

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

**APPLICATIONS DUE 4:00 PM, June 10, 2016**

<b>Type of Grant:</b>	Category 1	<b>ODOT Region (1-5):</b>	Region 1
<b>Primary Applicant Jurisdiction:</b>	City of Molalla		
<b>Project Title:</b>	City of Molalla TSP Update		
<b>Mailing Address:</b>	PO Box 248		
<b>City/Zip:</b>	Molalla, OR 97038		
<b>Contact Person:</b>	Nicolas Lennartz		
<b>Telephone/Email:</b>	503-759-0219	communityplanner@cityofmolalla.com	

		<b>MATCH</b>	
		<b>YES</b>	<b>NO</b>
<b>Other Local Jurisdictions involved in the project:</b>	Clackamas County	<input type="radio"/>	<input checked="" type="radio"/>
	Oregon Dept. of Transportation	<input type="radio"/>	<input checked="" type="radio"/>
		<input type="radio"/>	<input 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 of the project is to update the existing Transportation System Plan for the City of Molalla, creating a more relevant and accurate document for advising primarily land use and transportation-related decisions for the City. A consultant would lead the project and generate major deliverables with the help and facilitation of City staff. The project is motivated by significant changes to the Molalla Comprehensive Plan, Regional/State/Federal laws and regulations and a new set of challenges to future growth that the City wishes to explore more thoroughly. Inner-connectivity between major nodes, performance and safety of the transportation system with a focus on multi-modal transit are major priorities for this project.

**2016 TGM Grant Application Cover Sheet**

**Jurisdiction:** City of Molalla

**Project Title:** City of Molalla TSP Update

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

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
0. Project Management	\$0.00	\$10,500.00
1. Project Foundation	\$0.00	\$10,500.00
2. Existing and Future Conditions	\$0.00	\$36,750.00
3. Alternatives Analysis	\$0.00	\$26,250.00
4. Project Phasing, Funding and Prioritization	\$0.00	\$13,125.00
5. Draft TSP and Implementing Ordinances	\$0.00	\$21,000.00
6. Final TSP & Adoption	\$0.00	\$21,000.00
Total TGM Funds Requested:	\$0.00	\$139,125.00
		\$139,125.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$18,971.59
Match to be Provided:	\$19,850.00

**Type of Match to be Provided:**

## 2016 TGM Grant Application Cover Sheet

**Jurisdiction:** City of Molalla

**Project Title:** City of Molalla TSP Update

### 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 project proposal meets this criterion. The project includes analysis of the existing Transportation System Plan, with the goal of passing a revised and updated version of the plan. The research would include evaluation of the existing system, possible deficits and opportunities for remediation. The project in total would include ample public participation, City Council meetings and updates that would ideally meet the needs of all parties involved. A particular interest is requested for inner-connectivity within the City and multi-modal transit.

#### 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.

An abundance of public participation, including hearings and opportunities for comments are proposed in the project framework. The end goal is an adoption by the Molalla City Council of a new Transportation System Plan performed mostly by an outside consultant with the assistance of City staff.

#### 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.

A letter of support from the Mayor of Molalla, on behalf of the City Council, has been provided alongside this application.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Molalla

Project Title: City of Molalla TSP Update

**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 Molalla	PHONE 5038296855
CONTACT PERSON NAME AND TITLE Nicolas Lennartz – Community Planner	CONTACT PERSON E-MAIL communityplanner@cityofmolalla.com
PROJECT TITLE City of Molalla TSP Update	

## 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).

Our proposal closely aligns with TGM objectives and satisfies a host of local needs as illustrated by our priorities for the TSP update and details below. Also included are specific examples of changes desired in a revised TSP (note: all page number/figure references are to the existing TSP).

