

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2015**

APPLICATIONS DUE 4:00 PM, June 12, 2015

Type of Grant: Please indicate Category 1 or Category 2	Category 1
Project Title:	Mosier Transportation System Plan
Primary Applicant Jurisdiction:	City of Mosier
Mailing Address:	PO Box 456
City/Zip:	Mosier 97040
Contact Person:	Kathy Fitzpatrick

		MATCH	
		YES	NO
Other Local Jurisdictions involved in the project:	Wasco County	<input type="radio"/>	<input checked="" type="radio"/>
	ODOT	<input type="radio"/>	<input checked="" type="radio"/>
		<input type="radio"/>	<input type="radio"/>

Telephone:	541-478-3505
Fax:	541-478-3810
Email:	mosiercityhall@mosierwinet.com
ODOT Region (1 - 5):	Region 4

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, describe what will be done and the expected outcome (e.g. The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

The Mosier Transportation System Plan (TSP) will update sections of the 2003 Mosier Downtown and Local Street Network Plan and will develop a complete TSP, resulting in a balanced multi-modal system that supports regional recreational tourism development and allows for the movement of agricultural products. The Mosier TSP will identify street design standards and improvements that support community livability and economic vitality and will address safe and comfortable pedestrian and bicycle travel, safe routes to school, and downtown parking options. Developed in close cooperation with residents, the agricultural community, local businesses, the Mosier Valley Fire District, the Mosier Community School, ODOT, Wasco County, and the Historic Columbia River Highway Advisory Committee, the Mosier TSP will reflect the transportation needs and responsibilities of many diverse stakeholders.

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2015**

SUMMARY OF PROJECT BUDGET

Project Title: Mosier Transportation System Plan

Jurisdiction: City of Mosier

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]	\$15,000.00	\$15,000.00	\$15,000.00
Consultant Personal Services	\$90,000.00		\$90,000.00
TOTAL	\$90,000.00	\$15,000.00	\$105,000.00

*This amount should be a minimum of 12 percent of the total project budget, or: \$12,272.00

We will be providing a cash local match: Yes No

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>

Initial:

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial:

This application was prepared by the following compensated consultant:

Consultant Name:

Initial:

Authorized Signature:

Title:

Printed Name:

Did you mail the hard copy of your application?



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2015 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

Examples of successful applications and guidance on project costs are available on the TGM Grants page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Please limit application to 10 pages.

The answer fields below will expand as you type.

ORGANIZATION NAME City of Mosier	PHONE 541-478-3505
CONTACT PERSON NAME AND TITLE Kathy Fitzpatrick	CONTACT PERSON E-MAIL mosiercityhall@mosierwinet.com
PROJECT TITLE MOSIER TRANSPORTATION SYSTEM PLAN	

Section One: GRANT ELIGIBILITY REQUIREMENTS

1. Clear Transportation Relationship

The City of Mosier seeks to develop a complete TSP with a focus on creating a safe, equitable, and welcoming multi-modal transportation system. Updates are needed to the 2003 Mosier Downtown and Local Street Network Plan in order to incorporate Transportation Planning Rule (TPR) requirements, implement the 2006 Oregon Transportation plan, and address growing conflicts between agricultural, local, school, and recreational uses. Mosier is experiencing a critical period of growth and a TSP is needed to establish street improvement requirements for current commercial and residential development, to plan for upcoming downtown development opportunities, and to enhance quality of life standards for its residents.

Updated transportation planning in Mosier is important not only for this small rural community but for Mosier’s regional connections to Hood River County to the west, Wasco County to the east, and the fertile Mosier Valley to the south. Mosier’s transportation system supports the two fundamental economic bases of the region: agriculture and recreational tourism. Mosier is an important gateway connection to the internationally renowned Historic Columbia River Highway (HCRH) and also serves the eastern end of the increasingly popular bike and pedestrian Twin Tunnels State Trail managed by Oregon State Parks. Additionally, all agricultural products coming down from the Mosier Valley and west from the HCRH must travel through Mosier to access the Mosier Fruit Growers downtown processing building and I-84.

2. Adoption of Products to meet Project Objectives

The final product will be a complete and updated City TSP and associated ordinances and standards (standards may include, but are not limited to items such as street design standards, traffic impact study guidelines, access management standards, and development code updates) that are adopted by the City. The TSP will serve as a support document to the city's Comprehensive Plan and will inform updates to existing intergovernmental and agency agreements with Wasco County and ODOT.

