

# 2022 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2022 Application Packet](#) and [2022 Application Instructions](#) before filling out this grant application.

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

***Applications must be received by July 28, 2022 at 11:59 p.m. (PDT)***

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## Applicant information

**Instructions:** Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

### Primary applicant jurisdiction

City of Aurora, Oregon

### Mailing address

21420 Main Street, Aurora, Oregon 97002

### Website

<https://www.ci.aurora.or.us>

### Contact person name

Scott Whyte

### Contact person title

City Planner

### Contact phone

(503) 540-1623

### Contact email

[swhyte@mwvcog.org](mailto:swhyte@mwvcog.org)

### Would you like to receive TGM news and updates?

Yes

### Authorized representative name, if different from the applicant contact

### Authorized representative title

Phone

Email

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## List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?
Aurora Fire District	No

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## Project name and location

### Project title

City of Aurora TSP Refinement

*Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.*

### Option 1: Project area map

Figure 4-1 from Aurora TSP - Improvement Project Locations.pdf

### Option 2: Project area description

[ODOT Region Map](#)

### ODOT region (1-5)

Region 2

### Type of grant

Category 1: Transportation System Planning

### Summary description of project

The TSP refinement proposal seeks to evaluate a key city intersection to better understand recent issues affecting volume, capacity and vehicle movement. Expected outcome is a TSP amendment reflective of updated traffic counts and potential reprioritization of needed improvements. Scope of the TSP refinement also evaluates a section of Ehlen Road as a potential Emergency Truck Route. The Aurora TSP does not evaluate emergency preparedness and the TSP refinement proposal answers accordingly by evaluating roads for emergency evacuation and supply. Expected outcome is a TSP amendment that accommodates the needs of emergency service providers. The TSP refinement also reviews and updates policies that emphasize use of vehicle alternatives for reducing vehicle use and promoting community health. Expected outcome is a TSP amendment that updates policies emphasizing and encouraging active multi-modal transportation options.

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## Project cost table

<b>TGM funds requested</b>	<b>Consultant</b> \$95,000.00	<b>Local reimbursement</b>	<b>Total TGM funds requested</b> \$95,000.00
<b>Local match</b>			<b>Minimum Match (Calculated)</b> \$12,954.55
<b>Match to be provided</b>	<b>Labor, supplies and services during project</b> \$12,955.00	<b>Payment when Intergovernmental Agreement is signed</b>	

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## Certifications

### Certifications

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

#### Consultant name (first and last)

Scott Whyte, AICP

#### Consultant company

Mid-Willamette Valley Council of Governments

#### Certifications checkbox

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

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## Eligibility requirements

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

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

### 1. Clear transportation relationship

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

**Certification: Clear transportation relationship**

By checking this box, I certify that the project meets this eligibility criterion.

## 2. Adoption of products to meet project objectives

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

**Certification: Adoption of products to meet project objectives**

By checking this box, I certify that the project meets this eligibility criterion.

## 3. Support of local officials

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

**Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:**

Aurora City Council TSP Funding Letter of Support\_signed.pdf

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# Award criteria

## Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

Response instructions are on page 8 of the 2022 Application Instructions.

**Explain how your proposed project addresses a need and supports TGM objectives**

Aligned with objectives 1.1, 1.2., 1.3 and 1.4, the Aurora TSP refinement is to study trip generation and vehicle movement specific to the intersection Highway 99E / Ehlen Road. This intersection serves as a regional hub, linking two arterials that provide direct access to Interstate Highway 5 (I-5) and the developing employment centers of Canby, Woodburn, Wilsonville and Newberg in the vicinity. The study of trip generation and movement through this intersection is seen as an essential first step for considering necessary improvements and for ensuring these improvements are appropriately designed to accommodate local, regional, and state transportation needs.

Data from this study will help to understand the movement of goods and services, as objective 1.2 describes. Data from this study is also seen as a first step for creating a safe network of walking, biking, and public transportation opportunities in the immediate area, all to support a healthy and active lifestyle, as objective 1.4 describes. In part, the TSP refinement will reexamine the policies found in Goal 4 of Chapter 2 and policies in Chapters 3.3 and 3.4 (Pedestrian and Bicycle Circulation) and incorporate new policies adopted by the State of Oregon, via the ADA Transition Plan of 2017. Chapter 3.3 is to be updated accordingly and will account for ADA facilities slated for construction in 2022 along portions of Highway 99E.