- Inclusion of all current data to our ‘Existing Conditions’ section of the TSP (starting p8). The

current TSP was guided by the 1980 Molalla Comprehensive Plan, the 1992 Oregon Transportation Plan, 1997 Oregon Public Transportation Plan, 1996 Oregon and Bicycle plan, 1999 Oregon Highway Plan and a 1989 Transportation study of Molalla and the surrounding area. These State, Regional and local plans have changed since the current TSP was devised, and would offer a different focus regarding transportation decisions, priorities and goals. Since the TSP's adoption, the City has grown by approximately 3,400 residents (63%), and annexed over 200 acres of land. Pedestrian amenities (fig3), bicycle infrastructure (fig4), fixed-route transit (fig5), railroad facilities (fig6), road ownership (fig7) and intersection LOS (fig10) are all in need of up-to-date data that would inform a new analysis on our transportation system. We propose this TSP update address the new status-quo in Molalla, beginning with this section.

- TGM Objectives:
  - **All.** It is imperative that the TSP reflect current conditions in Molalla in order to accurately guide transportation related decisions. Our renewed focus on non-motorized connectivity, internal circulation and destinations within the City require further research and strategic planning that the TSP can offer when updated. This process would increase transportation options for residents, increase the livability and vibrancy of local neighborhoods, support economic growth in the appropriate locations, increase efficiency with development review and help Molalla grow while protecting natural resources.
- Outcomes: Update to most pages 8-40, which would subsequently inform the future conditions, alternatives analysis and transportation system plan.
- A revised 'Future Conditions' and 'Alternatives Analysis' section that highlights potential deficits of the current circulation pattern towards the year 2037, and offers options for remediation. The population forecasts (p42) painted a larger than anticipated population growth than reality due to the recession, and need updating via the County coordinated population data. Molalla's development patterns have aligned with the 'West growth' scenario (p59) and the 'No bypass' scenario (p60) for Molalla Forest road, which have dramatic implications on future development patterns that the current TSP does not explore in-depth. Intersection improvements (p61-p69) need re-evaluation considering the latest development trends. This section would provide a fresh look at what development decisions over the past 16 years have on future city viability.
  - TGM Objectives:
    - **Provide Transportation Choices** by re-evaluating what the no-bypass and west-growth scenarios may precipitate into the next 20 years, and prioritizing multi-modal transit.
    - **Create communities** by re-analyzing what past development decisions imply for future circulation patterns, and finding the best method to remediate poor connectivity, especially in west Molalla.
    - **Save public and private costs** by finding potential pitfalls in the current development pattern before they become a more serious issue.
    - **Promote environmental stewardship** by looking at how future connections can offer opportunity for less car-dependent urban development.
  - Outcomes: Update to certain pages 40-80 of the TSP, which inform the transportation system plan.
- The transportation system plan itself (p82-p101) would of course be amended as a result of revising the aforementioned sections. Preference would be given to a new land use plan (p82),

basic revision of the functional classification system (fig19), street cross sections (fig20), table 15-16 for intersection and driveway spacing standards (p91) and transportation improvement program summary (p97).

- TGM Objectives:
  - **Provide transportation choices** by integrating bike, public transit, pedestrian and auto modes within the TSP.
  - **Create communities** by suggesting circulation patterns that allow a mix of uses pursuant to the Comprehensive Plan and other standards.
  - **Support Economic vitality** by better planning for connections between the city's thus-far disjointed centers.
  - **Save public and private costs** by ensuring that every option is explored for condensing urban layouts into the future.
  - **Promote environmental stewardship** by prioritizing preservation of natural resources within the findings.
- Outcomes: An updated transportation system plan that logically presents the findings from existing conditions, future conditions and alternatives analysis into an approachable framework.

The following are other miscellaneous priorities that warrant inclusion, and illustrate compliance with TGM goals.

