

2021 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2021 Application Packet](#) and [2021 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 30, 2021 at 11:59 p.m. (PDT)

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 Turner

Mailing address

5255 Chicago St, City of Turner, Oregon 97392

Website

<http://cityofturner.org>

Contact person name

david sawyer

Contact person title

city administrator

Contact phone

(503) 743-2155

Contact email

manager@cityofturner.org

Would you like to receive TGM news and updates?

I am already subscribed

Authorized representative name, if different from the applicant contact

Authorized representative title

Phone

Email

List other participating local jurisdictions (if any)

Participating local jurisdiction

Providing match?

Project name and location

Project title

Turner TSP Update

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

Turner Zoning--2020.pdf

Option 2: Project area description

TSP Update will cover complete jurisdictional area of city limits, 1.5 square miles

ODOT region (1-5)

Region 2

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

As a satellite community of Salem, Oregon, the City of Turner, population 2500, is undergoing a major transition. Residential and commercial growth has been substantial, and key public agency partners are engaged in growth related considerations for their own facilities. With an urban growth boundary expansion application pending, a TSP update will ensure:

- Growth related impacts have a comprehensive planning strategy to guide successful development and management of the transportation system;
 - Marion County and Turner road changes become standardized and coordinated, creating public expenditure efficiencies and a more seamless road system;
 - Multi-modal transit opportunities are upgraded, benefiting commercial access, community mobility and climate change;
 - Critical planning support is provided for funding opportunities that would support larger system upgrades;
 - Provide a professionally led conversation on transportation and growth for both community members and the city council
-

Project cost table

TGM funds requested	Consultant \$147,000.00	Local reimbursement \$25,000.00	Total TGM funds requested \$172,000.00
Local match			Minimum Match (Calculated) \$23,454.55
Match to be provided	Labor, supplies and services during project \$10,000.00	Payment when Intergovernmental Agreement is signed \$15,000.00	

Certifications

Certifications

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

Consultant name (first and last)

reah flisakowski

Consultant company

dks associates

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.

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:

signed res..pdf

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 2021 Application Instructions.

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

PURPOSE: Turner needs a modern TSP to serve expected growth, support community goals and address needs for travel options, equity and climate change. This will require a complete replacement of the 1999 TSP. The new TSP will be compliant with state and regional planning regulations and procedures.

ISSUES: There are several critical issues that will be addressed in a new TSP:

Future Growth - The current TSP is over 20 years old and based on 2020 planning horizon year that was surpassed last year. The City is expected to continue to grow steadily over the next 20 years. To address a

buildable land shortage, an UGB expansion is currently in progress and anticipated to be approved in October 2021.

Turner Road Improvements – There is no clear direction for future improvements on Turner Road. Development is pushing the need to coordinate frontage and access management improvements with conflicting city and county design standards and policies.

Safety and Multimodal Improvements – The current TSP was developed with outdated planning guidelines that focused more on driving needs than providing a safe, functional and well-connected system for all users.

Community Goals – The current TSP is based on outdated and limited community outreach. The TSP will include a robust and inclusive public engagement process to discuss community goals and policies to guide plan recommendations and priorities.

Development Code Refresh – Updated standards are needed for facility cross-sections, access spacing and traffic operations. Clear direction is needed on how to address conflicts between City and County policies.

Joint City-County Planning Process – With a complex pattern of jurisdictional authority, coupled with federal stormwater permit management, there is need for the City and Marion County to adopt a memorandum of understanding to guide transportation planning decisions and outline a coherent right-of-way process that can be integrated into an updated TSP.

LOCAL OBJECTIVES: The TSP will achieve several key local objectives.

- Project list promoting multimodal transportation options to support the growing community with a balanced and interconnected system necessary for mobility, equity, safety and economic growth
- Turner Road analysis providing multimodal cross-section and access management concept following a new joint City-County right-of-way decision process
- TSP and development code compliant with state and regional planning requirements, incorporating new elements and standards to support community goals

SUPPORTED TGM OBJECTIVES: The local objectives for the TSP Update will support the identified TGM Program goals as shown below.