3. Support of Local Officials

The Mosier City Council prioritized the development of a Mosier Transportation System Plan in the City's 2014/15 and 2015/16 Council Goals. In January 2015, the Council invested significant staff time and funding to secure a Portland State University Masters of Urban and Regional Planning Team for a community-based preliminary street design concept plan in preparation for this TGM project. The Mosier City Council has worked closely over the past two years with ODOT, HCRH, and DLCD staff to work on specific projects like the Mosier Hub, a Mosier Downtown Pavement Survey, and downtown parking and signage which will all inform the Mosier TSP. On May 20th, 2015, the Mosier City Council adopted Resolution 2015-05 to give further support for the Mosier TSP project and to approve allocation of local matching funds.

Section Two: Award Criteria

1. Proposed Project Addresses a Need and Supports TGM Objectives

Purpose: The Mosier TSP project will evaluate and propose an integrated transportation system that supports regional and local economic vitality and investment, creates livable neighborhoods and a vibrant downtown, encourages active transportation modes like cycling and walking for people of all ages and abilities, creates safe and comfortable connections to existing City and regional recreational opportunities, and allows new and historic Mosier Valley agricultural activities to thrive.

TGM Objective: Support Economic Vitality

- Mosier's main commercial corridor is the Historic Columbia River Highway. The Mosier TSP will identify the improvements necessary to create an aesthetically appealing downtown corridor that encourages further commercial investment and development and supports existing businesses. The plan will provide clear and consistent transportation improvement standards for new development, downtown parking, and signage, and will address serious access issues to existing properties.
- Both the HCRH and Third Ave/State Road are important travel routes for the seasonal movement of agricultural and logging products. The Mosier TSP will consider design standards and policies for both roads that will resolve conflicts with large trucks and trailers, recreational cyclists, and pedestrians.
- Recreational tourism has made it possible for the small town of Mosier to support local businesses and services. Yet lack of clearly designated accessways, parking, and wayfinding cause confusion and reduce the potential to attract and retain these important visitors. The Mosier TSP will include a downtown wayfinding and connectivity plan for Mosier's excellent recreational resources.

TGM Objective: Environmental Stewardship

- As Mosier grows, the City's lack of a storm water system creates big challenges. The Mosier TSP will provide options, standards, and policies for sustainable green infrastructure and integrated solutions such as using bioswales as traffic calming devices.
- Mosier's TSP will include planning for street trees and landscaping as part of the new transportation infrastructure. The City understands that street trees improve drainage and reduce flooding, absorb

pollutants and store carbon, and offer shade that reduces ozone production and extends pavement life, and provide habitat.

- For many decades the City of Mosier has been considered a bedroom community of Hood River or The Dalles. However, as good transportation planning attracts more businesses to Mosier, residents will be able to access local services by bike or by foot, reducing vehicle trips and Mosier's carbon footprint.
- Although Mosier's small size and relatively low traffic volumes give a superficial perception of pedestrian safety, families who live only blocks away from the Mosier Community School drive their children to school because of the lack of safe pedestrian routes. Safe routes to school planning will encourage more students to walk or bike to school, reducing vehicle trips.
- Safe bike/ped routes to recreational opportunities like Rock Creek Beach and the Mosier Plateau Trail will reduce residents' reliance on their vehicles to provide safe family transport.

TGM Objective: Provide Transportation Choices

The Mosier TSP will plan for safety, equity, and economic growth for all modes of travel, to address these significant challenges:

- Although Mosier attracts many visiting cyclists and hikers, the lack of bike or pedestrian infrastructure is a serious barrier for local families who are not as confident on the HCRH or Third Ave/State Rd. which are characterized by fast vehicle travel and no bike or pedestrian amenities.
- The main ingress and egress of the most densely populated area of Mosier, the Mosier Manor/Mobile Home Park, is accessed from the very west end of Mosier's Highway 30 close to the I-84 overpass. No safe bike or pedestrian routes exist from this access to downtown, limiting safe travel to vehicles only. Mosier's Latino community is mostly concentrated in this Mobile Home Park and access issues in combination with cultural differences create an isolating effect for these residents.
- Further east, the historic Mosier Creek Bridge separates Mosier's eastern residential area from the rest of town and creates a dangerous bottleneck on the Historic Columbia River Highway for multimodal travel. The 2-lane bridge is narrow enough to barely permit two cars to pass each other, leaving absolutely no room for bicycles or pedestrians. In 2009, the Governor's Office recognized the Mosier Creek Bike/Ped Bridge planning effort as an Oregon Solutions' project, but no solution has yet been identified. The Mosier TSP will identify alternatives to an expensive major infrastructure project like a bike/ped bridge over Mosier Creek, meeting the TGM objective of **saving public and private costs**.
- Commercial development in the downtown corridor is very expensive due to a lack of supporting transportation and stormwater infrastructure. The TSP will evaluate alternatives and proposed improvements to attract businesses to our community.