- Close analysis of inner-connectivity of destinations within Molalla with a particular focus on public transit, bike and pedestrian infrastructure. The City suffers from a lack of connectivity between parks, the downtown, large traffic generators and predominantly residential areas. Special care is asked to look at options for alleviating lack of connections especially using multi-modal transit options. This is a focal point of both the newly updated Molalla Comprehensive Plan (2014) and the Parks and Recreation Master Plan (2014) which are both unaccounted for in the current TSP. New information including routing and schedules from the South Clackamas Transit District shall complement this research.
  - TGM Objectives:
    - **Provide Transportation Choices** by prioritizing multi-modal transit connectivity in locations with the highest demand (esp. W. Molalla, Safeway and downtown), and by accounting for the availability of public transit in our TSP. This service, used primarily by low-income residents, is integral to our commuter workforce as over 70% of Molalla residents work outside of the city. Spec
    - **Create communities** that rely less on single-occupancy vehicles by ensuring public and non-motorized transit options remain accessible to the highest proportion of residents.
    - **Promote environmental stewardship** by decreasing dependency on single-occupancy vehicle travel, and incentivizing multi-modal transit.
  - Outcomes: Data, circulation and schedule research that would provide a stronger link between land use decisions and public transportation options. Recommendations regarding non-motorized transportation implementation practices, improvement recommendations, and how best to coincide these improvements with the existing vehicular transportation infrastructure.
- A closer evaluation of Highway 211/ W. Main St. performance measures as a result of new development of residential and commercial development trends.

- TGM Objectives:
  - **Create communities** by increasing the livability of residences along Main St. through sound planning and transportation decisions, and by increasing safety for residents.
  - **Support Economic Vitality** by facilitating well-planned new growth along Main St.
  - **Provide transportation choices** by increasing the availability of walkable areas and non-motorized transportation options along and adjacent to Main St.
- Outcomes: Recommendations and analysis of impacts for signalization, intersection improvements and optimization measures that increase the quality of performance and improve the movement of people and goods along Highway 211.
- Incorporation of Capital Improvement Plan (CIP) updates, basic revision of the Transportation Funding Plan and coordination with new SDC methodologies.
  - TGM Objectives:
    - **Support economic vitality** by appropriately prioritizing projects related to movement of people and goods, and allowing the city to compete for federal, state and local funds. Providing accurate calculations for anticipated transportation funding in the next 20 years.
    - **Save public and private costs** by strategizing for pertinent and effective projects with an accurate horizon for timing and phasing.
  - Outcomes: Updated CIP list that accounts for latest transportation priorities, allowing the city to develop specific and accurate fiscal plans for implementing the TSP.

**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.

- Coordination with local, Regional, State and Federal laws and regulations is a definite urgency. The current TSP was based on the 1980 Molalla Comprehensive Plan, 1992 Oregon Transportation Plan, 1997 Oregon Public Transportation Plan, 1996 Oregon and Bicycle plan, 1999 Oregon Highway Plan, a 1989 Transportation study of Molalla and the surrounding area and Federal regulations in place during the year 2000. The Molalla Comprehensive Plan was recently updated alongside complimentary plans including the Parks and Recreation Master Plan, Downtown Molalla Development and OR 211 Streetscape Plan in 2014. The new TSP

would incorporate all relevant updates at each level of government, and ensure compliance.

- A TGM grant has been awarded and the project is well underway for replacing the Development Code. Updating the TSP to reflect these new standards will streamline the development and review process, and create clear standards for city staff to administer with developers. This TSP update would complement the existing project well.
- ODOT and the City have been working together on a plan for 211/Main St., which is long overdue for safety and pedestrian infrastructure improvements. The TSP should consider these new changes to HWY 211, a critical arterial road that transects the city. Several large-scale developments are moving forward starting in 2016-2017 that will drastically change the demand for multi-modal transit along Highway 211, as well.
- Recreational trail development is a priority in the new Comprehensive Plan and supporting documents. An abandoned railroad line is in the process of being acquired for trail development, and an updated non-motorized circulation analysis is imperative to its success.
- As mentioned above, the 'West growth' and 'No bypass' scenarios presented by the current TSP have prevailed, and present a new set of challenges that should be analyzed. Further development in this area is underway, and updated research would provide much needed alternatives to future growth dilemmas.
- Urban renewal funds have allowed the City to perform a host of street and ROW improvements, with more projects in the immediate future. These projects will improve ADA compliance, pedestrian connectivity and circulation within the City. Inclusion of these projects in a new TSP analysis will inform more accurately future transportation and land-use decisions.
- The City anticipates UGB expansion to commence sometime within the next several years. The applicability of the TSP is a requirement for the justification of a UGB expansion, and can offer alternatives analysis to this growth, and ensure that Molalla retains natural resources to the greatest extent possible while still meeting the needs of current and future residents.