Consistent with objectives 2.2, 2.3 and 2.4, the TSP refinement will ensure that future transportation improvements support the cultural, historic and aesthetic interests that are cherished by community residents, business owners and visitors. The intersection of Hwy. 99E / Ehlen Road is at the heart of Aurora's National Historic District. Located approximately 150 feet north of the intersection is the Old Aurora Colony Museum, a community focal point and featured visitor attraction. Immediately north of the intersection is Aurora Mills Architecture Salvage, one of the most frequently visited businesses in the city. And to the immediate west of the intersection are a group of popular antique stores along Main and Second Streets. Cultural events are held throughout the year and the need to address pedestrian and bicyclist safety is paramount.

Aurora has adopted several land use planning and design standards specific to this area. These standards reflect the social and cultural needs expressed by residents, business owners and visitors. The TSP of 2009 acknowledges how there are sidewalks in the vicinity of this intersection, but also explains how these sidewalks are narrow, discontinuous and in poor condition. Overall, there exists "undesirable pedestrian conditions" as the Pedestrian Element of the 2009 TSP describes. Specific to the intersection of Hwy. 99E / Ehlen Road, Table 3-4 of the 2009 Aurora TSP identifies a low priority level for future roadway system improvements and a need for considering impacts "to historical properties and the likely need for retaining walls." Consistent with objective 2.3, the TSP refinement proposal will broaden attention to create a safe and appealing physical environment, supportive of the social, cultural, and health needs of all the community residents.

In answer to objectives 3.1, 3.2 and 3.3, the TSP refinement will focus study to a key intersection that is vital for economic growth as desired in the region. Aurora is surrounded by the developing employment centers of Canby, Woodburn, Wilsonville and Newberg. As previously mentioned, the intersection of Hwy. 99E / Ehlen Road is a regional hub, linking two arterials that provide direct access to I-5. Also in the vicinity of this intersection are several properties within Aurora city limits zoned commercial and residential. Earlier this year, the city approved a multiple use building in proximity to this intersection. Also, pre-application meetings have been held for considering private sector development interest of vacant and partially vacant properties in proximity to the intersection.

In response to objectives 4.1 and 4.2, the TSP refinement seeks to study the function of existing facilities and does not seek to replace or relocate them. This saves costs and streamlines the process for subsequent construction of identified improvements.

In response to objective 5.1, the TSP refinement promotes environmental stewardship by examining multi-modal transportation options. Policies in Chapters 2, 3.3 and 3.4 will be revisited and new policies will be proposed, specific to transit and carpool options, along with policies that emphasize and encourage use of active transportation options. In part, these policies speak to promoting energy efficiency and the reduction of vehicle emissions that can impact air quality and climate conditions.

## **Criterion 2: Proposed project is timely and urgent (up to 25 points)**

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 10 of the 2022 Application Instructions.

**Explain how your proposed project is timely and urgent**

The City of Aurora observes the growth of residential and employment areas in surrounding communities, occurring over the past ten years (and anticipated growth) as primary factors that warrant immediate study of the Hwy. 99E / Ehlen Road intersection. Earlier this year, TGM program staff assessed the Aurora 2009 TSP. In part, this assessment accounts for interviews held with those who live and work in Aurora. These interviews convey the visual observation of increased vehicle trips that pass-through the city. Since adoption of the TSP in 2009, residents and business owners have witnessed noticeable changes in trip volume. Observations include longer vehicle wait times and queues occurring at the signal of Hwy. 99E / Ehlen Road during peak hours of the day. This simple visual observation has raised community awareness and concerns about the future of livability and transportation mobility throughout the city.

The core of concern is linked to existing and proposed vehicle trips caused by recent development in the City of Canby over the past ten years. In September of 2019, the City of Canby completed its Housing Needs Analysis (HNA) as required by ORS 197.296. In part, the Canby HNA examined commute trends specific to Canby and accounted for 4,724 people to be employed in Canby but live elsewhere. The HNA identified another 6,581 people who live in Canby but were employed elsewhere. According to the HNA, over 80% of workers living in Canby leave the city for work elsewhere and only 21% of workers live and work in Canby (Exhibit 29, Canby HNA of 2019). Highway 99E provides the most convenient and direct means of travel west and south of Canby. With this understanding, it is reasonable to assume that many of these commuters travel through the intersection of Highway 99E and Ehlen Road to arrive or leave the City of Canby during weekdays. As data from the Canby HNA of 2019 was not considered in 2009, the TSP refinement is therefore necessitated by changes that were not anticipated or known at the time.

