# 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)*

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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. 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 Turner

**Mailing address**
PO Box 456, Turner, Oregon 97392

**Website**
http://www.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?**
No

**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)

## List other participating local jurisdictions (if any)

| Participating local jurisdiction | Providing match? |
|---|---|
| Marion County Public Works | Yes |

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## 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**
TGM Project Map.pdf

**Option 2: Project area description**
Project with encompass entire city limits, as well as UGB.

**ODOT region (1-5)**
Region 2

**ODOT Region Map**

**Type of grant**
Category 1: Transportation System Planning

**Summary description of project**
After many years of being a small, and sleepy, mid-Valley town Turner has been found. From schools, to restaurants, to recreational development, the town has and will continue to see significant growth and change.

The city needs a modern TSP to address these growth issues and create long-term community goals. This will require a complete replacement of the current plan adopted in 1999.

The new TSP will provide general system updates, with critical attention to the areas of multimodal transportation, high-traffic corridor's, urban growth expansion implications, greenhouse gas reductions, Safe Routes to School planning and county road authority coordination. Plan adoption will provide a policy and design framework for transportation and its interface with community life, business development,

environmental stewardship and land use.

The new TSP will be compliant with regulations and planning procedures such as the 2020 ODOT TSP Guidelines and 2019 MVCOG Regional TSP.

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## Project cost table

| | | | |
|---|---|---|---|
| **TGM funds requested** | **Consultant**<br>$158,000.00 | **Local reimbursement**<br>$35,000.00 | **Total TGM funds requested**<br>$193,000.00 |
| **Local match** | | | **12% minimum (calculated)**<br>$26,318.18 |
| **Match to be provided** | **Labor, supplies and services during project**<br>$12,500.00 | **Payment when Intergovernmental Agreement is signed**<br>$22,500.00 | |

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# Certifications

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

**Consultant name (first and last)**
Reah Flisakowski

**Consultant company**
DKS

**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:**
City Support Res..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.

**Application instructions and example responses can be found here.**

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

PURPOSE: Turner needs a modern TSP to address growth issues and long-term community goals. This will require a complete replacement of the current plan. The new TSP will be compliant with regulations and planning procedures such as the 2020 ODOT TSP Guidelines and 2019 Mid-Willamette Valley COG Regional TSP.

CRITICAL ISSUES:

Future Growth - The current TSP is 20 years old and based on year 2020 conditions that were surpassed this year. The City is expected to continue to grow over the next 20 years. Available residential buildable land has been depleted, triggering the potential need for an urban growth boundary expansion.

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

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

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

Joint City-County Planning Process – There is need for the City of Turner and Marion County to adopt an MOU to guide joint transportation planning decisions, including right-of-way processes, street crossings, school safety zones and road authority changes.

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

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

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

Provide Transportation Choices – The primary mode of transportation in Turner is driving. There are not adequate facilities to encourage walking, biking and transit trips. Many streets lack sidewalks, enhanced pedestrian crossings, designated bicycle facilities and street lighting. The TSP will conduct a public engagement process to explore specific needs for transportation options and develop 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 – The TSP will conduct a city-wide system evaluation to identify missing key links in pedestrian and bicycle infrastructure needed to connect neighborhoods to activity centers such as schools, the new lake/park complex, the local pool, etc. Adding these facilities alleviate the need to use vehicles for short local trips with benefits to community livability, health, traffic levels and environment.

Support Economic Vitality and Growth – There has been steady growth in Turner the last 20 years which is expected to continue. The TSP will develop a new 20-year reasonably funded project list to ensure economic development will be adequately served by the system. The TSP will include facilities to provide access to industrial and commercial properties to create efficient freight routes. A corridor concept for Turner Road will allow fronting development applications to move forward more easily with a coordinated improvement plan.

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 and coordinated long-term evaluation of needs. The TSP will develop a clear vision for Turner Road downtown and avoid constructing improvements that meet the various jurisdiction standards but ultimately result in a poor design and require reconstruction.

Promote Environmental Stewardship – The TSP will review greenhouse gas reduction alternatives for lessening vehicle impacts. In support of the City's MS4 permit, current roadway design standards will be updated to include potential green street elements for enhanced water quality and storm water 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

**Application instructions and example responses can be found here.**

**Explain how your proposed project is timely and urgent**
There are several issues driving the urgent need for a new TSP.