Provide Transportation Choices – Although Turner is relatively compact and flat, the primary mode of transportation is driving. Many streets lack sidewalks, pedestrian crossings, bicycle facilities and street lighting. The TSP will conduct a public engagement process to explore specific needs for walking, biking, trail and transit projects with a funding strategy for clear implementation. A Safe Routes to School Plan will be developed for Turner Elementary School to support the development of TSP projects.

Create Communities – Substantial pedestrian and bicycle infrastructure is needed to create well-connected communities and increase safety for all users. The TSP will conduct a system evaluation to identify missing key links needed to connect neighborhoods to activity centers such as schools, parks, and services. Adding these facilities will alleviate the need to use vehicles for local trips with benefits to community livability, health, traffic levels and environment.

Support Economic Vitality and Growth – Turner has been growing steadily for the last 20 years and is expected to continue, especially with the pending UGB expansion. The TSP will develop a 20-year reasonably funded project list to ensure economic development is supported. The TSP will include facilities to provide access to industrial and commercial properties to create efficient freight routes. The TSP will create a concept for Turner Road to allow developers to move forward with clear and coordinated frontage improvement requirements.

Save Public and Private Costs – The 1999 TSP no longer provides meaningful direction towards infrastructure investments. Without a new TSP, both public and private funds spent on improvements lack a comprehensive long-term evaluation of needs and priorities. New roadway design standards will be developed with a focus on what is feasible and affordable for future roadway investments.

Promote Environmental Stewardship – The TSP will significantly increase travel options and reduce environmental impacts related to motor vehicles emissions. There is opportunity to jointly manage City and County transportation and stormwater facilities through new development standards. The current roadway standards will be updated to include potential green street elements for improved stormwater management.

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 2021 Application Instructions.

Explain how your proposed project is timely and urgent

There are several issues driving the urgent need for a new Turner TSP.

Outdated 2020 TSP Horizon Year – An update to the 1999 TSP is needed to address growth over the last 20 years and the next 20 years. City has completed all high priority projects and over half of the medium priority projects. Turner grew from 1,200 residents in 2000 to approximately 2,240 residents in 2020 (80% increase). The SKATS regional models show continued growth, 636 new households (78% growth) and 316 new employees (57% growth) through 2043. The pending UGB expansion is anticipated to add approximately 70 acres to accommodate over 300 new houses. The TSP will be extended to a 2045 planning horizon to ensure future needs are met.

Development Activity – In past three years, the city has increased almost 30% in size due to residential growth. City staff has recently engaged with dozens of local property owners interested in development, including:

- significant additions to Turner Elementary School in the center of downtown
- possible relocation and a \$20 million redevelopment project by Turner retirement homes, high-end care facility
- development of a medical clinic campus in conjunction with Santiam Hospital
- redevelopment of the two-acre Turner lumber storage site in the middle of downtown (This project is included in regional solutions project lists.)
- redevelopment of the half-acre Ball Brothers complex with 13,000 square-feet of retail space. (This project has two separate state grants and one county level grant.)
- redevelopment of the Turner Fire District facility, removing buildings from the floodplain and redesigning to interface with Turner Road

The TSP will provide City staff guidance to ensure new development is accounted for in the long-range plan and transportation projects, priorities and standards have been established.

Residential UGB Expansion – City recently conducted a buildable lands analysis, housing needs analysis and, in June, gave official notice to DLCD of its pending UGB expansion application. With these significant planning efforts completed by the end of 2021, the City will be well positioned to update their TSP with this new growth and plan network needs within the UGB expansion area.