In addition to existing trips identified through the HNA, Canby has recently approved several large industrial projects that are expected to generate additional trips to the region once complete. Canby South (a.k.a. the Amazon building) is a large industrial project slated to open in 2023 and employ more than 500 new employees. This project is also expected to bring significant truck traffic to the region as the proposed 517,00 square foot building is designed for storage and freight distribution. Also under construction in Canby is another 174,000 square foot building expected to accommodate American Steel. Additional industrial development in Canby Industrial Park is underway with a new beverage warehouse and distribution facility (Columbia Distributing) spanning 530,000 square feet floor space and two possible future expansion (112,000 square feet each). Traffic engineers of this project estimate the project will add 1,600 daily vehicle trips onto area roads.

Highway 99E through the City of Canby provides the most direct route to the I-5 interchange (west) and

completion of the I-5 Donald-Aurora Interchange (under construction) is expected to increase travel efficiency. For the reasons described above, the 2022 TSP assessment conducted by TGM staff acknowledge how evaluation of this intersection is a key issue to include in a TSP update. Funding provided by the TGM grant would study this intersection accordingly. Where the Aurora TSP does not evaluate emergency preparedness, the TSP refinement is to account for the needs of emergency service providers, including addition of maps that identify key routes to critical facilities.

### **Criterion 3: Proposed project approach supports policy decision (up to 20 points)**

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

Response instructions are on page 11 of the 2022 Application Instructions.

#### **Explain how your proposed project approach supports policy decision**

The TSP refinement, though limited in scope, will provide opportunities for public outreach and engagement. Platforms for public engagement will include updates to the Aurora website, use of social media and targeted outreach via email blasts. Progress on the refinement plan will be provided at regularly scheduled Planning Commission, Historic Review Board and City Council meetings. Community engagement for the TSP refinement is expected to be an equitable process, encouraging all residents (owner or renter) to participate. Similarly, the employers and employees of all businesses in the city are encouraged to participate. Outreach and administration of the TSP update will be the responsibility of city staff, working in concert with planning staff at the Mid-Willamette Valley Council of Governments (MWVCOG).

A qualified transportation planning and engineering firm /consultant will produce an early draft version of the TSP refinement plan. This document will be subject to at least one public workshop held before the Aurora Planning Commission. The workshop is expected to be conducted in an open-house style (non-hearing) format for soliciting feedback. The city will also encourage input from minority groups and disabled individuals. In part, the TSP refinement will explain how existing policies specific to Pedestrian and Bicycle Circulation (Goal 4 of Chapter 2) do not reflect pedestrian accessibility policies adopted by ODOT, via the State of Oregon ADA Transition Plan of 2017. Once ADA curb ramps to Highway 99E are completed, it will be important to know if these changes have improved accessibility. It will also be important to understand the barriers that remain for providing accessibility and mobility. Policies contained in Chapter 2 and Chapter 3.3 are expected to be updated accordingly, in response to this feedback.

A qualified transportation planning and engineering firm /consultant is also expected to prepare the more technical elements required when studying arterial-classed streets for performance. Data from the trip generation / movement study will be sent to ODOT and Marion County staff for comment. Maps and data related to emergency service, evacuation and supply routes will be sent to staff at the Aurora Fire District and the Oregon Department of Aviation for comment. Attached is a letter of support from Aurora Fire District. As explained earlier, the Aurora TSP does not evaluate emergency preparedness in the context of the city's transportation system. In part, the TSP refinement will include input as received from Aurora Fire District. The attached letter explains how Aurora Fire District is willing to participate in this part of the refinement plan. In addition to preparing maps that identify evacuation and supply routes, this part of the refinement plan will evaluate current routes to critical facilities that must remain operational in a state of emergency. Less than 15 miles north of the City of Aurora is the Aurora State Airport that regularly accommodates air ambulance activity. Aurora State Airport is a key ground base for Life Flight helicopters and for Columbia Helicopters that provide aerial firefighting services in the region.

After receiving feedback through informal means, a hearings-ready draft of the TSP refinement will be prepared and the city will solicit additional comments from ODOT, Marion County, Union Pacific Railroad, Aurora Fire District, the Department of Aviation, the City of Canby and other cities in the surrounding area. The formal hearing process will then commence and follow required legislative amendment procedures as described by state law.