2020 TSP Horizon Year – Current TSP is based on 2020 conditions that sunset this year. The City has completed all high priority projects and over half of the medium priority projects. An update is needed to address growth and community changes the last 20 years. Turner has grown from 1,200 residents in 2000 to approximately 2,200 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 TSP will be extended to a 2045 planning horizon year to ensure future needs are met.

Development Activity – In past three years alone, the city has increased almost 30% in size due to residential growth. City staff is aware of multiple of local property owners looking into various 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 list.)
- Redevelopment of the half-acre Ball Brothers complex with 13,000 square-feet of retail space. (This project is supported by two 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.

Depleted Buildable Land – The City has depleted its 20-year residential buildable lands inventory. The City is conducted a buildable lands and housing needs analysis, and is projecting the need for an urban growth boundary expansion for residential lands. City and DLCD are also exploring an industrial land swap to relocate industrial land to a different arterial. Both major land use actions will be included in the TSP to inform planning decisions.

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. City staff struggle to condition the appropriate frontage improvements when jurisdictions have competing design standards. The TSP will develop a design concept that serves future corridor needs and provides clear implementation.

Missed Funding Opportunities – The outdated TSP limits the City's ability to receive project funds from ODOT, the Salem regional MPO, and Turner's Urban Renewal Agency. The TSP update is critical to provide community support and robust analysis needed to submit competitive funding applications. 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 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 TSP approach will achieve the local and TGM objectives described in Award Criterion 1 with a focus on economic development, transportation choices and increased funding opportunities. The approach will follow ODOT TSP Guidelines which provide clear direction for critical TSP elements.

The City anticipates working 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 $193,000.

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

engagement process.

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

Task 1: Project Committees and Public Engagement ($8,000, 1 month)
-Establish project advisory committee with agency staff and 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 may include project website, open house events, presentations at community events and City Council workshops, inclusion with residents near 5th Street corridor (under-represented and low-income population)

Task 2: Project Framework ($15,000, 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 and evaluation criteria to screen and prioritize TSP projects and programs
-Conduct transportation funding forecast to set reasonable expectations for implementation

Task 3: Existing Conditions ($27,000, 3 months)
-Collect multimodal counts and historic collision data to support analysis
-Inventory system conditions and prepare GIS maps – walking, biking, driving, transit, freight, safety, functional classification
-Evaluate existing traffic performance at key intersections
-Summarize existing operation, network and safety needs and deficiencies for all users
-TSP Engagement #1 – Conduct meetings to confirm existing community needs

Task 4: Future Conditions ($34,000, 3 months)
-Review SKATS regional travel demand model land use to ensure appropriate growth
-Use SKATS models to forecast traffic volumes
-Evaluate future traffic and system performance at key intersections
-Evaluate potential urban growth boundary expansion
-Summarize future operation, network and safety needs and deficiencies for all users

Task 5: Solution Development & Evaluation ($57,000, 4 months)
-Develop potential 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 to incorporate in TSP project list
-Develop standards for street cross-sections, access spacing, traffic calming and multimodal toolbox
-Apply evaluation criteria to potential solutions to confirm goals are met and establish priorities
-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 projects and programs.

Task 6: Funding Program ($14,000, 2 months)
-Develop planning level cost estimates for TSP solutions
-Using funding forecast, determine reasonably funded project list
-TSP Engagement #4 - Conduct meetings with public and advisory committees to confirm TSP projects

and programs 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 Hearing

## 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**
Support Letters.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**
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.

In 2009 the City completed a TGM grant project focused on downtown land use and transportation interface. Sadly, this occurred just months before the Great Recession and the finances were not available for many capital projects. Despite this, the city did adopt a full land use zone change and new design standards for its downtown, which laid the groundwork for the adoption of our Urban Renewal District.

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# Required forms

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

**Download the Racial & Ethnic Impact Statement form here**

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**Today's date**
7/30/2020

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

Abigail Erickson
Planning Section Web Coordinator
Abigail.ERICKSON@odot.state.or.us

**CITY OF TURNER, OREGON**
**RESOLUTION NO. 20-08**

**A RESOLUTION AUTHORIZING SUPPORT OF A TRANSPORTATION GROWTH MANAGEMENT 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;