Turner Road Improvements – The TSP does not provide clear direction for improvements to Turner Road through the downtown area. This has become a pressing issue for City staff due to recent development applications. Turner Road changes jurisdiction between City and County five times. It is challenging to condition the appropriate frontage improvements when jurisdictions have competing standards. The TSP will develop a design concept that serves future multimodal and stormwater corridor needs and provides

clear implementation.

Modern TSP Elements – The TSP will be developed with an equity focused public involvement plan to ensure to goals and needs of identified under-represented and economically disadvantaged populations are heard and incorporated into the TSP. Traditional performance measures will be expanded to include equity and greenhouse gas emission reduction to evaluate and prioritize TSP solutions.

Missed Funding Opportunities – The outdated TSP limits the City's ability to receive and compete for project funds from ODOT and the Salem regional MPO. A new TSP project list will provide revisions to Turner's Street System Development Charges and ensure new development contributes toward their share of transportation impacts.

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 2021 Application Instructions.

Explain how your proposed project approach supports policy decision

The project approach will achieve local and TGM objectives described under Award Criterion 1. The approach is focused on transportation choices, economic growth and increased funding opportunities. The approach will follow ODOT TSP Guidelines to provide clear direction for critical TSP elements and adoption.

The City will work closely with a selected Consultant to complete the TSP efficiently and within the planned schedule. The City will manage the project and provide local knowledge, available data, public engagement support, review all deliverables and lead public hearings. The Consultant will provide data collection, technical analysis, recommendations, lead public engagement and create the TSP document.

Budget – Project cost estimate is \$172,000.

Estimated Timeline – The expected project schedule is 18 months from kick-off to adoption. The timeline estimate will require coordination between the City and Consultant along with a well-planned public engagement process.

Tasks and Deliverables – The following TSP approach outlines the tasks, cost and schedule with deliverables.

Task 1: Project Committees and Public Engagement (\$12,000, 1 month)

- Establish project advisory committee with agency staff and diverse community members: representatives include ODOT, DLCD, MWVCOG, Marion County, Cherriots, emergency services, Cascade School District, business owners and community leaders
- Develop public engagement plan, strategies include project website, online and in-person open houses, presentations at community events and City Council workshops, inclusion with residents near 5th Street corridor and other identified under-represented and economically disadvantaged populations

Task 2: Project Framework (\$10,000, 2 months)

- Conduct regulatory review of applicable documents – such as Turner Comprehensive Plan, Turner Development Code, Regional Transportation Plan and various state plans
- Review relevant transportation plans for projects, programs and funding
- Prepare goals, objectives, evaluation criteria and performance measures (including equity and climate) to screen and prioritize TSP solutions
- Conduct funding forecast to set reasonable expectations for implementation of TSP solutions

Task 3: Existing Conditions (\$22,000, 3 months)

- Collect multimodal counts and collision data to support analysis
- Inventory system conditions and prepare detailed GIS maps – walking, biking, driving, transit, freight, safety, functional classification

- Evaluate existing traffic performance for key intersections and corridors
 - Summarize existing operations, connectivity and safety needs and deficiencies for all users
 - TSP Engagement #1 – Conduct meetings to confirm existing community needs
- Task 4: Future Conditions (\$28,000, 3 months)
- Coordinate with SKATS to ensure UGB expansion land use is included in the travel demand model
 - Evaluate future traffic and system performance for key intersections and corridors
 - Summarize future operation, network and safety needs and deficiencies for all users
- Task 5: Solution Development & Evaluation (\$48,000, 4 months)
- Develop potential multimodal TSP solutions to address needs and deficiencies
 - Develop Turner Road concept plan, including Delaney Road/Turner Road/3rd Street intersection, to inform pending regional improvement project
 - Prepare a Safe Routes to School Plan for Turner Elementary School
 - Develop standards for street cross-sections, access spacing, traffic calming and multimodal toolbox
 - Apply evaluation criteria and performance measures to potential solutions to confirm goals are met and establish priorities (low, medium, high)
 - Prepare GIS maps for future solutions - walking, biking, driving, transit, freight, safety, functional classification
 - Provide Development Code updates to implement TSP
 - Develop a joint City-County planning process to support TSP implementation
 - TSP Engagement #2 - Conduct meetings to confirm future needs and discuss potential TSP solutions
- Task 6: Funding Program (\$14,000, 2 months)
- Develop planning level cost estimates
 - Use funding forecast to determine reasonably funded project list
 - TSP Engagement #4 - Conduct meetings with public and advisory committees to confirm TSP solutions with community priorities
- Task 7: TSP Documentation and Adoption (\$38,000, 3 months)
- Create Draft TSP incorporating recommendations from prior tasks
 - TSP Engagement #5 - Conduct meetings to present Draft TSP
 - Present Draft TSP at Planning Commission and City Council hearings