TGM Objective: Create Livable Communities

- The Mosier community has a reputation for enjoying an excellent quality of life. However, one primary theme emerged from the extensive community outreach conducted this spring by the PSU MURP team for the Slow Mo' Main Street Plan: many people feel unsafe trying to walk around Mosier. Trails, paths, sidewalks, and crosswalks are needed to safely get pedestrians where they want to go in Mosier. The AARP Public Policy Institute Livability Index and the PSU MURP team's assessment give the City of Mosier very low scores in the "safe streets and active transportation options" category. Relatively fast speeds (30 miles an hour), no sidewalks or bike lanes, and unpredictable vehicle movement combine to make downtown a very uncomfortable place for people to hang out or enjoy. The Mosier TSP will include options such as physical barriers like curb bump outs and changes in traffic patterns, on-street parking, and pedestrian and bike lanes, that make cars slow down and create environments where people walking, bicycling, and driving can safely share the road.
- The Mosier TSP will evaluate access to activity centers and neighborhoods (such as the Mosier Manor). The main activity centers of the City of Mosier are the Mosier Community School, the Totem Plaza, the

Post Office, the Library, and the Mosier Waterfront Park. Unfortunately, none of these sites have good pedestrian access, and there are specific danger zones like intersection of the HCRH and Washington, where cars heading out of town cut through the public ROW on a blind corner, and the intersection of Washington and Third Ave, where cars enjoy a through lane heading out of town, threatening the safety of pedestrians trying to get to and from the library or the Post Office.

- The Mosier TSP will evaluate the creation of a safe and physically appealing transportation system that encourages active lifestyles and social interaction in public spaces.
- The Mosier TSP will facilitate the development of mixed-used residential and commercial spaces in downtown Mosier helping to create a vibrant community.

TGM Objective: Save Public and Private Costs

- The TSP will evaluate and develop standards and policies for integration of stormwater management and transportation improvements to reduce the public and private costs associated with building independent transportation and stormwater systems.
- Solutions to many of Mosier's transportation needs have been proposed over the years that would necessitate overbuilt and over-engineered projects. Mosier's TSP will identify sustainable alternatives that are proportional to the needed capacity, reducing public and private costs.

2. Proposed Project is Timely and Urgent

The City of Mosier is acutely aware of the important role that a good transportation system plays in a community's social, physical and economic health. In the early 20th century, the City of Mosier was a regional transportation hub for both freight and passengers by rail, steamboat, and road (Highway 30) and bustled with 33 businesses located in the downtown core. By the 1970's, Mosier had lost all of those transportation connections and was left with no businesses, no local services, no local jobs, and a diminished sense of identity.

However, after the restoration of the scenic Historic Columbia River Highway in 2000 between Hood River and Mosier as a dedicated bike and pedestrian trail, Mosier experienced a surge of both residential and commercial development activity and community revitalization. During the recession of 2008-2012 Mosier development stalled, but in the last two years Mosier has seen a resurgence of lot sales, home-building, and business activity, including phasing completion within two subdivisions.

The current growth has not been supported by the outdated Mosier 2003 Downtown and Local Street Network plan. Without a Transportation Plan, Mosier is not prepared for imminent economic development opportunities. Increased transportation conflicts could also threaten Mosier's important economic base of recreational tourism. Community leaders worry that as the community grows and the area becomes more popular with tourists, the increasing volume of regional, local, and agricultural traffic, if left unmanaged, may overwhelm the small-town nature of Mosier.

The Mosier TSP is Necessary to Accommodate Current and Future Growth

- Acquisition of 4 acres of downtown commercially zoned property from the Union Pacific Rail Road is scheduled for 2016. The City must have a plan for street improvements that could accommodate commercial development at this location while providing safe access for pedestrians and bicyclists.
- Expansion of the Mosier Community School from K-6 to K-8 grades in 2012 has increased the need for planning transportation, parking, and safe routes to school. Most children are bussed or driven to school, even those who live nearby, increasing pedestrian insecurity due to traffic congestion.

