

**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 5
Primary Applicant Jurisdiction:	Umatilla County		
Project Title:	Milton-Freewater Valley Bicycle and Pedestrian Plan		
Mailing Address:	216 SE 4th Street		
City/Zip:	Pendleton, OR 97801		
Contact Person:	Robert Waldher		
Telephone/Email:	(541) 278-6251	robert.waldher@umatillacounty.net	

		MATCH	
		YES	NO
Other Local Jurisdictions involved in the project:	City of Milton-Freewater	<input checked="" type="radio"/>	<input type="radio"/>
		<input type="radio"/>	<input 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 this proposed project is to develop a bicycle and pedestrian plan that will identify potential routes and make recommendations for an expanded, non-motorized transportation network that provides alternative transportation choices for residents and visitors of the Milton-Freewater valley. The proposed plan will be the result of a collaborative effort between Umatilla County (County), City of Milton-Freewater (City), Oregon Department of Transportation (ODOT) and community stakeholders. Upon completion, the proposed plan will be adopted into the City and County Transportation System Plans where the recommendations of the plan can ultimately be implemented to improve regional connectivity, increase economic vitality, and promote healthy living and quality of life in this beautiful region of Eastern Oregon.

2016 TGM Grant Application Cover Sheet

Jurisdiction: Umatilla County

Project Title: Milton-Freewater Valley Bicycle and Pedestrian Plan

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

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
Task 1 - Project Kickoff		\$27,500.00
Task 2 - Review Existing Conditions		\$40,000.00
Task 3 - Identify Needs and Priority Areas		\$47,500.00
Task 4 - Action Plan		\$37,500.00
Task 5 - Plan Implementation		\$15,000.00
Total TGM Funds Requested:	\$0.00	\$167,500.00
		\$167,500.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$22,840.91
Match to be Provided:	\$22,840.91

Type of Match to be Provided:

2016 TGM Grant Application Cover Sheet

Jurisdiction: Umatilla County

Project Title: Milton-Freewater Valley Bicycle and Pedestrian 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 will produce a community-driven and locally-supported regional bicycle, pedestrian, and non-motorized trails plan that will meet the active transportation needs of the area. The proposed project approach will entail analysis, evaluation of alternative scenarios, development of implementation measures, and extensive public involvement.

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 County and City each have a Transportation System Plan (TSP) that promotes a balanced transportation system and enhances opportunities for alternative modes of transportation. As part of this proposed project, the resulting plan will be adopted into each respective jurisdiction's TSP and Comprehensive Plan.

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.

Umatilla County and Milton-Freewater are enthusiastic about the opportunity to collaborate on this proposed project. The County and City understand the purpose of the TGM program and are committed to providing the necessary staff and match to make the project a success. Letters of support from each jurisdiction are included as an attachment.

2016 TGM Grant Application Cover Sheet

Jurisdiction: Umatilla County

Project Title: Milton-Freewater Valley Bicycle and Pedestrian 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 Umatilla County and City of Milton-Freewater	PHONE 541.278.6251
CONTACT PERSON NAME AND TITLE Bob Waldher, Senior Planner	CONTACT PERSON E-MAIL Robert.waldher@umatillacounty.net
PROJECT TITLE Milton-Freewater Valley Bicycle and Pedestrian 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).

The Milton-Freewater Valley is well known for its diversity – diverse cultures, unique experiences, and distinct landscapes. From rural farms to a resurging downtown, it is home to over 11,000 residents. While the valley is rich in many assets that support a great quality of life, it is also very auto-reliant, lacking some of the most basic bicycle and pedestrian infrastructure. These deficiencies contribute to

missed opportunities for economic growth, tourism, choices in mobility, regional connectivity, and healthy lifestyles. Working together, Umatilla County (County) and City of Milton-Freewater (City) will collaborate to develop a bicycle and pedestrian plan that meets the alternative transportation needs of the Milton-Freewater Valley and its residents.

The proposed project's relationship to specific TGM objectives is summarized as follows:

- ***Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.*** Like much of eastern Oregon, the Milton-Freewater valley consists of a transportation network that is primarily auto-oriented. This proposed project would identify and make recommendations for an expanded transportation network that provides alternative transportation choices. An improved alternative transportation network would provide safe routes for low-income families to commute to work and school. It would improve quality of living and health for populations of young and old by increasing opportunities for non-motorized recreation. Finally, an improved alternative transportation network would promote economic growth by attracting tourism to downtown Milton-Freewater and its surrounding agricultural setting.
- ***Create communities composed of vibrant neighborhoods and lively centers linked by convenient transportation.*** Two of the key stakeholders for this project will be the Milton-Freewater Downtown Alliance (MFDA) and Walla Walla Community Council. For the past few years the MFDA has been extremely active in helping the Milton-Freewater community reach its full potential as a vibrant downtown center and has been an advocate for community assets in the greater area. This organization has been extremely successful in conducting a collaborative community visioning process that has identified community interest in creating opportunities for outdoor recreation, alternative transportation, livability, and multi-cultural collaboration. Involvement from the MFDA will help enhance this study and help the MDFA achieve their objectives within the community.