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 2021 Application Instructions.

Upload letters of support from stakeholders here
Support Letters.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 2021 Application Instructions.

Explain how proposed project sponsor is ready and capable

Turner has both the internal and contract resources available and ready to implement the proposed project

in a timely manner. The city has a long history of successful grant implementation. This includes current grants from federal, state and local sources, totaling \$1,160,000.

Resources that the City has available to manage the project include:

- The Finance Director with significant experience managing complex funding programs, including 10 years managing a hospital.
- The City Administrator with 20 years of experience in project and grant management, including a 2008 TGM grant.
- AKS Engineering, a full-service contract company that can provide support in multiple topic areas.
- Morgan CPS Land Use services to provide land use interface context.
- GIS and mapping services through MWVCOG for analysis and graphic presentation.
- Advice and support from SKATS MPO staff and member organizations.

In addition, in preparation of the public participation process, we have assured that key transportation relationships are available to support this project, to make it more comprehensive, locally developed and operationally pertinent. This includes participation from:

- Cascade School District, owner of an expanding elementary school in the city limits.
- Turner Retirement Homes, the single largest landowner in the community.
- Turner Rural Fire District, whose main station is in Turner will be a significant redevelopment project
- Marion County Public Works, who acts as the road authority for key arterials within the corporate city limits.
- Salem-Keizer Transportation MPO

