Parks which connects Estacada and Detroit, OR.
- Adoption of Clackamas County's own active transportation plan in 2015 that identifies improvements through Estacada, and emphasized the need/desire to position Clackamas County as a bicycling tourist destination.

There are other bodies of work that exist as well. Inclusion of bicycle tourism into the above plans was based in part on a series of bicycle tourism studios that Clackamas County Tourism hosted in 2012 with Travel Oregon; one of which was conducted in Estacada.

Since then, Tourism has continued making investments and supporting efforts that will bring more active visitors to the area. An Active Transportation Plan for Estacada would create enhanced visitor experiences while at the same time ensuring safer routes and alternative travel options for all users.

It is for these reasons that we support this project and encourage funding.

Sincerely,


Jim Austin
Clackamas County Tourism
503-742-5901

Estacada Community Center

Mailing Address: P.O. Box 430 Estacada, OR 97023

Physical Address: 200 SW Clubhouse Drive Estacada, OR 97023

Friends of the Estacada
Community Center

Board Members

Karen Hovda, chair

Valerie Renteria, vice chair

Linda Haddan, secretary

Jan Melcher, treasurer

Jan Gilliland, grant writer

Charlene DeBruin

Larry Till

Tina Wood
General Manager
Client Services

Email:
estacadacommunitycenter.org

Enhancing the quality of life
of our citizens in the
greater Estacada
community

May 27, 2016

Cindy Lesmeister
Transportation and Growth Management Program
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister:

The Friends of Estacada Community Center are pleased to support the City of Estacada's application for a 2016 Transportation and Growth Management (TGM) grant. The Community Center is located in the riverfront area next to downtown Estacada. Our main priority is to assist seniors and the disabled by providing them with nutritional daily meals, social interaction, recreational opportunities and educational services to help them remain healthy, involved and active in the community and remain safely in their homes. Additionally, we provide the same services for all other age groups at the Center, as well as providing a large venue with full kitchen for private and community events, meetings and presentations.

The Center is within easy walking distance of '300 Main Retirement Center' an independent living community. Three other retirement and/or subsidized housing communities are on the north end of town which would be walkable and/or bikeable if connections were improved.

We feel the development of an Active Transportation Plan would allow the city to make improvements to the city infrastructure and would promote walking and bicycling as healthy, safe, convenient, and affordable transportation choices in Estacada, for not only the elderly and disabled, but for all citizens.

Thank you for your consideration regarding the City of Estacada's TGM grant application to support this endeavor.

Sincerely,



Karen Hovda
Friends of Estacada Community Center, Inc.

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, on a separate sheet of paper, provide 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.

I HEREBY CERTIFY on this 10th day of June, 2016, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

Denise Carey
Signature
Printed Name: Denise Carey
Title: City Manager

¹ "Minority persons" 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.

RACIALAND ETHNIC IMPACT STATEMENT – PAGE 2

The reason that Estacada's Active Transportation Plan would have a disproportionate or unique positive impact on women and persons with disabilities is because the current system impacts them in a disproportionately negative way and in order to correct this there must be a significant and disproportionate change to bring equity.

Currently people with disabilities are prevented from using active transportation safely because of the lack of connectivity for walking in Estacada. Women, who are often the primary caregivers for infants and small children, are also inhibited in their use of active transportation due to lack of continuous sidewalks making it difficult to maneuver strollers, or manage children safely as they are required to walk in the street and move up and down curbs to access incomplete sidewalks.

The rationale for the existence of this disproportionate program is simply to bring equity of access to all citizens of Estacada. The letter of support from the Estacada Community Center speaks to the clientele they serve which would be benefited by this program. Additionally when the outreach for this Active Transportation Plan begins there will be an assessment of minority, low income and old/young populations in the study area and public involvement will be tailored to those populations with the purpose of bringing equity.

Denise Carney

Signature

Printed Name: Denise Carney

Title: City Manager