

# 2020 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2020 application packet](#) before filling out this grant application.

The [application packet](#), additional resources, and examples of successful applications can be found on the [TGM planning grants page](#).

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

***Applications must be received by July 31, 2020 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. The authorized representative is someone who is authorized to make decisions and sign a funding agreement with ODOT should your project be chosen for funding.

### Primary applicant jurisdiction

City of Aurora

### Mailing address

21420 Main Street NE, Aurora, Oregon 97002

### Website

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

### Contact person name

Scott Jorgensen

### Contact person title

City Recorder

### Contact phone

(503) 678-1283

### Contact email

[recorder@ci.aurora.or.us](mailto:recorder@ci.aurora.or.us)

### 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)**

**List other participating local jurisdictions (if any)**

**Participating local jurisdiction**

**Providing match?**

---

## **Project name and location**

**Project title**

Aurora 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**

AuroraCompPlan2019.pdf

**Option 2: Project area description**

**ODOT region (1-5)**

Region 2

[ODOT Region Map](#)

**Type of grant**

Category 1: Transportation System Planning

**Summary description of project**

Update to the previously adopted 2009 Transportation System Plan to account for tremendous growth and improvements seen within the region since the last TSP adoption and to help the community work with their regional partners to plan for, update, and implement amended transportation needs, options and alternatives to serve the region and community needs.

---

## **Project cost table**

<b>TGM funds requested</b>	<b>Consultant</b> \$120,000.00	<b>Local reimbursement</b> \$0.00	<b>Total TGM funds requested</b> \$120,000.00
<b>Local match</b>			<b>12% minimum (calculated)</b> \$16,363.64
<b>Match to be provided</b>	<b>Labor, supplies and services during project</b> \$16,500.00	<b>Payment when Intergovernmental Agreement is signed</b>	

---

## Certifications

### Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions

### 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:**

2020 CC resolution supporting 2020 TGM application.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.

[Application instructions and example responses can be found here.](#)

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

The City seeks ODOT assistance in updating our 2009 Transportation System Plan (TSP) as, in its current form, it cannot meet the multi-modal transportation challenges we now face. Simply, we need to update our 2009 plan to help address significant changes over the last 11 years brought by population growth, residential & industrial development, and transportation changes made outside our city limits which bear on traffic and safety within the City of Aurora.

The City of Aurora has long benefited from its location. Close to I-5 with access north and south, equidistant from Salem and Portland and located in rural Marion County. That benefit, though, has begun to place a significant transportation burden on the City.

From the right height, one can see increased traffic flow from the west, the result of the Newberg Bypass and the proposed improvements to the I-5 interchange in Donald, from the northwest drawn by the

continued expansion of the Aurora Airport, an active facility near but not in the City, and from the north where a new, giant distribution center that will add to the level and mix of traffic that will be able to move faster on 99E once the planned roadway improvements are completed. All of it intersects, heavily, steadily and increasingly, at the corners of Liberty Street, Ehlen Road and 99E in the heart of the City of Aurora.

But the pressure on the City is not just from external forces. In the time since our TSP was approved, Aurora has seen steady population growth and, because of its location, expansion of its industrial facilities. Right now, alone, there are nine projects in various levels of completion that will add significantly to demand.

Consider these factors:

- The City of Aurora is bifurcated by 99E. Most of its commercial interests are to the west, its residential core to the east. For pedestrians, crossing the state highway has become increasingly important and dangerous. We need to design improved safety into our crossings.
- A current project adjacent to the Aurora Airport is proposing 123,000 square feet of office space and 158,000 square feet of hangar and aircraft maintenance space. The traffic associated with such facilities will add a significant load to Airport Road thus generating the need for improvements.
- The City has placed an increased focus on curbs and sidewalks where appropriate. As a rural community, the need is not universal. But where it is, we have been pushing harder to get them installed. An updated transportation system plan with our focus on pedestrians will be an effective element of these negotiations.
- The growing link, for services and recreation, to Hubbard to the south and Canby to the north has made transit options more desirable. Canby Area Transit connects all three cities and beyond. There are four stops in Aurora. We need to create safer, more visible stops to deliver for current riders and create awareness among new ones.
- The City has made some right-of-way accommodations for bicycles, but we need to design a plan to do more. Beyond plans for on-the-road repair hubs and an annual bicycle race to raise awareness, there is more than can be done, a plan that will be aided by the grant.
- Recent approval of the Canby Industrial Park and beverage company (Project Shakespeare) estimated to add 1,000,000 sq ft of industrial land directs truck traffic through Aurora on the way to and from the I-5 interchange on Ehlen Road as well as via 99E to the South, yet the truck traffic impacts upon the City of Aurora were not included within the TIA for the project.
- Need for traffic counts and review of identified functional classifications of: Airport Road both in Aurora and Marion County, Highway 99E in Aurora, Ehlen Road in Aurora and Marion County to see if roadway classifications need to be upgraded and identified roadway improvements and needs updated (based upon traffic counts).