### **Criterion 4: Proposed project has community support (up to 5 points)**

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

Response instructions are on page 13 of the 2022 Application Instructions.

**Upload letters of support from stakeholders here**  
Aurora Fire District Letter of support for Aurora TSP.pdf

### **Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)**

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 14 of the 2022Application Instructions.

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

The City of Aurora is ready and capable to initiate project work as described and feels very strongly that the time is right for initiating this TSP refinement proposal. The Aurora Planning Commission and City Council have shown strong commitment to previous TSP work and have voiced support of this application and past applications sought in TGM grant program funding. The City of Aurora has allocated funds for a potential TSP update in fiscal year (2022-2023) and continues to contract planning services through Mid-Willamette Valley Council of Governments (MWVCOG). If awarded the grant, MWVCOG is expected to lead the grant work via agreement between the City of Aurora, the selected transportation consultant and the TGM program.

**If applicable, list local jurisdiction’s TGM projects within last 10 years and their status**

**If applicable, list local jurisdiction’s TGM projects within last 10 years and their status**

<b>TGM File Code</b>	<b>Project Title</b>	<b>Status</b>

## **Required forms**



**Title VI: Racial & Ethnic Impact Statement form**  
Racial-Ethnic-Impact-Statement - City of Aurora.pdf

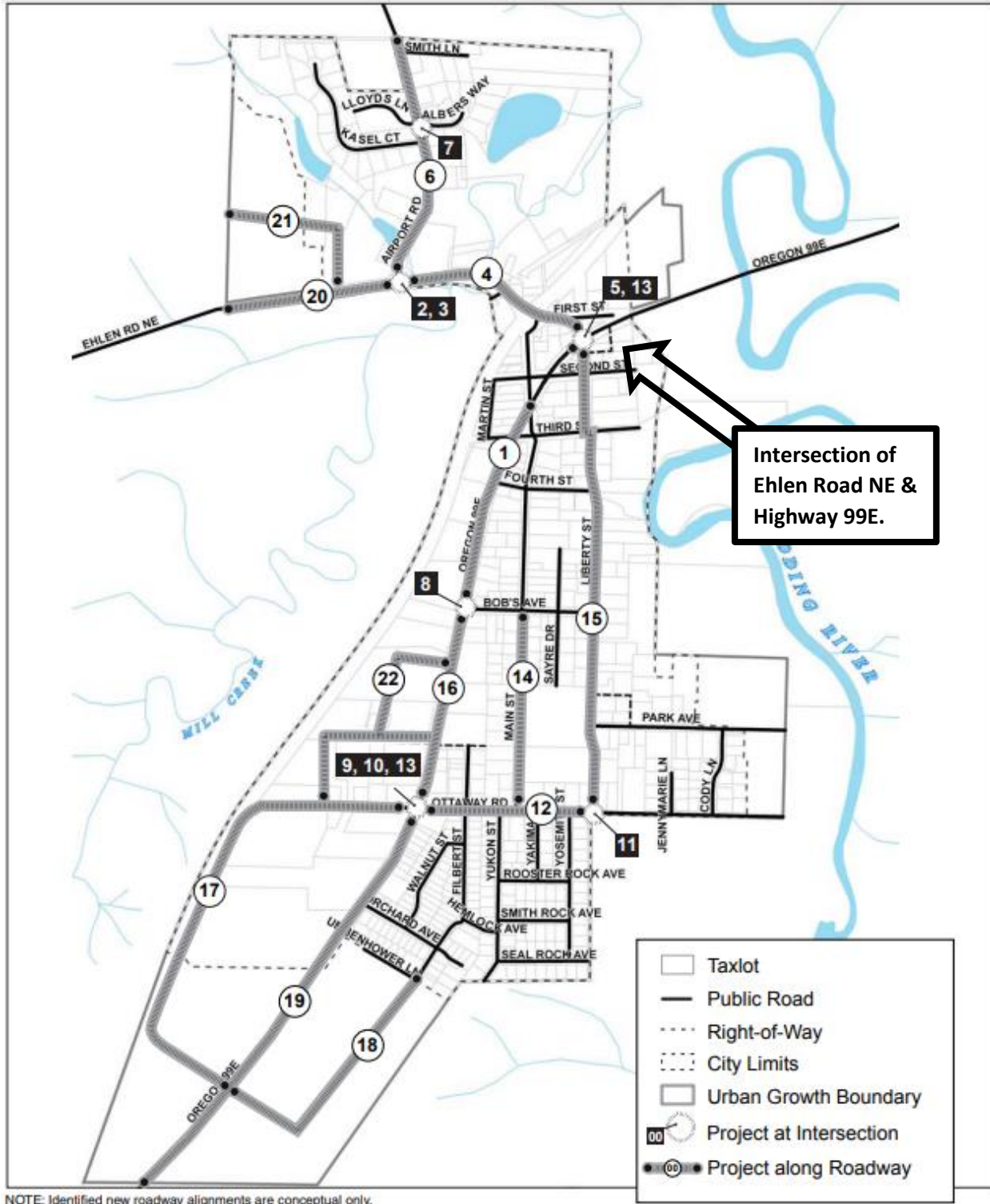
[Download the Racial & Ethnic Impact Statement form here](#)