Similarly the Community Council has been working to promote, enhance, and develop outdoor recreational opportunities in the Blue Mountain Region. This grassroots community group is currently pursuing a technical assistance opportunity through the national park service which will develop a regional trails plan that connects communities in the Blue Mountain Region of Washington and Oregon. Collaboration with stakeholders such as the MFDA and Community Council will ensure that the recommendations of this proposed project compliment the work of these grassroots organizations, are supported by the community, and create linkages to convenient transportation.

- ***Support economic vitality by planning for land uses and the movement of people.*** This plan will support economic vitality by linking non-motorized transportation with regional tourism and agri-tourism, consequently stimulating the local and regional economy. For example, current tourists to this region primarily utilize motorized vehicle as their method of transportation. Implementing a network of bicycle and pedestrian facilities would provide non-motorized tourists a way to experience the region's many wineries, restaurants, shops, and scenic views and would tap into the region's full tourism potential.
- ***Save public and private costs with compact land uses and well-connected transportation***

patterns. Studies show that individuals who live in areas that lack sidewalks, trails, bike lanes, and access to public transportation spend up to 20 percent more of their salaries on transportation compared to those living in areas with convenient choices in active transportation (Surface Transportation Policy Project, 2003). Transportation costs can be reduced for private individuals if the local infrastructure encourages active transportation – helping families replace car trips with bicycling, walking, or taking public transit. This plan would result in recommendations that can be implemented to provide active transportation choices, leading to potential transportation cost savings.

Implementing well-connected non-motorized transportation facilities will maximize public transportation investments. Studies show that bicycling is by far one of the cheapest forms of transportation. Often these facilities utilize existing roadway space, and only require relatively low-cost pavement markings and/or signage. These facilities can also provide secondary cost savings such as reduced public health and environmental costs. This plan will analyze the existing infrastructure and make recommendations for infrastructure improvements – some of which may be low cost.

- ***Promote environmental stewardship through sustainable land use and transportation planning.*** Implementing the recommendations of this plan would result in numerous environmental benefits. Potential outcomes of the plan could include a “complete streets” policy for urban areas within the study area. The environmental benefits of “complete streets” include things like landscaping and greenspace to improve air quality and treat stormwater runoff; and safe walking and biking surfaces that encourage active transportation to reduce vehicle emissions.

Meanwhile, context sensitive design could be a tool used for rural portions of the project study area. Context sensitive design includes strategies such as strategically planning and locating non-motorized, off-road facilities throughout open space to provide recreation opportunities. For example, strategically locating a well-connected non-motorized trail system adjacent to the Walla Walla River from Harris County Park to the Washington/Oregon state line would provide families with more access to the natural environment, allowing them to experience scenic views, unique plants and wildlife, and historical landmarks – ultimately resulting in an appreciation and stewardship for the environment.

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.

Developing a bicycle and pedestrian plan for the Milton-Freewater Valley is timely and urgent. Milton-Freewater and Umatilla County are enthusiastic about this opportunity to collaborate, and the expectation is that this bicycle and pedestrian plan will compliment other coordinated planning efforts that the City and County have been participating in throughout the region.

One example is a regional bicycle and pedestrian plan that is being developed for the Walla Walla Valley Metropolitan Planning Organization (WWVMPO). However, the WWVMPO plan only includes a specific area – the Milton-Freewater city limits and Highway 11 corridor from the city to the Washington/Oregon border. This plan would cover a more expansive area that includes rural areas of the Milton-Freewater Valley that are not covered in the WWVMPO plan. WWVMPO will be invited to participate in this planning process to ensure that the goals and objectives of each individual plan are cohesive.

The timeliness of this project will coincide with Umatilla County’s Plan4Health initiative which is the result of a large American Planning Association grant received by the Umatilla County Planning Department and U-Co Public Health. The Plan4Health initiative is working to improve and promote the relationship between public health and land use planning in all areas of Umatilla County – Creating healthy places where people live, work, and play. U-Co Public Health will be invited to participate as a stakeholder in this planning process to ensure that policies of health are considered as part of the plan.

The County and City each have a Transportation System Plan (TSP) that promotes coordination between jurisdictions. Within the County TSP is an objective in which the County is to “seek Transportation and Growth Management (TGM) and other funding for projects evaluating and improving the environment for alternative modes of transportation.” This plan will be the first time that the County has taken a step toward truly improving the environment for alternative modes of transportation.

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.

The City and County have worked together to propose a clear and reasonable project approach. The County will take the lead on project management activities. This includes maintaining coordination with TGM managers and the consultant, and ensuring the project schedule is met.

A majority of the public involvement for the project will be accomplished through a coordinated effort between the City and County. A public involvement strategy will be developed at project initiation, which will likely include an “all of the above” approach to engage the public. This includes presenting information and/or conducting surveys at community events, holding traditional open

house style meetings, stakeholder meetings, and utilizing a web-based platform to present project information and updates.