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

TGM File Code	Project Title	Status

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement.pdf

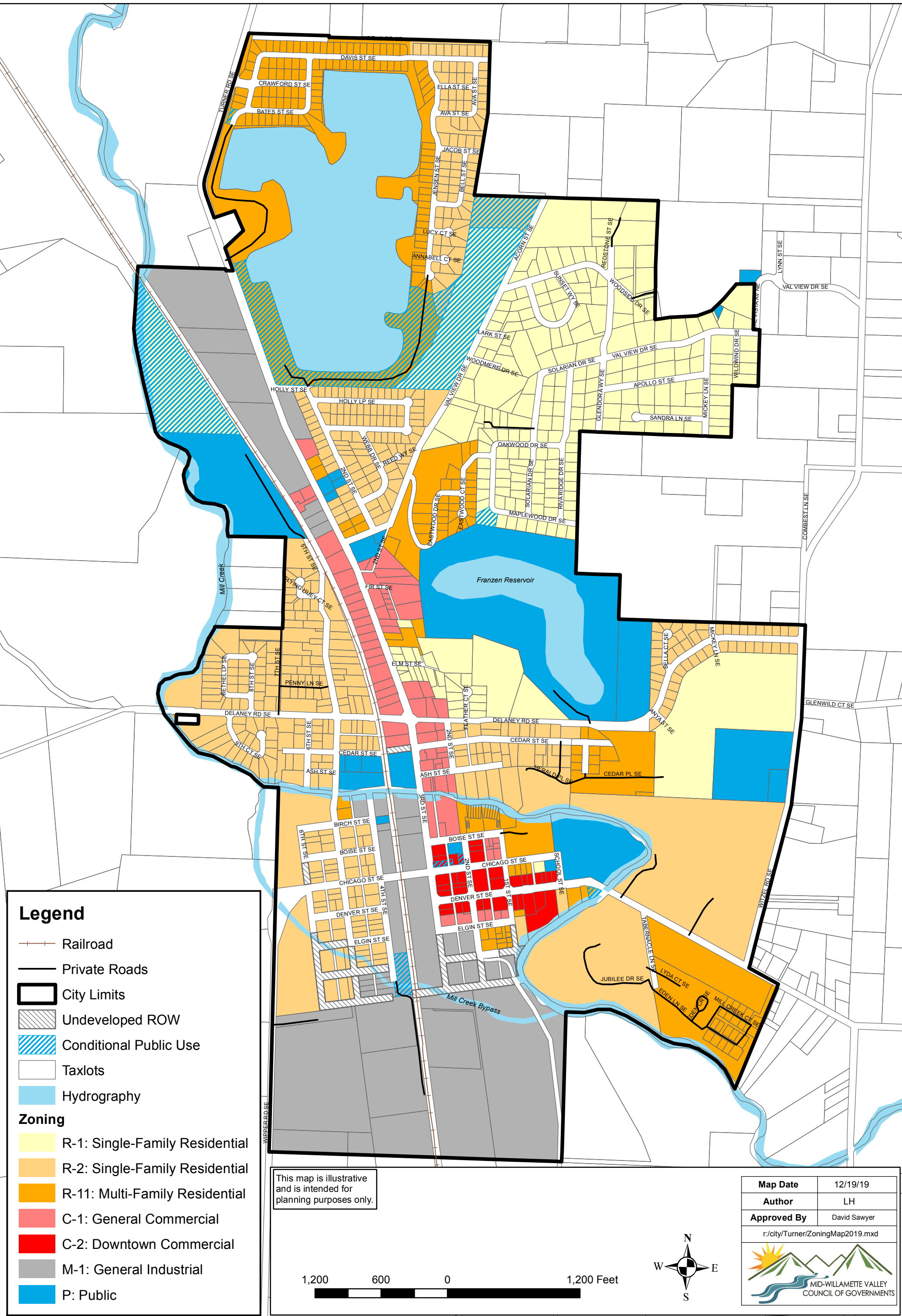
[Download the Racial & Ethnic Impact Statement form here](#)

Today's date
7/30/2021

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

Rachael Levasseur

City of Turner Zoning and Comprehensive Plan Designations, 2020



**CITY OF TURNER, OREGON
RESOLUTION NO. 21-09**

**A RESOLUTION AUTHORIZING SUPPORT OF A TRANSPORTATION GRANT
APPLICATION**

WHEREAS, the City of Turner approved its first transportation system plan in 1999 and it has not been updated since; and,

WHEREAS, the City is growing substantially, 15% per year, traffic volumes have increased almost exponentially, and a wide range of planned and suggested projects will have significant transportation impacts; and,

WHEREAS, the City and Marion County share jurisdictional responsibility for the many arterials in the community where much of this impact has been occurring;

WHEREAS, the City needs a comprehensive re-assessment of its transportation plan, as well as a focused assessment of high traffic corridor impacts, in order to move forward with planned development;

NOW THEREFORE, BE IT RESOLVED that the City Council hereby authorizes and supports the application for a Transportation Growth Management Grant. It also commits to the required minimum match of 12.5%.

ADOPTED by the Common Council, City of Turner, this 22nd day of July, 2021.

Approved: 
Steve Horning, Mayor

Attested: 
David Sawyer, City Administrator



100 HIGH STREET S.E., Suite 200 | SALEM, OREGON 97301 | www.mwvcog.org

T: 503.588.6177 | F: 503-588-6094 | E: mwvcog@mwvcog.org

An equal opportunity lender, provider, and employer

July 28, 2020

David Helton
ODOT Region 2
Transportation and Growth Management Program Lead Grant Manager
2080 Laura Street
Springfield, OR 97477

Dear Mr. Helton:

It is with enthusiasm I write to express our support for the city of Turner's grant application to fund an update of their Transportation System Plan. The city of Turner is part of the Salem-Keizer Metropolitan Planning Area and the mayor of Turner is on the Policy Committee of the Salem-Keizer Area Transportation Study (SKATS). As part of the Salem-Keizer area, the city's continued growth impacts overall traffic in the SKATS area.