### 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.

A consultant shall lead the TSP update project including preparation of meeting materials, technical analysis, reports, maps and presentations at committee meetings and public workshops. City staff shall provide logistical support in meeting facilitation, data gathering (GIS specialist on staff) and assume responsibility for presenting the plan for adoption before the governing body. The proposed project will be accomplished following a typical project work schedule that is expected to last approximately 12 months.

The major tasks and deliverables are outlined below. Public involvement will be conducted throughout the project, comprising the following:

- Technical Advisory Committee (TAC)
  - Comprised of city and consultant staff.
  - This group is tasked with technical, policy and regulatory guidance especially early in the process.

- Citizen Advisory Committee (CAC)
  - Comprised of local public representatives. Likely a combination of our existing Transportation Advisory Committee (TAC) and other community members.
  - CAC members shall be appointed by the City and be limited to property or business owners within the city.
  - This group will review project information and provide guidance to the TAC on products, project direction and the Draft Plan.
- Public Open House, Virtual Open House
  - These events will be used to solicit ideas from the public for amendments to the draft plan, and aid in transparency.
- Joint Work Sessions with Planning Commission and City Council
  - These meetings will keep the governing bodies up to date on progress throughout the project, and ensure the intent of the governing documents (i.e. Comprehensive Plan) is interpreted correctly for inclusion in the TSP. They will also review the draft for appropriateness of goals, objectives, alternatives development and completeness of the Draft Plan.

**Task 1: Project Foundation (Months 0-2)**

- Tech Memo 1: Plans and Policy Review
- Tech Memo 2: Goals, Objectives and Evaluation Criteria
- TAC Meeting 1: Review documents and obtain feedback on goals, objectives and evaluation criteria
- Create a project webpage on the City of Molalla website. This will be used during the Virtual Open House to solicit public comment, and to update the public on progress throughout

**Task 2: Existing and Future Conditions (Months 2-5)**

- Tech Memo 3: Existing Conditions
  - Complete an existing conditions inventory and analysis of all modes of transportation
  - Conduct qualitative assessment of multi-modal facilities
  - Conduct network screening to identify locations with the highest potential for crash reduction
  - Identify impact of anticipated future annexations, and potential road improvements or dedications therein
  - Estimate existing and historical transportation funding sources
- Tech Memo 4: Future Conditions
  - Project future transportation conditions and identify deficiencies and needs
  - Project future transportation funding levels
- TAC Meeting 2: Review documents, provide input, brainstorm alternatives to mitigate future deficiencies

**Task 3: Alternatives Analysis (Months 5-7)**

- Tech Memo 5: Alternatives Analysis
  - Identify alternatives to mitigate future transportation deficiencies
  - Evaluate the alternatives with regard to operations and applying the project evaluation criteria from Task 1
- TAC Meeting 3: Review results of the alternatives analysis, select a preferred

alternative and provide input in project priorities

- CAC Meeting 1: Review results of the alternatives analysis, select a preferred alternative and provide input on project priorities

**Task 4: Project Phasing, Funding and Prioritization (Months 7-8)**

- Tech Memo 6: Preferred and Cost Constrained Alternatives
  - Identify the preferred alternative for the TSP as well as a cost-constrained alternative based on the funding projections and considering long-term maintenance obligations
  - Develop a framework for prioritizing pavement rehabilitation and other major maintenance projects
- TAC Meeting 4: Review Tech Memo 6, confirm all elements to be included in Draft TSP
- CAC Meeting 2: Review Tech Memo 6, confirm all elements to be included in Draft TSP
- Public Open House/Virtual Open House
- Joint Work Session: Obtain feedback

**Task 5: Draft TSP and implementing Ordinances (Months 9-10)**

- Prepare a Draft TSP that incorporates the projects identified in previous tasks
- Draft implementing ordinances
- TAC/CAC Meeting: Review Draft TSP and Implementing Ordinances