The City and County are proposing a five step approach to developing a plan that will ultimately be adopted by each respective jurisdiction’s governing body. The goal is to develop a plan that is as close to “shovel-ready” as possible, without engineering. The proposed project approach is expected to take approximately 18 months and is highlighted in the following graphic and subsequent narrative:

APPROACH	SCHEDULE	DELIVERABLES/MEETINGS
PROJECT KICK-OFF <ul style="list-style-type: none"> • Consultant Selection and Project Negotiation • Establish Project Team and Stakeholders • Develop Vision, Goals, Policies, Objectives • Create Project Website 	<i>Months 0-3</i>	<ul style="list-style-type: none"> • Project Kick-Off Meeting with TAC • Technical Memorandum #1
REVIEW EXISTING CONDITIONS <ul style="list-style-type: none"> • Collect Baseline Mapping and Data • Assemble and Summarize Existing Plans • Conduct Field Visits and Assessments • Obtain Local Knowledge from Stakeholders 	<i>Months 3-6</i>	<ul style="list-style-type: none"> • Project Site Visit with TAC • Stakeholder and Public Meeting • Technical Memorandum #2
IDENTIFY NEEDS AND PRIORITY AREAS <ul style="list-style-type: none"> • Conduct Public Surveys and Workshops • Perform Gap Analysis • Evaluate Key Corridors and Areas of Interest • Identify Opportunities to Enhance Public Health Objectives 	<i>Months 6-10</i>	<ul style="list-style-type: none"> • TAC Meeting • Stakeholder and Public Workshops • Technical Memorandum #3
ACTION PLAN <ul style="list-style-type: none"> • Identify Recommended Projects and Associated Costs • Develop Project Prioritization • Identify Funding Sources and Programs • Recommend Implementation Strategy (Roles and Timelines) • Draft Policies, Development Code Revisions 	<i>Months 10-16</i>	<ul style="list-style-type: none"> • TAC Meeting • Stakeholder and Public Meeting • Technical Memorandum #4 • Policy, Development Code Draft Revisions • Draft Bicycle and Pedestrian Plan
PLAN IMPLEMENTATION <ul style="list-style-type: none"> • Adoption of Plan into TSP and Comp. Plans by Local Governments • Implementation of Plan Recommendations • Continue Public Outreach and Coordination on Regional Planning Efforts that Support Adopted Bike/Ped Plan 	<i>Months 16-18 and Ongoing</i>	<ul style="list-style-type: none"> • Plan Adoption Meetings Before Planning Commissions and Local Governments

Project Kickoff

Upon selection of a consultant and finalization of project negotiations, the project will commence with the City and County working jointly to establish Technical Advisory Committee (TAC) and key

stakeholders. TAC members and Key stakeholders may include representatives from the following:

POTENTIAL TAC MEMBERS / KEY STAKEHOLDERS

- City and County Planning Commission Members
- BCC and City Council
- Milton-Freewater School District
- Walla Walla Community Council
- Walla Walla Basin Watershed Council
- MFDA
- WWVMPPO
- ODOT
- DLCD
- Port of Umatilla
- Harris Park Board Member
- Public Health
- City and County Public Works
- Local Bike/Ped Groups
- Kayak Transit and CTUIR
- Local Businesses / Chamber
- City and County Residents-at-large
- Blue Mountain Land Trust
- County Tourism (Karie Walchli)
- Local Community Groups
- Plan4Health Coalition Member
- County Public Works

The City, County, Consultant, and TAC will meet to develop the project vision, goals, policies, and objectives. This stage of the project will be a great opportunity to gain stakeholder buy-in and encourage participation throughout the process to ensure that the plan is truly “context sensitive” and meets the needs and vision of the Milton-Freewater Valley.

The consultant will launch a project webpage or other online civic engagement platform as a way to increase public participation during this planning process. This online platform will provide opportunities for government and citizens to work together by connecting civic challenges, in this case, trail routes and uses, to community-based problem solving. The use of an online platform allows members of the community to contribute to the public participation process from their own homes and on their own schedules. The online platform will serve as a way to conduct plan surveys, display project maps, and keep the public updated about live meeting dates and schedules.

Review Existing Conditions

Working with the consultant, the City and County will identify and collect existing baseline mapping and data. The County has an extensive database of Geographic Information System (GIS) data available for this effort. Other possible data gathering may include collecting statistics from sources such as County Public Health and the U.S. Census Bureau. County GIS staff will generate existing condition mapping to be used throughout the planning process.

The City, County, and ODOT will provide the consultant with copies of existing plans which may be applicable to this proposed project. The consultant will work with the TAC to determine which plans are still relevant to the proposed project goals and objectives. Existing plans may include the following:

- Umatilla County Transportation System Plan (Updated 2002)
- Milton-Freewater Transportation System Plan (Updated 2005)
- Milton-Freewater South Hill Neighborhood Master Plan (2003)
- Upper Umatilla County Bicycle Master Plan (1993, never adopted)
- Walla Walla Area Wayfinding Plan (2015)

The City and County, together with the consultant and TAC will conduct a field visit to assess the existing conditions. This information, combined with project mapping, data, and relevant information from existing studies will be used to formulate Technical Memorandum #1 that will be prepared by the consultant and distributed to the TAC and stakeholders for review.

Identify Needs and Priority Areas

Once the existing conditions are established, the project team will work to identify needs and priority areas. This stage will include an extensive public outreach to truly identify community needs. Public outreach will include online public surveys and live workshops. A rough overview of the public involvement approach is presented above.

Priority areas will be identified through a gap analysis which will determine strengths and weaknesses of existing bicycle and pedestrian infrastructure as well as opportunities for connectivity. The consultant will work closely with the TAC and stakeholders to evaluate key corridors and areas of interest. One unique aspect of this stage of the project will be to identify opportunities to enhance public health objectives that compliment Umatilla County's Plan4Health initiative. Similar to previous project steps, the consultant will compile this information, develop Technical Memorandum #2, and distribute it to the TAC and stakeholders for review.