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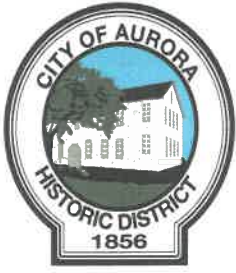
**Today's date**  
7/28/2022

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

Rachael Levasseur  
Planning Section Web Coordinator  
[Rachael.LEVASSEUR@odot.oregon.gov](mailto:Rachael.LEVASSEUR@odot.oregon.gov)



**Figure 4-1**  
**Transportation System**  
**Improvement Projects**  
 City of Aurora, Oregon



# City of Aurora

FOUNDED IN 1856  
"National Historic Site"

March 8, 2022

To Whom It May Concern:

At the March 1<sup>st</sup> Planning Commission meeting and the March 8<sup>th</sup>, 2022 City Council meeting, the Aurora City Council directed the Mayor to sign a letter of support for a TGM funded update to priority concern areas for the 2009 Aurora Transportation System Plan (TSP) to include but not limited to:

- Updated traffic counts for all Ehlen Road and Highway 99E intersections in the City of Aurora to be added into the updated Aurora TSP, with the highest priority placed on the Ehlen Road intersection with Highway 99E.

As Marion County and ODOT work to make significant and needed safety improvements to the Aurora-Donald interchange with Interstate 5, the City wishes to identify proactive safety and traffic count improvements to this vital intersection to ensure we are part of a more wholistic solution to significant traffic increases within our region.

- Ehlen Road west of Interstate 5 is already identified as a Designated Emergency Truck Route. With increased traffic and population increases in Aurora and our surrounding communities, we believe the designation of additional Emergency Truck Routes may be warranted and these studies be completed as soon as possible.
- The City of Aurora has continued to work to preserve the function, capacity, level of service, and safety of our transportation networks (Goal 1) and the City wishes to provide and encourage a safe, convenient, and economic transportation system (Goal 5); the City also wishes to evaluate and assess transportation related changes and impacts within the region and our community to support a balanced, interconnected and safe transportation system that provides a variety of transportation options and supports land uses. As such, an updated look at transportation alternatives and increased multi-modal options within our community in order to reduce vehicle miles traveled and offer equitable transportation alternatives to our diverse community is a necessity.

Thank you for your time and consideration of this important matter.

Brian Asher, Mayor

A handwritten signature in black ink, appearing to read "Brian Asher".



## AURORA RURAL FIRE DISTRICT

21390 Main Street NE · Aurora OR 97002  
Station 503.678.5966 · Fax 503.678.1344

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July 27, 2022

To Whom It May Concern:

This is a letter of support in response to a grant application sought by the City of Aurora through the Transportation Growth Management (TGM) program. We understand that if the city is awarded a grant through this program, funds (in part) will be allocated to recognize emergency evacuation and supply routes within the fire district, in and near the City of Aurora, as part of their Transportation System Plan (TSP) update.

We believe this proposal to be in the interest of providing a collaborative and coordinated approach for addressing community emergency management needs. The Aurora Fire District is prepared to review maps and materials produced in this endeavor and that a consultant (TBD) will consult the district accordingly.

We are excited to endorse and support this endeavor for the City of Aurora.

Sincerely,

A handwritten signature in blue ink that reads 'Joshua L. Williams'. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Joshua L. Williams

## RACIAL AND ETHNIC IMPACT STATEMENT

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

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

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

Indicate all that apply:

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

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

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

**If you checked numbers 1 or 2 above**, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

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

**Dated:**

Printed Name:

Title:

Agency Name:

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<sup>1</sup> “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.