**Task 6: Final TSP and Adoption (Months 10-12)**

- Prepare a Final TSP and Implementing Ordinances
- Provide 30-day notice
- Public Hearings
  - City Planning Commission
  - City Council

Estimated budget: *\*Note: Budget in cover sheet seemed to miscalculate the 12% match requirement.*

TASK	LOCAL COSTS	CONSULTANT COSTS
0. Project Management	\$2,500	\$10,500
1. Project Foundation	\$2,250	\$10,500
2. Existing and Future Conditions	\$2,950	\$36,750
3. Alternatives Analysis	\$2,650	\$26,250
4. Project Phasing, Funding and Prioritization	\$2,250	\$13,125
5. Draft TSP and Implementing Ordinances	\$2,500	\$21,000
6. Final TSP and Adoption	\$4,750	\$21,000
Totals:	\$19,850	\$139,125

**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.

We have attached several letters of support to this application. The City is fully committed to the success of this project, and eventual adoption of this document by the Molalla City Council.

LIST ATTACHED LETTERS OF SUPPORT
1. Mayor of Molalla, on behalf of the Molalla City Council
2. Clackamas County Department of Transportation and Development
3. Molalla River School District
4. Click here to enter text.
5. Click here to enter text.
6. Click here to enter text.
7. Click here to enter text.
8. Click here to enter text.

**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.

City staff works as a team to administer support to consultants. City administration has demonstrated capability to successfully delegate tasks to support grant-funded projects, and is currently coordinating work on two prominent grant-funded projects. Projects from both the Clackamas County Community Development Block Grant (awarded March 2015) and the ODOT/DLCD TGM Code Assistance Program Grant (awarded November 2014) are underway at the authoring of this application, and provide evidence of efficient and deserving allocation of grant dollars to the City of Molalla.

In general the project will be co-lead by the Community Planner Nicolas Lennartz and Public Works Director Jennifer Cline, who shall be primary contacts for the consultant. Jennifer, a certified engineer, has over 10 years of experience working with the Washington Department of Transportation. City Manager Dan Huff shall provide occasional direction, and has over 25 years of experience in community development. Nicolas is currently working with TGM on a Code Assistance project with the City, which is thus far on-schedule for adoption in February of 2017.

City staff is ready to budget as much time as necessary to the project, and to ensure that all obligations are met if awarded the grant. Coordination with Clackamas County will not impede the timing of the project, and it is assumed they have representatives who are available when necessary to provide comments and aid in draft review when appropriate. Likewise with ODOT, who owns over three miles of State highway either in or adjacent to the urban growth boundary.





City of Molalla  
117 N Molalla Avenue  
PO Box 248  
Molalla, Oregon 97038  
Phone: (503) 829-6855

June 1<sup>st</sup>, 2016

**ATTN:** Cindy Lesmeister  
Transportation and Growth Management Program  
555 13th Street, N.E.  
Salem, OR 97301

**RE: Letter of Support for City of Molalla TGM Grant Application**

Ms. Lesmeister,

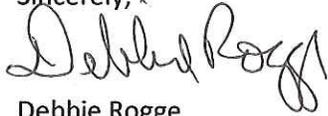
The Molalla City Council supports the TGM grant application submitted by the City of Molalla for funding assistance to update the City's Transportation System Plan. The current TSP was developed in 1998 and completed in 2001. Currently the document does not prescribe accurate insight into land use decisions, and fails to reflect the current trends in Molalla's growth. We strongly desire to update our TSP in order to make smart and economical decisions with regards to urban growth. Here are some of the critical factors of the TSP update that benefit our current and future citizens (please reference the grant application for a more in-depth analysis):