Action Plan

The consultant will develop a bicycle and pedestrian action plan that includes a list of recommended projects. The City, County, TAC and stakeholders will collaborate to prioritize the project list. The consultant will recommend potential funding sources and programs, and will complete an implementation strategy with clearly defined roles and timelines for the City and County to implement the action plan. This information will be used to form Technical Memorandum #3. During this phase of the project, the consultant will work with the City, County, and TAC to identify areas within each jurisdiction's comprehensive plan and development code that should be revised to allow for implementation of the action plan.

Implementation

The City and County will work to adopt the bicycle and pedestrian plan into each respective jurisdiction's TSP and Comprehensive Plan. Once the plan is adopted, the TGM project will conclude, however the City and County will continue to work jointly to implement the recommendations of the action plan. Continued public outreach from the City, County, and Stakeholders will ultimately be necessary for the successful implementation. The City and County will continue to collaborate with organizations such as Community Council and WWVMPO to ensure consistency and connectivity with other local planning efforts.

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.

The proposed project has received tremendous support. The partnering jurisdictions are committed to providing the adequate staff and resources to delivering a successful project. Various community groups and organizations are supportive of this project and have shown interest being involved as project stakeholders. Letters of support are included as attachments to this application.

LIST ATTACHED LETTERS OF SUPPORT	
1. City of Milton-Freewater	9. M-F Bicycle Committee
2. Umatilla County	
3. UCo Public Health	
4. WWVMPO	
5. Community Development Partnership	
6. Umatilla County Tourism Dept.	
7. Port of Umatilla	
8. MFDA	

5. Proposed Project Sponsor Readiness and Capacity

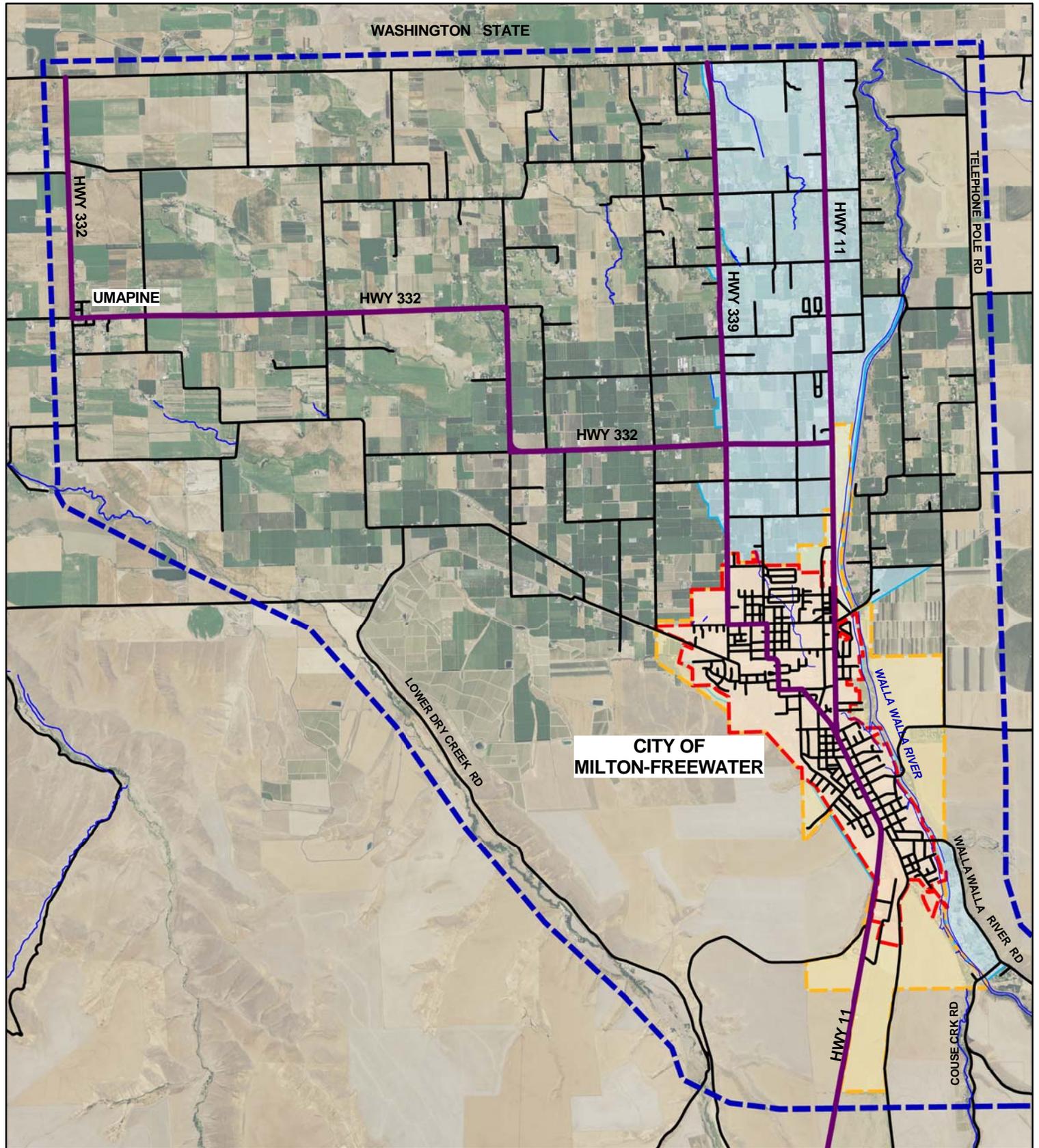
10 Points

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.