- Current growth includes recent development of two new subdivisions and a small complex of mixed-use buildings and the opening of four new businesses.
- Many of Mosier’s visitors arrive by bike or on foot and local business success depends on these visitors. The City must develop a bike/ped transportation plan to allow visiting bikers and pedestrians to move through downtown and access Mosier recreational opportunities safely and comfortably.
- The Historic Columbia River Highway is scheduled for complete reconnection in the next 3-4 years. The Highway is a National Historic Landmark and an international draw, and when reconnected will experience a large increase in both bike/ped and vehicle travel. If Mosier is prepared for this increase, both visitors and residents will benefit.
- The City must rely on “deferral agreements” for new commercial development pedestrian improvements because the city has no plan for bike/ped travel along its main street, the HCRH.
- The City-Union Pacific Rail Road agreement includes support (in general terms) for a pedestrian undercrossing west of the Mosier Creek railroad trestle. This undercrossing would be accessible from the downtown HCRH corridor and would tie into the Waterfront Park trail connection already established by ODOT and the City. ODOT division of Rail Safety has done a preliminary site visit to scope out general feasibility. This important community connection to the Columbia River must be included as part of the TSP.
- The greatest numbers of recreational tourists traveling the roads by vehicle, bike, and on foot arrive during the peak of agricultural season, creating frustrating and dangerous conflicts.
- Recently developed recreational opportunities such as the 13-acre Mosier Pocket Park (2000), Mosier’s Waterfront Park and Trail (2003), the Mosier Plateau Towns-to-Trails trail (2014), the Gorge Hubs Project (Trail System of Bike/Pedestrian Rest Areas), the Mosier Totem Pole Public Plaza (2014), and the Mosier Art Walk (2014), must be included in the transportation system planning in order to create safe, comfortable, and clear access. These attractions could be Mosier’s greatest economic development assets if they are integrated properly into the transportation network.

Address Pressing Local Transportation Issues

- In general, Mosier has extremely few accommodations for pedestrians or bicycles; no clear delineation between vehicle lanes, parking areas, and pedestrian rights of way; and wide-open access to vacant downtown parking areas, creating unpredictable movements of vehicles into bike and pedestrian areas.
- City Street standards adopted from the 2003 Downtown and Local Street Network Plan do not reflect the character and the scale of the town.
- The highly respected Mosier Community School has recently expanded to serve K-8 grades, but the city has not been able to provide safe routes to school. Most children are bussed or driven to school, even those who live nearby. This increases pedestrian hazards by adding traffic congestion.
- The Mosier Fire District and the City of Mosier are currently exploring the possibility of co-locating a shared public facility on the UPRR property that fronts the HCRH in downtown Mosier. This public development could help to define the community and to anchor the city center, but the next step of the feasibility analysis must include transportation planning to identify possible ingress/egress options for fire vehicles. For any future development to occur on that property, Mosier must have downtown street design standards in place in order to ensure a successful interface with the HCRH.
- Mosier’s investment into new recreational resources like the Columbia Gorge-wide Towns to Trails Mosier Plateau Trail attract regional and national visitors, but the City has no plan for access, parking, or connection of the trail systems with the transportation system.

Regional Solutions and Oregon Solutions Team Priorities

- *2015 Oregon Solutions Priority Project: Childhood Obesity*
The rate of childhood obesity in Wasco County exceeds both the state and national levels and Mosier has become an active partner in a regional Oregon Solutions project team. One of the City's most important commitments is to plan for, and to provide, safe routes for children walking and biking through the community and to school.
- *2014/15 North Central Regional Solutions Priority Project: Gorge Hubs Trail System*
Mosier developed the concept of a bike/ped rest area several years ago and has partnered with 5 other cities to create the Gorge Hubs Trail System. Each of the six Hubs are located in the downtown core of these HCRH cities and serve as welcome and information center with amenities like U-Fix-It Bike Stations, picnic tables, water, and restrooms. The partnership has received TGM grant funds for conceptual designs for each Hub, but without the ability to plan for the interface between the HCRH right of way and the City-owned property, Mosier's Hub remains an island.
- In 2009, the *Mosier Bike/Ped Bridge project* was declared an Oregon's Solutions project by Governor Kulongoski. The project was an integrated plan for completion and maintenance of a bike/pedestrian trail and bridge over Mosier Creek, paralleling the HCRH Mosier Creek bridge in downtown Mosier. The need for safe bike and pedestrian crossing over the bridge still exists, and grows more acute as the popularity of the HCRH grows and as local traffic increases.
- "Transportation" is a priority area for North Central Regional Solutions.