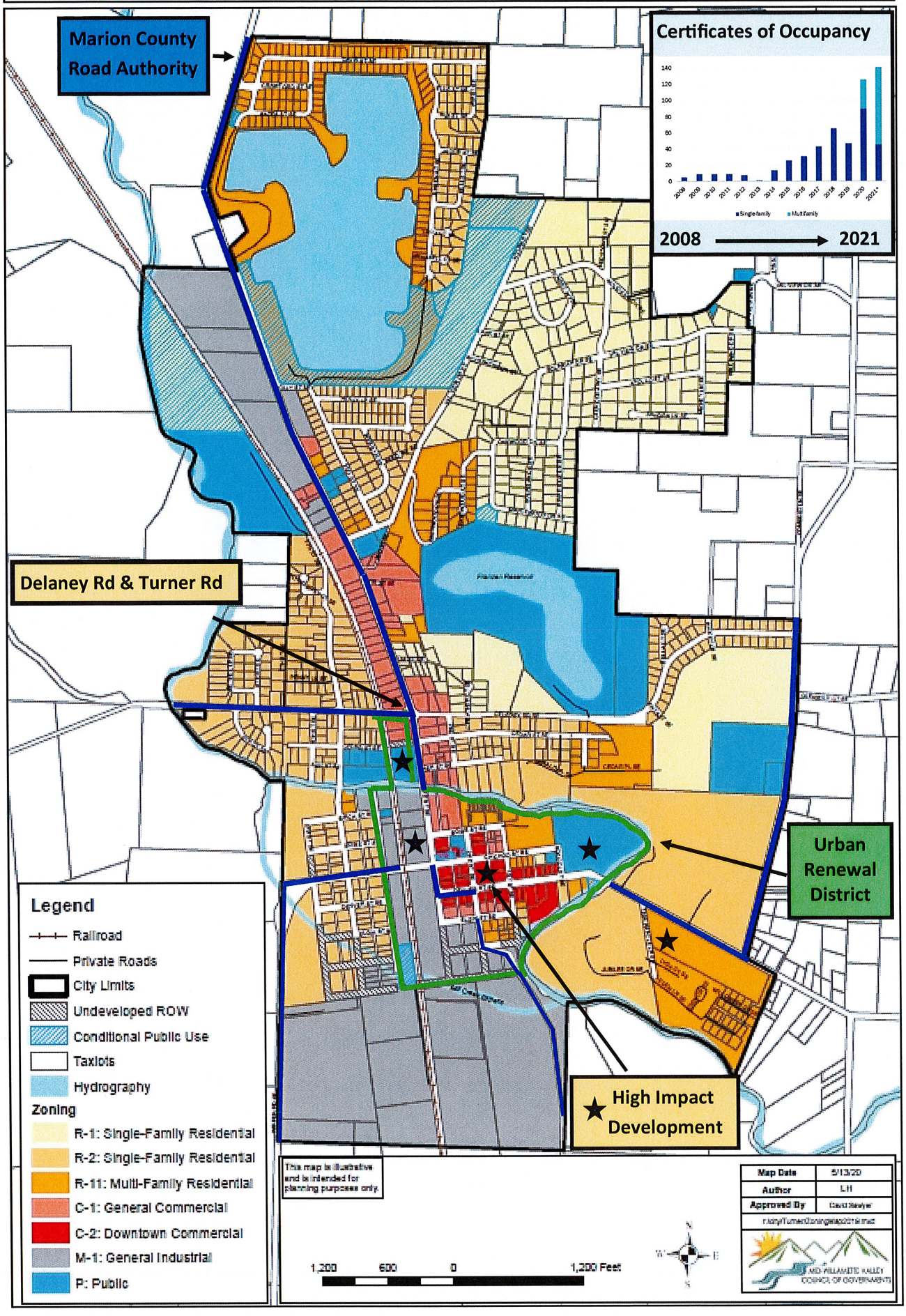
**NOW THEREFORE, BE IT RESOLVED** that the City Council hereby authorizes and supports the application for a Transportation Growth Management Grant. It also commits to the required minimum match of 12.5%.

**ADOPTED** by the Common Council, City of Turner, this 23rd day of July, 2020.

Approved: _____
Steve Horning, Mayor

Attested: _____
David Sawyer, City Administrator

# City of Turner Zoning and Comprehensive Plan Designations, 2020



MID-WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

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**

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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,

Jon Remy
Fire Chief

7605 3rd Street SE * Turner, Oregon 97392 * Phone (503) 743-2190 * Fax (503) 743-3604

# Marion County
## OREGON

**PUBLIC WORKS**
LAND DEVELOPMENT ENGINEERING AND PERMITS

(503) 588-5036

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**MEMORANDUM**

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 persons[1] 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,** 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.

The plan could provide greater mobility for disabled persons based on conclusions for pedestrian analysis for transportation system.

☑ *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:** 7/30/2020

Printed Name: David Sawyer Title: City Administrator

Agency Name: City of Turner

[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.