For these reasons, the City of Aurora and its residents would benefit from receiving a grant in the amount of \$120,000. There is much to do.

## **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

[Application instructions and example responses can be found here.](#)

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

An update to the 2009 Aurora TSP would serve to respond to the numerous changes and opportunities in Aurora and northern Marion County since the last update. Since 2009, Aurora has experienced one of the highest AAGR in Marion County and, with increased population, comes increased needs for multi-modal transportation opportunities. In addition, with Highway 99E running through the core of our community, the City wishes to look at how we can respond to and coordinate with regional transportation changes such as:

- Newberg-Dundee bypass and impacts to the Aurora I5 exit,
- The recently approved Canby Industrial Park and beverage company (Project Shakespeare) estimated to add 1,000,000 sq ft of industrial land directs truck traffic through Aurora on the way to and from the I-5 interchange on Ehlen Road as well as via 99E to the South,
- Continued growth and development at the Aurora Airport, and
- Preparing for transportation alternatives as ODOT looks to replace the Aurora-Donald Interchange (a project the City is extremely excited and supportive of!)

An update to the 2009 Aurora TSP would also be closely coordinated with some other recently completed regional plans, such as the Marion County TSP update, Aurora Airport Master Plan Update, the North Marion School District expansion plans, and Canby Area Transit plans for expansion of their services.

#### **Criterion 3: Proposed project approach is reasonable (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.

[Application instructions and example responses can be found here.](#)

#### **Explain how your proposed project approach is reasonable**

The City believes an update to our TSP will provide the most reasonable and cost-effective manner to provide a review of our current and future land use development, regional growth, and engagement with our community partners. We believe the process and estimated cost will allow our community to integrate our transportation system with surrounding communities as well as fit changing needs.

#### **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.

[Application instructions and example responses can be found here.](#)

#### **Upload letters of support from stakeholders here**

N Marion School District letter of support.pdf

Aurora CAT Support Letter\_signed and to be attached to application.pdf

#### **Criterion 5: Proposed project sponsor readiness and capacity (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.

[Application instructions and example responses can be found here.](#)

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

The City Council and Planning Commission have identified an update to the TSP as their highest priority in order to stay ahead of, respond to, and engage with our community partners to provide diverse transportation opportunities and address transportation impacts for our community and region. In partnership with ODOT, the selected consultant team, Canby Area Transit, Marion County, the North Marion School District, and a Community Advisory Committee (comprised of property and business owners, public officials, community partners, etc.) to review our current housing needs, economic opportunities and buildable lands analyses and other relevant updated data to assess the area's capacity to accommodate current needs and respond to identified future needs for our transportation system.

---

## Required forms

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

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

---

### **Today's date**

7/31/2020

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

Abigail Erickson  
Planning Section Web Coordinator  
[Abigail.ERICKSON@odot.state.or.us](mailto:Abigail.ERICKSON@odot.state.or.us)

**RESOLUTION NUMBER 788**  
**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA**  
**SUPPORTING AN APPLICATION FOR A TRANSPORTATION GROWTH**  
**MANAGEMENT (TGM) GRANT APPLICATION TO FUND AN UPDATE TO THE**  
**2009 AURORA TRANSPORTATION SYSTEM PLAN (TSP)**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA:**