Prepare for New State and Regional Transportation Projects

- The expected reconnection of the entire 60 miles of the HCRH in the next 2-3 years will increase the international popularity of this route for vehicles, bikers, and hikers, yet Mosier has no plan to prepare for this increased multi-modal traffic.
- The Gorge Hubs Trail System is a regional project, spanning from Wood Village in Multnomah County, through Cascade Locks and Hood River in Hood River County, and Mosier and The Dalles in Wasco County. This project is designed to bring visitors to downtown Mosier east from Portland and west from The Dalles. While some of the other communities are already in the construction phase, Mosier is delayed by the need for a bike/ped downtown street plan.

Comply with federal regulations, state requirements, or regional plans

- The City needs a TSP that will comply with and incorporate federal regulations, state requirements, and regional plans. The aging 2003 Downtown and Local Street Network Plan does not reflect current statewide guidance as set by the TPR and many of the policies are obsolete.

3. Proposed Project Approach is Reasonable

The development of the Mosier TSP will require hiring a qualified consultant. Consultant bids will be solicited and accepted after the City receives a conditional notice to proceed. The selected consultant will work with the City Manager and contract staff (planner and engineer.) The City staff will provide data, review products, will provide support for community outreach activities, will keep the City Council updated with ongoing reports, and will work with the consultant to prepare the plan for adoption.

The City Council is committed to the success of this project and will meet all grantee obligations, including providing a project manager. The City Manager will serve as the project manager and principal contact person. She will monitor and coordinate all work, including consultant work, keep the City Council informed of progress, make logistical arrangements, prepare reports, and take care of any details outside of the scope of the consultant.

The City has set aside \$15,000 (14% match) to cover the employee costs (City Manager) and Contract Staff (City Planner and Engineer.)

A Project Advisory Committee will be established to include local stakeholders, city staff, and technical advisors. Public, local government and agency involvement will be conducted throughout the project and will include the following stakeholders:

City and State Officials

Mosier City Council, City Staff, ODOT District 9 Staff, HCRH Advisory Committee Staff, Wasco County Commissioners, Wasco County Public Works

City of Mosier

Residents, Business Owners, Mosier Community School Students and Families, Latino Community, Users of HCRH, Community Organizations including the Grange, the American Legion, and Main Street Mosier

Regional

Mosier Valley Fire District, Wasco County Sheriff and Emergency Management Department, Agricultural Community, Cycling Organizations and Businesses, Hiking organizations (Friends of the Columbia River Gorge), Friends of the Historic Columbia River Highway, MidColumbia Economic Development District, Wasco County Economic Development Commission

The development of the Mosier TSP will build on the recently completed Slow Mo' Main Street Concept Plan (June 2015), which used extensive community participation to design options for improvements along the Historic Columbia River Highway which can also be applied to other City streets. The engagement strategies were designed to reach the entire Mosier community, which includes the Mosier Valley and all properties with the zip code 97040.

The proposed Mosier TSP community engagement strategies can use these recent efforts to progress into the much more impactful realm of demonstration projects, so that Mosier residents can actually experience improvement options. Other strategies can include focus group participation to engage important user groups like the Fruit Growers, downtown business owners, the Mosier Community School, and cycling/hiking organizations.

Partnerships with the above mentioned City, State, and Regional groups have already been established for the Mosier TSP project through the Slow Mo' Main Street Concept Plan project and previously through the Gorge Hubs Trail System project. These existing partnerships will greatly facilitate and expedite stakeholder input to the planning process.

City of Mosier TSP - Budget and Schedule

Task	Local Cost	Consultant Costs	Schedule
Research documents, data, conditions, projections	\$2,000	\$15,000	Months 1-3
Identify system deficiencies, traffic patterns, circulation	\$2,500	\$20,000	Months 1-3
Develop street, path, bike standards; policies and code amendments	\$2,500	\$10,000	Months 3-5
Public outreach, demonstration projects, agency coordination	\$2,000	\$10,000	Months 3-9
Prepare draft TSP and implementing ordinances	\$2,000	\$25,000	Months 6-9
Prepare legal notices, findings, ordinances	\$3,000	\$ 5,000	Months 9-11
Adopt Final TSP	\$1,000	\$ 5,000	Months 11-12
TOTALS	\$15,000	\$90,000	\$105,000
Percent Match of Total Project Cost	14%		

4. Proposed Project has Community Support

The City of Mosier has received a groundswell of support from the local community for the project objectives as evidenced by the 1999, 2009, 2011 Mosier Community Visioning efforts and the recent Slow Mo' Main Street Plan project. 90 community members and leaders attended the first Slow Mo' Design Workshop, an equivalent to attendance of 127,000 in Portland. Attendance included representatives of the Mosier agricultural community, who were unable to provide a letter of support for this application this month during the height of Cherry Season. The City has also obtained letters of support from the following community organizations and stakeholders.