Together, the City and County Planning Departments are committed to making this TGM project a success. Two veteran planning directors, Gina Hartzheim (City) and Tamra Mabbott (County) will utilize their combined 50+ years of planning experience to leverage their relationships in the community and the skills/resources of their talented staff to deliver an outstanding product. Under their direction, Bob Waldher (Senior County Planner) will oversee the day-to-day project management activities including invoicing, budgeting, timekeeping, media outreach, public involvement and stakeholder outreach, and coordination with ODOT and consultant. Over the past year, Mr. Waldher has developed a familiarity with the TGM program through his participation as a Technical Advisory Committee member in the City of Pendleton’s Active Transportation Plan and 2016 TSP update. The County has “built-in” Mr. Waldher’s time to work on this project into the County’s 2016-2017 Planning Department Workplan.

Although it has been some time (greater than 10 years) since the jurisdictions have received TGM assistance, they are ready to “go to work” to deliver another successful project. The following presents previous projects where TGM assistance was received:

- 1993 Hermiston-Umatilla Hwy 395 Corridor
- 1993 Intra-County Joint Mgmt Agreement Project
- 1995 Milton-Freewater/Stateline Hwy 11 Corridor Land Use/Transportation Plan
- 1999 Intra-County Joint Management Agreement Updates
- 2001 Westland Road/I-84/I-82 Interchange Area Transportation Plan
- 2003 Milton-Freewater South Hill Neighborhood Master Plan



**MILTON-FREEWATER VALLEY
BICYCLE / PEDESTRIAN PLAN STUDY AREA
TGM GRANT APPLICATION**

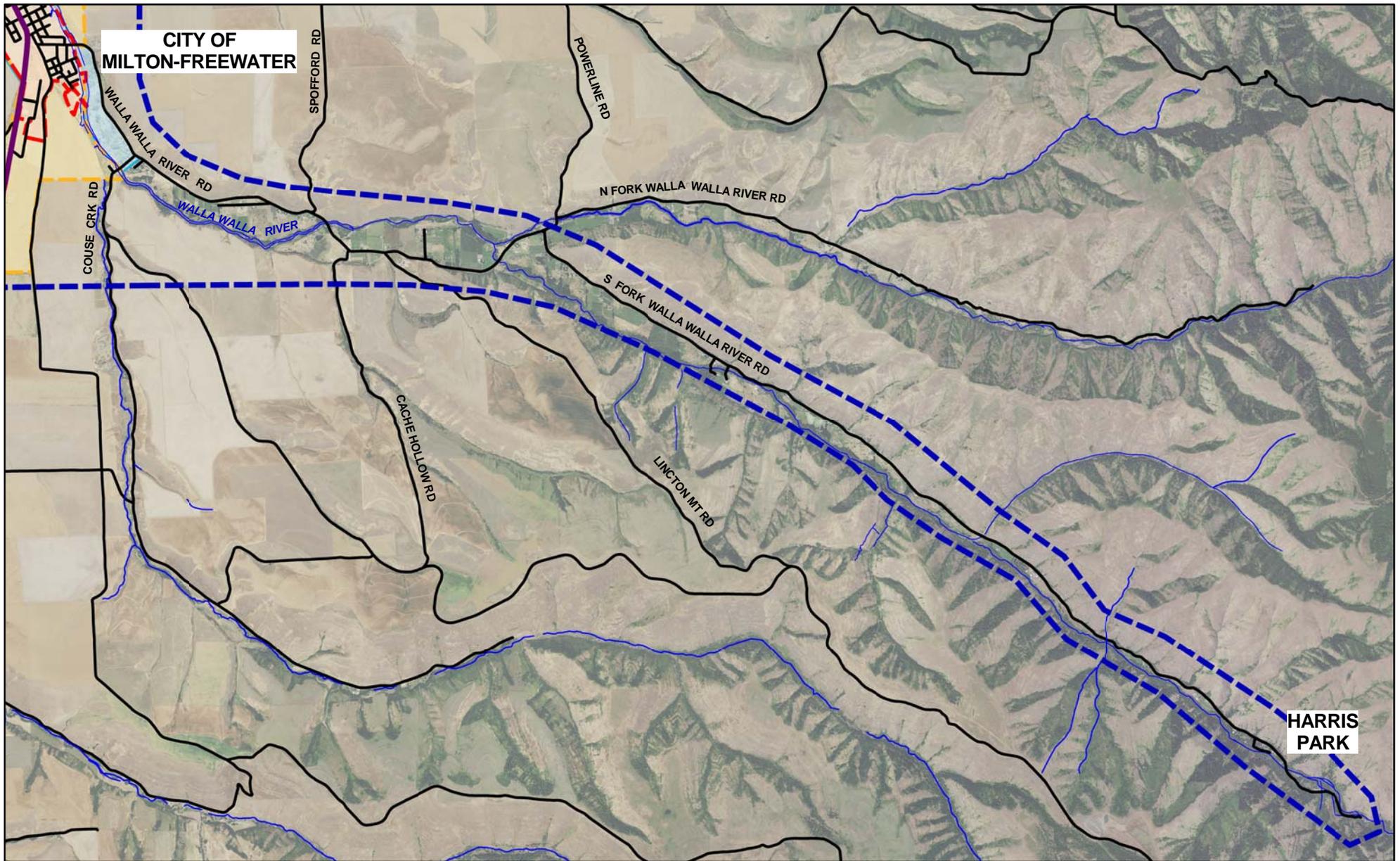
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|--|----------------------------------|---|------------------------------|
|  | Metro Planning Organization Area |  | Highways |
|  | MF City Limits |  | Streets & Roads |
|  | Urban Growth Boundary |  | Proposed Study Area Boundary |