- The City is in the process of re-writing the development code with the help of DLCD's code assistance program. It is a priority for the TSP to reflect these standards accurately so that the development process is clear and objective. This streamlines our development process and cuts cost for the City as well as developers.
- ODOT and the City have been working together on re-structuring Main St. (HWY 211), which is long overdue for safety and pedestrian infrastructure improvements. It is important that the TSP address these improvements to provide insight for land use decisions. Several large developments have been approved and will be placing additional strain on the transportation system in this area. The TSP can provide recommendations for how to integrate this growth to plan for the future.
- The City views recreation as a top priority, and development of non-motorized access to transportation is paramount to our future growth. With our recently updated Comprehensive Plan (2014) and Parks, Recreation and Trail Master Plan (2014), the City stands to benefit from the implementation of these policies. The TSP can provide guidance on this process.
- Urban renewal funds have allowed the City to perform a host of ROW improvements, with more projects in the future. These projects have improved ADA compliance, pedestrian connectivity and circulation within the City. The TSP can include these projects, and create a new 'Existing Conditions' and 'Future Recommendations' analysis, and perhaps include an analysis on pedestrian amenities.

- The City anticipates UGB expansion to commence sometime within the next several years. The applicability of the TSP is a requirement for the justification of a UGB expansion, and can offer alternative analysis to this growth. We as a Council desire for Molalla to retain natural resources to the greatest extent possible while still meeting the needs of current and future residents.

For these reasons and others, I am expressing full support of this application for project assistance. On behalf of the Molalla City Council, I appreciate your consideration of these comments.

Sincerely,

A handwritten signature in cursive script that reads "Debbie Rogge".

Debbie Rogge

Mayor

City of Molalla



M. BARBARA CARTMILL  
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
DEVELOPMENT SERVICES BUILDING  
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

June 1, 2016

**ATTN:** Transportation and Growth Management Program  
555 13th Street, N.E.  
Salem, OR 97301

**RE: Letter of Support for City of Molalla TGM Grant Application**

To Whom It May Concern,

Clackamas County supports the City of Molalla's Transportation Growth Management (TGM) application for updating their Transportation System Plan (TSP). Molalla last updated their TSP in 2001 and much has changed within the City as well as the approach to creating a TSP for this vibrant community. Clackamas County has a vested interest in the performance of transportation infrastructure, and in the execution of sound land-use decisions that a TSP update will provide.

Transportation issues have changed for their community and an updated TSP will help the City better deal with the rapid growth pre-2009, and on planning for upcoming growth, the shift in transportation modes and the high emphasis on safety and livability. An updated TSP will also provide a framework for a connected transportation network better supporting local schools and businesses, and foster sustainable future growth to the highest degree possible.

I strongly support Molalla's application to update their TSP and encourage you to fully fund their project.

Sincerely,

A handwritten signature in black ink, appearing to read "Karen Buehrig", with a long, sweeping flourish extending to the right.

Karen Buehrig  
Transportation Planning Supervisor  
Clackamas County

Date: June 9, 2015

To: Transportation and Growth Management Program  
555 13th Street, N.E.  
Salem, OR 97301

Re: Letter of Support for City of Molalla TGM Grant Application

As superintendent of the Molalla River School District (MRSD), I am pleased to provide a letter of support for the City of Molalla's application for the 2015 Transportation and Growth Management (TGM) grant. We are aware that the city wishes to receive this funding to update their Transportation System Plan (TSP) that was last updated in 2001.

An updated TSP will allow for integration with existing local plans, help spur growth and economic development, address connectivity/accessibility issues and capitalize on best practices locally.

Of particular interest to the MRSD is connectivity with regards to pedestrian access. Having a functional and cohesive pedestrian network for our students to utilize is a high priority for our district, and currently Molalla suffers from a lack of pedestrian connectivity. An update to the TSP will incorporate analysis of existing and future pedestrian infrastructure, and offer recommendations on how to incorporate these improvements most effectively.

Needless to say this TSP update would be of tremendous benefit to the community, which the MRSD is invested in strengthening as a whole.

By funding this grant application, the Oregon TGM program will ensure that the TSP serves as a catalyst in the development and future prosperity of our community.

Thank you for your considerations of these comments.

Sincerely,



Tony Mann  
Superintendent

## RACIAL AND ETHNIC IMPACT STATEMENT

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

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

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

Indicate all that apply:

\_\_\_\_\_ Women  
\_\_\_\_\_ 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 9th day of June, 2016, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

\_\_\_\_\_  
Signature

Printed Name: Nicolas Lennartz

Title: Community Planner

<sup>1</sup> "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.