SOURCE
1. Terry Moore, ECONorthwest, Wasco County EDC
2. Mid Columbia Economic Development District
3. Historic Columbia River Highway Advisory Committee
4. Mosier Local Business: Rack and Cloth
5. Wasco County Economic Development Commission
6. Main Street Mosier, 501(c)(3)
7. Mosier Schools LOS
8. Mosier Fire District (Signature sent directly to Ms. Lesmeister)
9. Wasco County Public Works
10. Mosier City Councilor and Mother of Mosier Student
11. Wasco County Childhood Obesity Reduction Coalition (Oregon Solutions Project)
12. Gorge Hubs/Hood River rep and Former Mayor
13a,b,c. Wasco County Commissioners
14. Mayor, City of Mosier

5. Proposed Project Sponsor Readiness and Capacity

The City of Mosier has been preparing for the TSP project for several years and will be bringing much preliminary work to the table, including establishing the necessary agency, local jurisdictional, and community partnerships. These organizations are committed to providing representatives for the Project Advisory Committee.

The City has identified a qualified Project Manager, *Kathy Fitzpatrick*, City Manager, who managed the recent Slow Mo' Main Street Design Plan project and has led many of the Mosier Visioning efforts. She has facilitated and led the Gorge Hubs System project, a partnership of six Gorge cities, and has worked closely with ODOT Region 4 and Scenic area staff on many local and regional projects. She plans to dedicate approximately 20% of her time to serve as the project manager and has additional availability for key projects.

The City Manager will work closely with the City contract staff: John Grim, City Engineer, and Nick Kraemer, City Planner.

John Grim P.E. of JGA in Lyle, WA has been Mosier's City Engineer on retainer since 2002. He specializes in municipal engineering and has been working as a civil engineer since 1988. His experience in Mosier includes:

- Acquisition of funding and management of the design and construction of a \$2.5 million dollar modernization of the City's wastewater treatment plant in 2008.
- Acquisition of funding and management of the design and construction of a \$1.5 million dollar water system improvement project in 2005.
- Coordination of the subdivision and development of two large tracts within the City limits including development of plans to integrate the water, sewer, and roadway systems of each subdivision to provide a continuous street, path, and infrastructure system serving both properties.
- Long standing cooperative and professional relationships with local and regional agencies including ODOT, Wasco County, DEQ, OWRD, MCEDD, and others.

He also has substantial experience preparing infrastructure planning documents for numerous municipal governments throughout Washington and Oregon.

Nick Kraemer is a contract planner for the City of Mosier. Nick has a Master's Degree in Community and Regional Planning from the University of Oregon. Nick works throughout the region as a contract planner with Tenneson Engineering Inc and is currently an Associate Planner for the City of The Dalles. Nick is involved with the TSP update for the City of The Dalles as a member of the Bicycle Advisory Committee. In addition, Nick has worked on several large grant-funded transportation/infrastructure projects in California – including Watsonville Urban Greening Plan, Oxnard Green Alleys Plan, and Santa Cruz Integrated Water Management Program. Nick will use his breadth of experience to ensure that the TSP fits with the existing Zoning Ordinance and other City Regulations that will be impacted by the TSP.

6. Proposed Project is Innovative

Located in the furthest NW corner of ODOT's Region 4, the City of Mosier has been exposed to heavy bike and pedestrian traffic. The Mosier community is eager to focus on multi-modal transportation design and planning that will fit the needs of a small rural community and will welcome visitors. This is an opportunity for Mosier to become the model for those small communities in Eastern Oregon who are concerned about the viability of "urban" transportation concepts in a rural setting.

The small scale and proactive nature of the community also allow for innovative design solutions to common rural challenges like storm water management. For instance, pedestrian walkways could be separated by integral storm water management facilities such as landscaped detention/infiltration systems.

The City of Mosier engaged the PSU Masters of Urban and Regional Planning Team with the goal of exploring community-supported innovative street design concepts like Shared Street, Complete Mobility Streets, and Place-Making Streets. The team's final report, including detailed community-supported design concepts and cross sections, will serve to inform the Mosier TSP.

Vision 0 Goal: The Mosier City Council is interested in adopting policy language that embraces the Vision 0 concepts and that will identify projects that would help to meet that goal. During the first Slow Mo' community design workshop, many parents voiced their vision of a free-range kid community as opposed to what they fear Mosier has become: a free-range car community.