2014 AERIAL PHOTO



DATE: 6/8/16

MAP DISCLAIMER: No warranty is made by Umatilla County as to the accuracy, reliability or completeness of this data. GIS data should be used for reference purposes only. Created by Julie Alford, Umatilla County Planning Dept. y:\workspace\planning\projects\MF_BikePedPlan_TGM.gws



**MILTON-FREEWATER VALLEY
BICYCLE / PEDESTRIAN PLAN STUDY AREA
TGM GRANT APPLICATION**

- | | | | |
|--|----------------------------------|---|------------------------------|
|  | Metro Planning Organization Area |  | Highways |
|  | MF City Limits |  | Streets & Roads |
|  | Urban Growth Boundary |  | Proposed Study Area Boundary |

2014 AERIAL PHOTO

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DATE: 6/8/16

MAP DISCLAIMER: No warranty is made by Umatilla County as to the accuracy, reliability or completeness of this data. GIS data should be used for reference purposes only. Created by Julie Alford, Umatilla County Planning Dept. y:\workspace\planning\projects\MF_BikePedPlan_TGM.gws

May 25, 2016

Transportation and Growth Management Program
Attn: Ms. Cindy Lesmeister
ODOT Mill Creek Building
553 13th Street NE, Suite 2
Salem, OR 97301

Re: Milton-Freewater Area Bicycle and Pedestrian Plan Transportation and Growth Management
(TGM) Grant Application

Dear Ms. Lesmeister:

On behalf of the City of Milton-Freewater, please accept this letter of support for the *Milton-Freewater Area Bicycle and Pedestrian Plan* TGM grant application that is being submitted by the Umatilla County and Milton-Freewater Planning Departments. The City of Milton-Freewater is excited about the City and County working together to develop a regional bicycle, pedestrian, and non-motorized trails plan that will be the first step toward truly improving the environment for alternative modes of transportation within the City and County. Because the process will be community driven, the plan will have local support as well.

The City is supportive of contributing the necessary staff and resources to make this proposed TGM project a success. Milton-Freewater's contributions would include participation from our Community Development and Planning Department staff that together total over 46 years experience working in Milton-Freewater. They bring a diverse set of skills and capabilities including economic development, landscape architecture and GIS.

The City and County are committed to partnering to develop a bicycle and pedestrian plan that meets the alternative transportation needs of the Milton-Freewater area and we ask that you give strong consideration to this request.

Sincerely,



Linda Hall
City Manager

Umatilla County

Board of County Commissioners



Commissioners

June 6, 2016

George L.
Murdock
541-278-6202

Transportation and Growth Management Program
Attn: Ms. Cindy Lesmeister
ODOT Mill Creek Building
553 13th Street NE, Suite 2
Salem, OR 97301

W. Lawrence
Givens
541-278-6203

William J. Elfering
541-278-6201

Re: Milton-Freewater Valley Bicycle and Pedestrian Plan Transportation and Growth Management (TGM) Grant Application

Executive
Secretary
Melinda Slatt
541-278-6204

Dear Ms Lesmeister:

County Counsel
Douglas Olsen
541-278-6208

On behalf of Umatilla County, please accept this letter of commitment for the *Milton-Freewater Valley Bicycle and Pedestrian Plan* TGM grant application that is being submitted by the Umatilla County and Milton-Freewater Planning Departments. The Board of County Commissioners is enthusiastic about the City and County working together to develop a community-driven and locally-supported regional bicycle, pedestrian, and non-motorized trails plan that will be the first step toward truly improving the environment for alternative modes of transportation within the City and County.

Chief Financial
Officer
Robert Pahl
541-278-6210

The timeliness of this plan will coincide with Umatilla County's Plan 4 Health initiative which was launched in 2015 to improve and promote the relationship between public health and land use planning throughout the County. TGM assistance to develop a bicycle and pedestrian plan would be a tremendous boost for this unique, multi-jurisdictional effort to create healthy places where people live, work, and play.

The Board of County Commissioners is supportive of contributing the necessary staff and resources to make this proposed TGM project a success. Our Planning Department staff brings a diverse set of skills and capabilities such as GIS/Mapping, landscape architecture and design, and economic development. County Planning staff will work closely with TGM staff to manage the project and see the plan through adoption into the County's Transportation System Plan.

Umatilla County is committed to collaborating with the City and community to develop a bicycle and pedestrian plan that meets the alternative transportation needs of the Milton-Freewater area and we ask that you give strong consideration to this request.

Sincerely,

A handwritten signature in blue ink that reads "George Murdock".