SKATS has provided federal funds (with matching funds from Turner and Marion County) for two major projects in Turner since it was added to SKATS in 2003. These projects have improved safety in Turner, as well as provided better streets for walking and biking in the city.

It has been over 20 years since Turner's TSP was adopted and the TSP has never been updated. Over those 20 years, Turner has grown considerably and is starting to develop a commercial district that will serve its residents, with the benefit of reducing trips from Turner into Salem and thereby reducing greenhouse gas emissions.

To assist the city of Turner and the SKATS MPO determine what future transportation projects are needed in Turner, it is necessary for Turner to update its TSP. With an update to its TSP, the city and its residents and businesses can plan the city's transportation needs for the next 20 years of anticipated growth in a manner that balances transportation modes and safety.

Sincerely,

Michael Jaffe
MWCOG Transportation Director

H:\transport\TGM\Turner TGM-TSP Letter 07 28 20.docx

City of Turner Urban Renewal Agency



July 28, 2020

TO: TGM Grant Application Review Members

FROM: Steve Horning, Chair, Turner Urban Renewal Agency

RE: TGM Grant Application

Only months after the 2009 downtown improvement plan was adopted, Lehman Brothers went bankrupt and the country fell into a massive economic recession. At its best, Turner's marginal downtown was then hit hard, as multiple businesses failed and more buildings became vacant. It was not until 2015 and the return to residential home construction that the city's downtown began to exhibit life and a future.

Since then, the smaller scale improvements anticipated in the 2009 TGM plan, have been eclipsed by major redevelopment projects and exciting conversations about the future. These include:

- The purchase by the City of the central historic building in the community, the Ball Brothers service station, a \$150,000 environmental restoration, and a now planned for sale for the redevelopment of the 13,000 ft.² of retail space, doubling the amount of retail space in the entire city.
- The development and continued success of multiple restaurants, drawing in valley residents and creating substantial traffic and parking impacts
- The establishment of the downtown urban renewal district, bringing \$5 million into play for future business and infrastructure development

Alongside these successes are the following, current active conversations:

- The proposed redevelopment of the Turner Retirement Homes, high-end care nursing facility
- Potential expansion and redesign of the Turner Elementary School site
- Siting and development of a medical clinic in conjunction with Santiam Hospital

In order to appropriately evaluate and guide these development initiatives, the City needs to have a coordinated plan for all dimensions of transportation infrastructure. This plan also needs to have a clear process for partnering with Marion County Public Works to facilitate the development process.

This grant, providing a comprehensive context for citywide transportation planning, but more critically, truly focused attention on a variety of urgent development goals, will be a valuable facilitator in support of a reborn, vibrant downtown for the city of Turner.

Steve Horning, Chair

BOARD OF DIRECTORS

Claude Kennedy
Ed Humber
D. Craig Anderson
Gene Schaefer
Chuck Roberts



FIRE CHIEF
Jon D. Remy Jr.

July 27, 2020

All Concerned,

It is probably obvious that the Turner Fire District has 2 primary concerns when it comes to the transportation infrastructure in our community.

First, we rely upon this system to move our volunteer firefighters quickly and safely to the station each time there is an alarm. More than 1000 times each year, we ask volunteers to leave their homes and jobs and to drive quickly to Station 950 where they staff emergency vehicles. Then we ask them to maneuver large trucks quickly over sometimes poorly designed and ever-more crowded roads as they attempt to mitigate disasters. Truly, there is a perfect correlation between the effectiveness of our transportation infrastructure and the effectiveness of our fire district. It is not dramatic to say that lives are saved and lost by the effectiveness of the system.