Because so much of the preliminary public outreach work has already been accomplished, innovative methods can be used to engage the community in meaningful ways, like setting up demonstration projects to test the success of proposed street designs. One example is to partner with the Mosier Community Schools on a Safe Routes to School project like a Walking School Bus day using hay bales and tape to mark a pedestrian separation from the street.

Mosier's main street, the HCRH, is a National Landmark. This means that there will be design restrictions but also opportunities to use the classic design elements of the Highway to enhance the aesthetic appeal and to showcase this national treasure to the advantage of downtown Mosier.

The City of Mosier proudly proclaims that it is "**Small Enough to Make a Difference.**" And indeed, this little town with its highly engaged community and strong leadership has always used innovative methods to strengthen infrastructure and enhance public life while remaining true to its historic nature. Mosier's TSP will be a model for small, rural towns ready to embrace community prosperity and revitalization.



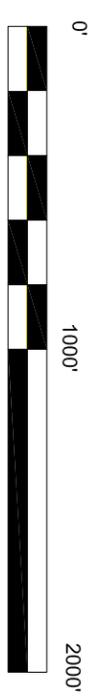
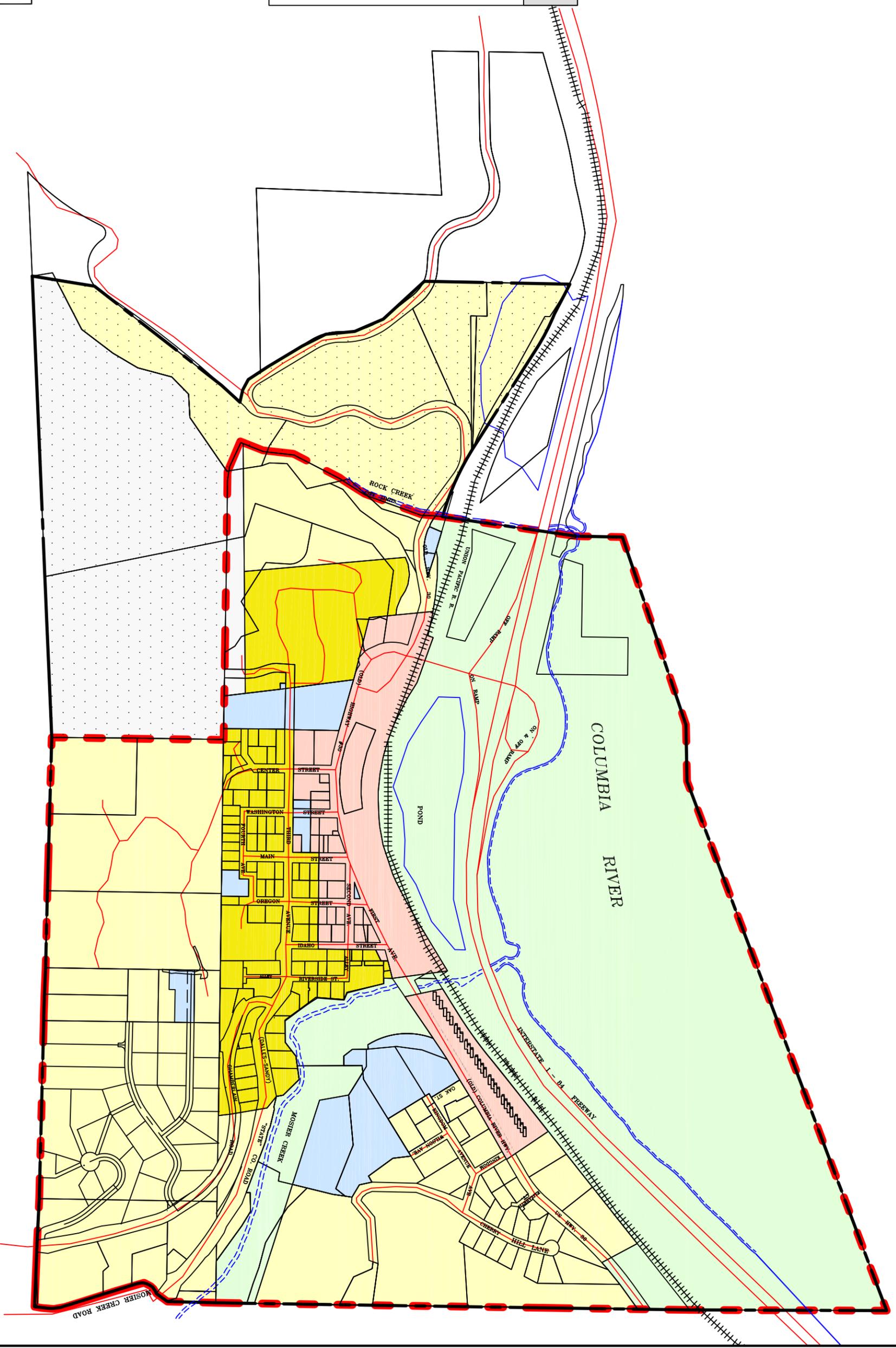
LEGEND