George Murdock, Chair
Umatilla County Board of Commissioners

June 7th, 2016

Transportation and Growth Management Program
Attn: Ms. Cindy Lesmeister
ODOT Mill Creek Building
553 13th Street NE, Suite 2
Salem, OR 97301

Re: Milton-Freewater Area Bicycle and Pedestrian Plan Transportation and Growth Management (TGM) Grant Application

Dear Ms Lesmeister:

On behalf of Umatilla County Public Health, please accept this letter of support for the *Milton-Freewater Area Bicycle and Pedestrian Plan* TGM grant application that is being submitted by Umatilla County and the City of Milton-Freewater. Umatilla County Public Health is enthusiastic about the City and County working together to develop a community-driven and locally-supported regional bicycle, pedestrian, and non-motorized trails plan that will be the first step toward truly improving the environment for alternative modes of transportation within the City and County.

Umatilla County Public Health, in partnership with Umatilla County Planning Department, recently was awarded a grant from the Centers of Disease Control and Prevention called Plan4Health. Work being done with this grant will directly complement TGM efforts, thus we are very excited for this opportunity. Umatilla County has been extremely active in helping Milton-Freewater reach its full potential as a healthy community. The built environment is a critical component of a thriving community and Umatilla County recognizes the benefits that a project like this would provide. Not only will a well-connected bicycle and pedestrian network will enhance regional connectivity and promote economic growth, it will also support healthy, active lifestyles – creating a vibrant and prosperous Milton-Freewater.

As a potential stakeholder for this project, Umatilla County Public Health is in support of the City and County collaborating to develop a plan that meets the alternative transportation needs of the Milton-Freewater area. We ask that you give strong consideration to this request.

Sincerely,



Meghan DeBolt, Director
Umatilla County Public Health



107 South Third Avenue | Walla Walla, WA 99362
ph (509) 876-8001 | fax (509) 876-8003

Walla Walla Valley Metropolitan Planning Organization/ Sub-Regional Transportation Planning Organization

Transportation and Growth Management Program
Attn: Ms. Cindy Lesmeister
ODOT Mill Creek Building
553 13th Street NE, Suite 2
Salem, OR 97301

RE: Milton-Freewater Area Bicycle and Pedestrian Plan Transportation and Growth Management (TGM)
Grant Application

Dear Ms. Lesmeister,

On behalf of the Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO), please accept this letter of support for the *Milton-Freewater Area Bicycle and Pedestrian Plan* TGM grant application, which is being submitted by Umatilla County and the City of Milton-Freewater.

The WWVMPO/SRTPO whole-heartedly supports the City's and County's collaboration on the development of a community-driven and locally-supported regional bicycle, pedestrian, and non-motorized trails plan, aimed at significantly improving the environment for non-motorized modes of transportation within the City and County. The WWVMPO/SRTPO recognizes that a well-connected bicycle and pedestrian network will enhance regional connectivity, increase safety for walking and cycling activities, improve individual and community health, and promote economic growth by attracting tourism to Milton-Freewater's downtown and the surrounding rural areas – creating an environment which fosters community health, vibrancy, and prosperity.

The WWVMPO/SRTPO is particularly vested in assisting Milton-Freewater and Umatilla County in this endeavor, as the agency will be undertaking a parallel planning effort in its study area, which also includes the neighboring Walla Walla County and the cities of College Place, Prescott, Waitsburg, and Walla Walla. These concurrent bicycle, pedestrian, and trails planning activities will allow for the creation of seamless, cross-jurisdictional connections.

As a stakeholder for this project, the WWVMPO/SRTPO will coordinate staff efforts and share pertinent data, information, and public feedback to make the proposed plan a success. We therefore ask that you give strong consideration to this request.

Sincerely,

Linda Hall, Chair
Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization

June 7th, 2016

Transportation and Growth Management Program
Attn: Ms. Cindy Lesmeister
ODOT Mill Creek Building
553 13th Street NE, Suite 2
Salem, OR 97301

Re: Milton-Freewater Area Bicycle and Pedestrian Plan Transportation and Growth Management (TGM) Grant Application

Dear Ms Lesmeister:

On behalf of Community Development Partnerhsip please accept this letter of support for the *Milton-Freewater Area Bicycle and Pedestrian Plan* TGM grant application that is being submitted by Umatilla County and the City of Milton-Freewater. Community Development Partnership is enthusiastic about the City and County working together to develop a community-driven and locally-supported regional bicycle, pedestrian, and non-motorized trails plan that will be the first step toward truly improving the environment for alternative modes of transportation within the City and County.

Community Development Partnerhsip has been extremely active in helping Milton-Freewater reach its full potential as a downtown center and recognizes the benefits that a project like this would provide. A well-connected bicycle and pedestrian network will enhance regional connectivity and promote economic growth by attracting tourism to downtown and the surrounding rural agricultural setting – creating a vibrant and prosperous Milton-Freewater. We have been working on this project for several years but had too many stumbling blocks to move ahead so we are totally excited to have so many people step on board and help with this project. It is so exciting!!!!!!!!!!!!

As a potential stakeholder for this project, Community Development Partnership is in support of the City and County collaborating to develop a plan that meets the alternative transportation needs of the Milton-Freewater area. We ask that you give strong consideration to this request.