**WHEREAS**, Aurora's Transportation System Plan (TSP) was adopted in 2009; and

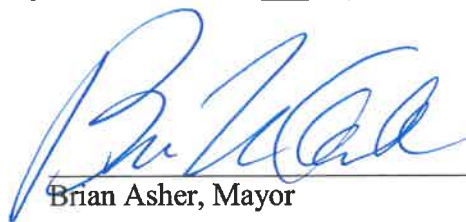
**WHEREAS**, the City of Aurora has continued to work to preserve the function, capacity, level of service, and safety of our transportation networks (Goal 1); the City of Aurora wishes to provide and encourage a safe, convenient, and economic transportation system (Goal 5); and the City of Aurora wishes to evaluate and assess transportation related changes and impacts within the region and within our community to support a balanced, interconnected and safe transportation system that provides a variety of transportation options and supports land uses; and

**WHEREAS**, the Oregon Transportation Growth Management (TGM) program is a joint effort between the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD) and provides program funds to support transportation system planning and integrated land use planning;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Aurora, State of Oregon:

Fully supports submission of a grant request to the Oregon Transportation and Growth Management Program to fund an update to the 2009 TSP to fund a consultant to update the 2009 Aurora TSP to identify needs related to existing and future transportation systems.

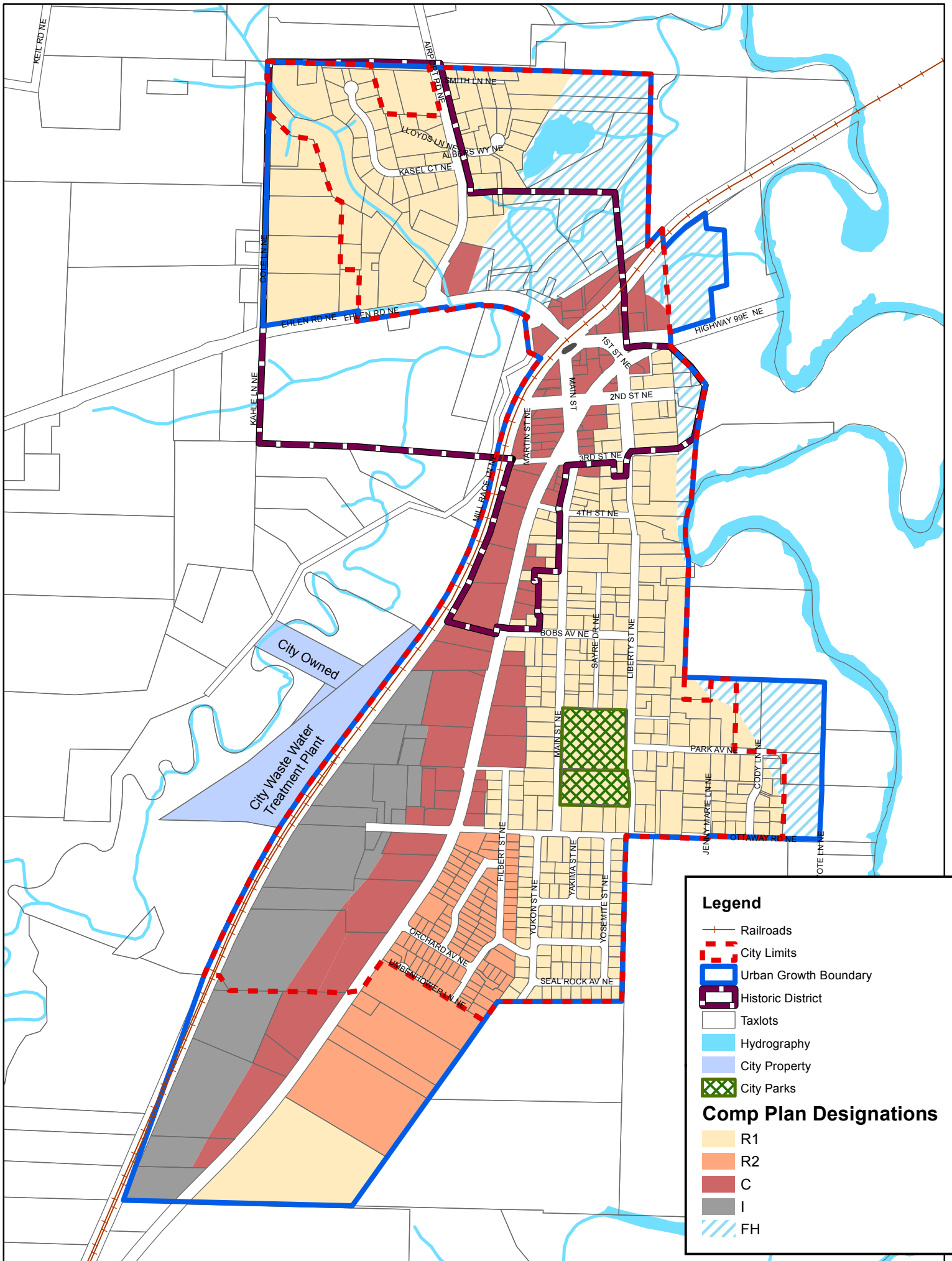
**PASSES AND ADOPTED** by the City Council of the City of Aurora on the 14<sup>th</sup> day of July, 2020.