	COMMERCIAL
	R-5
	R-10
	OPEN SPACE
	INDUSTRIAL
	PUBLIC
	CITY LIMITS
	UGB
	RAILROAD
	STATE ROADS
	UGA

ZONING MAP

CITY OF MOSIER

Date: 2/17/09
File: MosierUrbanGrowth



SCALE IN FEET

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 11th day of June, 20 15, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

Kathleen Fitzpatrick

Signature

Printed Name: Kathy Fitzpatrick

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.



Racial and Ethnic Impact Statement Rationale

The proposed grant policies or programs could have a unique positive impact on the persons with disabilities and for our Mosier Hispanic population, many of whom are located in the Mosier Manor Mobile Home park west of town.

Currently there are no sidewalks downtown. Mosier's residents with disabilities and in wheelchairs are forced to navigate the road with cars traveling at 30 miles an hour.

The main ingress and egress of the most densely populated area of Mosier, the Mosier Manor/Mobile Home Park, is accessed from the very west end of Mosier's Highway 30 close to the I-84 overpass. No safe bike or pedestrian routes exist from this access to downtown, limiting safe travel to vehicles only. Mosier's Latino community is mostly concentrated in this Mobile Home Park and access issues in combination with cultural differences create an isolating effect for these residents.

The Slow Mo' Main Street Concept Plan solicited contributions from these groups. The Mosier TSP proposes special focus group meetings to allow these minority groups to participate fully in the Mosier TSP.

**BEFORE THE CITY COUNCIL
FOR THE CITY OF MOSIER, OREGON
RESOLUTION No. 2015-06**

**A RESOLUTION IN SUPPORT OF REQUESTING FUNDING THROUGH THE
TRANSPORTATION GROWTH MANAGEMENT PROGRAM TO DEVELOP A
TRANSPORTATION SYSTEM PLAN**

The Mosier City Council finds as follows:

WHEREAS, the Department of Land Conservation and Development and the Oregon Department of Transportation are jointly accepting applications for the Transportation and Growth Management Program; and

WHEREAS, the City Council of the City of Mosier desires to participate in this grant program to the greatest extent possible as a means of providing Transportation System Plan (TSP) Goals and Strategies to guide future street improvements that will provide safety and comfort for all locals and visitors, will highlight Mosier's unique assets and public spaces, will support economic vitality; and

WHEREAS, the City of Mosier has partnered with ODOT and the Historic Columbia River Highway Commission to enhance the historic and aesthetic nature of the Historic Columbia River Highway and to make it an even more attractive and comfortable road for all users; and

WHEREAS, the City of Mosier successfully applied for the Portland State University Masters of Urban and Regional Planning (MURP) Program and invested significant resources while working with the MURP team on the first stage of Transportation System Plan, including Public Outreach and Community Design Workshops; and

WHEREAS, the Mosier City Council has made a Transportation System Plan a priority in the Goal Setting Sessions of 2014 and 2015; and

WHEREAS, the Mosier City Council has budgeted available local matching funds to fulfill its share of obligation related to the grant application should the grant funds be awarded; and

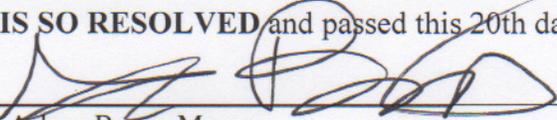
WHEREAS, the City of Mosier intends to seek agency and public participation and adopt a TSP should the grant funds be awarded; and

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

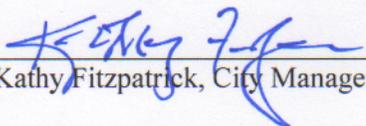
Section 1: The City Council demonstrates its support for the submittal of a grant application to ODOT and DLCD for development of a citywide Transportation System Plan.

Section 2: This Resolution shall be effective following its adoption by the Mosier City Council.

IT IS SO RESOLVED and passed this 20th day of May, 2015, by a majority of the Mosier City Council.


Arlene Burns, Mayor

Attest:


Kathy Fitzpatrick, City Manager