

2024 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2024 Application Packet](#) 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 31, 2024 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.

Response instructions are on page 9 of the 2024 Application Packet.

Primary applicant jurisdiction

Mailing address

Address Line 1

Address Line 2

City

State

Zip Code

Website

Contact person name

First

Last

Contact person title

Transportation Planner

Contact phone

(503) 588-5036

Contact email

jshanahan@co.marion.or.us

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Jan

First

Fritz

Last

Title of above named person

Chief Administrative Officer

Phone

(503) 588-5212

Email

jfritz@co.marion.or.us

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

n/a

Upload your resolution or authorized letter with associated meeting minutes from the governing body of applying jurisdiction(s) here:

ODOT TGM Grant - Marion County LoS.pdf

PDFs only. Max 2mb per file.

Project information

Response instructions are on page 10 of the 2024 Application Packet.

Project title

Marion County Safe Routes To School Engineering Solutions 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

County School Districts Map.pdf

PDFs only, 1 file maximum, 2mb file size limit.

Option 2: Project area description

Marion County

ODOT region (1-5)

Region 2

[ODOT Region Map](#)

Refer to the region map if you are unsure of your region.

Type of grant

Category 1: Transportation System Planning

Summary description of project

Marion County will use this grant award to provide a Safe Routes to School Engineering Solutions Plan Update (SRTS Update) to the plan it developed in 2008 and adopted in 2010. The SRTS Update will build upon the existing SRTS plan, which is not inclusive of all schools, and make sure that every school that is within 2 miles of an county roadway is included in the update. There are schools that were not included in the existing SRTS Plan, and therefore are not eligible for the SRTS construction grant funding. We want to be sure that all schools and its students have the opportunity for safe routes funding.

Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)

Project cost table

Response instructions are on page 11 of the 2024 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$150,000.00	Local reimbursement <input type="text"/>	Total TGM funds requested \$150,000.00
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Local match	Minimum Match (Calculated) \$17,168.17 <i>Approximately 11.5% of requested funds</i>
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Match to be provided	Labor, supplies and services during project \$17,168.17	Payment when Intergovernmental Agreement is signed <input type="text"/>
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Total Match to be Provided
\$17,168.17

Award criteria

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

The application demonstrates the proposed 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 13 of the 2024 Application Packet.

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?

Marion County will use this grant award to update the SRTS Engineering Solutions Plan it developed in 2008 and adopted in 2010. The updated plan will build upon the existing SRTS plan, which is not inclusive of all schools, and make sure that every school that is within 2 miles of an county roadway section is included in the update. The existing plan has been crucial in our applications for past SRTS grant applications, which has provided improvements for students to walk and bike to school within various Marion County communities. However, there are some schools that, either because they were not included in the existing plan, or due to changes in SRTS program eligibility, have missed out on potential improvements to encourage walking or biking to school and making these routes safer for all. We want to be sure that all eligible schools have the opportunity for SRTS funding. Some schools within small towns, or in unincorporated areas were excluded from the existing plan because it used a criterion of number of existing walkers to determine if the school would be included or not. We want to be sure that there are safe routes to school regardless of the number of students who are currently using them and take a comprehensive look at the full system to encourage more students to feel safe walking and biking to school. Because some schools are outside urban growth boundaries, the road system surrounding it often will not include sidewalks or bike lanes, but other safety improvements could be made to make the routes safer for students, and we want to be sure to have the ability to provide active transportation improvements.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?

The objective is to update the county’s existing Safe Routes to School (SRTS) Plan to give all students, regardless of the existing number who currently walk or bike to school, the ability to have the safest routes possible to get to their schools. The plan focuses on identifying physical barriers and hazards to students walking or bicycling to and from school and identifying engineering solutions to address these needs.

The existing plan will be updated to include existing inventory and add schools that were not included originally. Schools that are not in the existing plan, regardless of the number of existing walkers or bikers, will be included in the new plan if they are within 2 miles of a county roadway that provides a route to a school. The outcome will be an updated SRTS Plan that will include an updated project list to improve the ability to apply for SRTS improvements and implementation.

The proposed Update supports TGM Objectives 1.1, 1.3, 1.4, 2.1, 2.3 , 4.2, and 5.1 by addressing the need for infrastructure improvements that promotes safe routes to school for students to walk and bike to and from school.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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 local conditions or in federal regulations, state requirements, or regional plans
- 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 15 of the 2024 Application Packet.

Why is it important to do the proposed project in this grant cycle?

Marion County wants to ensure that all schools have the opportunity to be eligible for SRTS funding. Some schools within small towns were excluded from the existing plan because it used a criterion of number of existing walkers to determine if the school would be included or not. We want to be sure that there are safe routes to school regardless of the number of students who are currently using them and take a comprehensive look at the full system to encourage more students to feel safe walking and biking to school. Because some schools are outside urban growth boundaries and in rural areas, the road system surrounding it often will not include sidewalks or bike lanes, but other safety improvements could be made to make the routes safer for students, and we want to be sure to have the ability to provide active transportation improvements.

Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?