  
\_\_\_\_\_  
Brian Asher, Mayor

ATTEST:

  
\_\_\_\_\_  
Scott Jorgensen, City Recorder





**Legend**

- Railroads
- City Limits
- Urban Growth Boundary
- Historic District
- Taxlots
- Hydrography
- City Property
- City Parks

**Comp Plan Designations**

- R1
- R2
- C
- I
- FH



**North Marion  
School District 15**

20256 Grim Road NE  
Aurora, OR 97002

*District Office Hours: 7:00 AM – 4:00 PM  
Phone: (503) 678-7100  
FAX: (503) 678-1473  
www.nmarion.k12.or.us*

July 29, 2020

RE: Aurora 2020 Transportation Growth Management (TGM) application

To Whom It May Concern,

North Marion School District (NMSD) Board leadership submits this letter in support of the City of Aurora's TGM application for an update to their 2009 Transportation System Plan. The school district, as a community partner, recognizes the need to update and amend the Aurora Transportation System Plan (TSP).

The need for cities to be engaged with the "Safe Routes to Schools" planning is very important. Students need to be assured that the city plans for bus stops and routes for city expansion account for student transportation needs. Safe routes to school requires sidewalk requirements and curb crossings for student pedestrians is critical for success.

Additionally, students benefit when having proper street planning for usage of city public facilities such as parks, playgrounds, and sports fields. Children need the benefit of being able to bicycle and recreate safely. Having a positive community requires these plans to be part of the master planning cycle. As the population of cities increase, the need for good planning for children's safety is critical.

We support the City of Aurora in pursuing updated information to better address and accommodate the varied needs of the regional population and we look forward to working with their community members and elected officials, if the TGM grant is funded.

We appreciate your consideration of their funding and assistance request and this important project.

Sincerely,

Glen Holum – NMSD Board Chair

Bill Graupp – NMSD Board Vice-Chair



# City of Canby

Canby Area Transit

Phone: 503.266.4022  
PO Box 930 Fax: 503.263.6284  
Canby, OR 97013 [canbyareatransit.org](http://canbyareatransit.org)

July 21, 2020

RE: Aurora 2020 Transportation Growth Management (TGM) application

To Whom It May Concern,

Canby Area Transit (CAT) submits this letter in support of the City of Aurora's TGM application for an update to their 2009 Transportation System Plan. As a community partner and transit service provider in Aurora, CAT recognizes the need to update and amend the Aurora TSP for two specific reasons.

First, to assess and respond to how major infrastructure improvements and resulting traffic increases. These projects are both completed (like the 99W bypass in Newberg) and in progress (including the new I-5 Aurora & Donald interchange, the reconfigured Ehlen Road and Highway 551 intersection).

Second, an urgent need to update intermodal and multi-modal options to support the area's high level of residential and employment growth, including examining opportunities to better accommodate and encourage alternative transportation options such as CAT and access to the CAT system.

We support the City of Aurora in pursuing updated information to better address and accommodate the varied needs of the regional population and we look forward to working with their community members and elected officials, if the TGM grant is funded.

We appreciate your consideration of their funding and assistance request and this important project.

Sincerely,

Todd M. Wood  
Transit Director  
City of Canby / Canby Area Transit

## 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:

---

<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.