Sincerely,

Linda Hall, President
Community Development Partnership

June 6, 2016

Transportation and Growth Management Program

Attn: Ms. Cindy Lesmeister

ODOT Mill Creek Building

553 13th Street NE, Suite 2

Salem, OR 97301

Re: Milton-Freewater Area Bicycle and Pedestrian Plan Transportation and Growth Management (TGM) Grant Application

Dear Ms Lesmeister:

On behalf of Umatilla County Tourism, please accept this letter of support for the Milton-Freewater Area Bicycle and Pedestrian Plan TGM grant application that is being submitted by Umatilla County and the City of Milton-Freewater. The Umatilla County Tourism board is enthusiastic about the City and County working together to develop a community-driven and locally-supported regional bicycle, pedestrian, and non-motorized trails plan that will be the first step toward truly improving the environment for alternative modes of transportation within the City and County.

Umatilla County Tourism along with Eastern Oregon Visitors Association and Travel Oregon have been working with local producers, farmers and businesses on developing a regional AgriTourism platform to help build economic vitality to our regions agriculture value added businesses. Milton-Freewater being known for a blossoming wine industry for our region would benefit with a cycling / pedestrian trail system, by allowing safe access in alternative forms to businesses that might not otherwise receive the traffic needed to sustain business. Another bonus is this cycling / pedestrian path also adds to the health and well being of those who choose this mode of transportation.

As a potential stakeholder for this project, Umatilla County Tourism is in support of the City and County collaborating to develop a plan that meets the alternative transportation needs of the Milton-Freewater area. We ask that you give strong consideration to this request.

Sincerely,

Karie Walchli, Coordinator

Umatilla County Tourism



PORT OF UMATILLA

May 18, 2016

Transportation and Growth Management Program
Attn: Ms. Cindy Lesmeister
ODOT Mill Creek Building
553 13th Street NE, Suite 2
Salem, OR 97301

Re: Milton-Freewater Area Bicycle and Pedestrian Plan Transportation and Growth Management (TGM) Grant Application

Dear Ms Lesmeister:

On behalf of the Port of Umatilla, please accept this letter of support for the Milton-Freewater Area Bicycle and Pedestrian Plan TGM grant application that is being submitted by Umatilla County and the City of Milton-Freewater.

The Port of Umatilla has been supportive of the City of Milton-Freewater in a broad range of projects and recognizes the benefits that a project like this would provide.

We ask that you give strong consideration to this request.

Please contact me if you have questions.

Sincerely,

Kim B. Puzey
General Manager
1-541-922-3224

June 7, 2016

Transportation and Growth Management Program
Attn: Ms. Cindy Lesmeister
ODOT Mill Creek Building
553 13th Street NE, Suite 2
Salem, OR 97301

Re: Milton-Freewater Area Bicycle and Pedestrian Plan Transportation and Growth Management (TGM) Grant Application

Dear Ms. Lesmeister:

The Milton-Freewater Downtown Alliance would like to offer this letter of support for the *Milton-Freewater Area Bicycle and Pedestrian Plan* TGM grant application that is being submitted by Umatilla County and the City of Milton-Freewater. We are enthusiastic about the City and County working together to develop a community-driven and locally supported regional bicycle, pedestrian, and non-motorized trails plan that will be the first step toward truly improving the environment for alternative modes of transportation within the City and County.

The Milton-Freewater Downtown Alliance has been extremely active in helping Milton-Freewater reach its full potential as a downtown center and recognizes the benefits that a project like this would provide. A well-connected bicycle and pedestrian network will enhance regional connectivity and promote economic growth by attracting tourism to downtown and the surrounding rural agricultural setting – creating a vibrant and prosperous Milton-Freewater for everyone.

As a potential stakeholder for this project, the MFDA is in full support of the City and County collaborating to develop a plan that meets the alternative transportation needs of the Milton-Freewater area. We ask that you give strong consideration to this request.

Sincerely,

Randy Grant
Executive Director
Milton-Freewater Downtown Alliance

June 1, 2016

Transportation and Growth Management Program
Attn: Ms. Cindy Lesmeister
ODOT Mill Creek Building
553 13th Street NE, Suite 2
Salem, OR 97301

Re: Milton-Freewater Area Bicycle and Pedestrian Plan Transportation and Growth Management (TGM) Grant Application

Dear Ms. Lesmeister:

On behalf of the Milton-Freewater Bicycle Committee, please accept this letter of support for the *Milton-Freewater Area Bicycle and Pedestrian Plan* TGM grant application that is being submitted by Umatilla County and the City of Milton-Freewater. The Milton-Freewater Bicycle Committee is enthusiastic about the City and County working together to develop a community-driven and locally-supported regional bicycle, pedestrian, and non-motorized trails plan that will be the first step toward truly improving the environment for alternative modes of transportation within the City and County.

The Milton-Freewater Bicycle Committee believes that the Milton-Freewater Valley with its orchards, vineyards, rolling wheat fields, and quiet, paved roads, all nestled at the foot of the Blue Mountains, would be one of the best places in Oregon to ride. The committee has been working on trying to attract tourism and a well-connected bicycle and pedestrian network will enhance that effort by connecting the town and taking advantage of the surrounding beauty.

The Milton-Freewater Bicycle Committee is in support of the City and County collaborating to develop a plan that meets the alternative transportation needs of the Milton-Freewater area. We ask that you give strong consideration to this request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Lonai', written over a large, stylized circular flourish.

Dan Lonai, Committee Chair
Milton-Freewater Bicycle Committee

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

Robert T Waldher
Signature
Printed Name: Robert T Waldher
Title: Senior Planner

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.