Our second primary concern is the safety not of our firefighters, but of our customers. Over the years, several of our most dangerous roads and intersections have been improved. We are thankful for the improvements and the increased safety they bring. At the same time, there remain incomplete critical improvements that will be both necessary and expensive. These improvements require, and our taxpayers deserve, careful planning before the large investments occur.

One such investment will be the construction of a new fire station capable of meeting the needs of our growing community. The TFD looks forward to continuing our long partnership with our community and that means we are ready to cooperate with the City of Turner as they create and implement infrastructure plans that anticipate future public safety needs and the expectations of a growing community.

Our support for the City's application is strong and complete and unwavering. We look forward to doing our part. We appreciate your very careful consideration in this matter.

Gratitude,

A handwritten signature in black ink, reading "Jon D. Remy Jr.", written in a cursive style.

Jon Remy
Fire Chief



Marion County

OREGON

PUBLIC WORKS
LAND DEVELOPMENT ENGINEERING AND PERMITS

(503) 588-5036

MEMORANDUM

**BOARD OF
COMMISSIONERS**

Colm Willis
Sam Brentano
Kevin Cameron

DIRECTOR

Brian Nicholas, P.E.

ADMINISTRATION

**BUILDING
INSPECTION**

**EMERGENCY
MANAGEMENT**

ENGINEERING

**ENVIRONMENTAL
SERVICES**

OPERATIONS

PARKS

PLANNING

SURVEY

July 22, 2020

TO: David Sawyer, City Administrator
City of Turner

FROM: Daniel Danicic, PE
Marion County Public Works Dept.

RE: TGM Grant Support

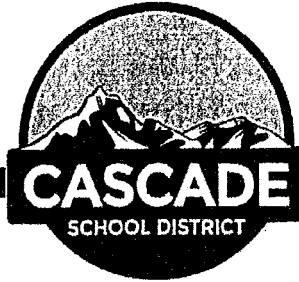
Mr. Sawyer,

We understand that the City of Turner plans to submit for a Transportation Growth Management (TGM) Grant to update your city's Transportation System Plan (TSP). Some of the major roads through your community fall under county jurisdiction. It will be very valuable for us to be a part of your update process.

We enthusiastically support your TGM application and will commit staff resources and expertise to assist you through the TSP update process.

We look forward to a collaborative process.

Daniel Danicic, PE
LDEP Manager
Marion County Public Works, Oregon



Turner Elementary
PO Box 129, Turner, OR 97392
PH 503.749.8060 • FAX 503.749.8069

To: TGM Grant Committee
From: Dan Petersen, Turner Elementary School Principal
RE: Grant Application
Date: July 23, 2020

Dear Grant Committee,

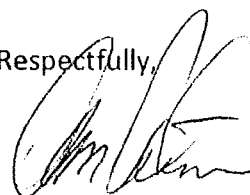
Turner Elementary School resides directly adjacent to a main transportation arterial inside the City of Turner. In addition, it uses two local streets in the management of its student and faculty population.

As the school grows, and significantly draws in students from outlying school districts which require parents to drive to the school, transportation related impacts continue to increase. This isn't just buses; this isn't just cars. This includes pedestrians and bikers, and the large number of parents that are then dropping off students in the school zones.

As part of our efforts to work on these transportation issues, two applications by the City of Turner for a Small City Allotment grant and a Safe Routes to Schools grant were unfortunately denied.

We strongly support this TGM grant application. As Cascade School District moves forward with its own growth related capital infrastructure planning, it is timely to join with the City of Turner by looking comprehensively at how developments at the school will impact the city's long-term transportation strategy.

Feel free to contact me with any additional questions.

Respectfully,


Dan Petersen
Cascade School District

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	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:

¹ “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.