Receiving funding to update the existing SRTS plan, will allow us to hire a consultant to work with us through the adoption of an updated SRTS Plan giving us the necessary tools to apply for the funding needed to move multiple projects forward.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?

Updating our existing SRTS Plan will be a great accompaniment to other plans we are or have recently developed. Marion County has developed an ADA Transition Plan for county roadways within urban areas, documenting sidewalk and ramp conditions. This plan identifies where sidewalk and ADA barriers exist on county roadways within urban growth boundaries. We will use this asset inventory on our sidewalks and ramps to update the existing SRTS plan. The County is currently updating its Rural TSP which includes updating the bicycle and pedestrian plan component to replace the 1998 Bike and Pedestrian Plan and compliments the County's evolving alternative mode transportation needs. Development continues to grow, adding new neighborhoods that house families and students who can walk and and bike to school. Having the existing barriers for students to walk or bike to school, should improve our ability to require developers to include Safe Routes to School projects as part of their development.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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 16 of the 2024 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

This project will have one deliverable and that is an Updated Safe Routes to Schools Engineering Solutions Plan. Marion County will hire a consultant to develop the Updated Plan which will include school coordination, documentation, and technical tasks. The consultant project manager will establish the project schedule and lead the project team. The county will appoint a project manager responsible for providing asset inventory and reviewing the consultant's work.

The tasks will include the following five (5) tasks:

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

1. Scoping Schools

1.1 Identify and add schools that are not included in the existing SRTS Plan which are within 2 miles of a County roadway.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

2. Existing Conditions Evaluation:

2.1 Using the existing inventory provided by the county, and in the ADA Transition plan, identify and update the existing barriers and hazards on county roadways within 2 miles of each school.

2.2 Develop maps that show the SRTS barriers for each school.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

3. Develop an updated project list for each school in the plan to encourage and make it safer for students to walk and bike to school.

3.1 Update the projects for the schools currently in the existing plan.

3.2 For each New school that is added, identify projects for the school.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

4. Prepare the Updated SRTS Engineering Solutions Plan

4.1 Prepare and provide the Draft SRTS Engineering Solutions Plan Update for feedback.

4.2 Prepare the Final SRTS Engineering Solution Plan Update

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

5. Prepare the Plan for Adoption by the Marion County Board of Commissioners.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

How will the project approach support investment decisions for Safe Systems, Climate Action, and Equitable Outcomes?

Safe Systems is addressed with the proposed Plan update because the project focuses on the most vulnerable users: children who walk or bike to school. The Plan will identify and propose improvements to eliminate barriers to these students.

Climate Action is addressed because this project focuses on active transportation modes, and its goal is to provide safe routes to school that will encourage and increase the number of students who walk and bike to school. The use of vehicle transportation to school will be reduced because there is a safe alternative.

Updating the plan will have an Equitable Outcome because not all schools and students have been included in the existing SRTS Plan. Schools in small or rural communities were not included in the existing plan because they didn't meet the number of walkers that was used as a criterion to determine if the school was included. This excluded some schools that would have scored well in the Equity part of the SRTS applications.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box

to manually expand it.)

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

The Plan will be adopted following project completion and will be included as part of our Rural Transportation System Plan which is currently being updated and is scheduled to be complete by the end of 2025.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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 17 of the 2024 Application Packet.

Upload letters of support here

_Ltrs1.pdf

_Ltrs2.pdf

PDFs only. Max 2 mb per file.

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 18 of the 2024 Application Packet.

Describe the experience and availability of key staff

Marion County Public Works is ODOT Certified to deliver federal projects with experienced staff who will be responsible for, and committed to, the SRTS Engineering Solutions Update. Marion County's transportation planner, Janelle Shanahan will be the County lead and manage the consultant team for the proposed project. Janelle has experience managing transportation plans and is currently managing a Transportation Safety Action Plan (TSAP) and the county's TGM award to update the Rural Transportation System Plan (TSP).

Carl Lund, the County's Traffic Engineer has over 15 years of experience. Safety is a priority for Marion County, and he's consistently engaging with the community to understand and help when they have concerns. He is also part of the project management team for the TSAP and the Rural TSP development and will assist with the SRTS Update project.

Marion County will hire a qualified consultant to produce the SRTS Engineering Solutions Update. The County will provide engagements with residents and school communities through social media and public meetings (virtual or in person), to produce maximum involvement.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years

Two County planning projects currently under way are the TSAP and the Rural TSP and consultants have been hired to produce the Plans. The TSAP will be completed at the end of 2024, and the Rural TSP will be completed by the end of 2025.

Marion County is committed to seeing this project completed within 3 years and will hire a consultant who has the capacity to produce the SRTS Engineering Solutions Update in the time required.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If applicable, list applicant’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
2D-22	Marion County Rural TSP Update	The Rural TSP is currently being developed. Project kickoff occurred in 2024, and will be completed by end of 2025 <small>300 character limit.</small>

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2024 Application Packet.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or work to link the location of future workforce housing to walkable/bikeable areas with good transit?

Safe Routes to School improvements must be constructed within public right of way and therefore are available to a broad range of housing types. Providing Safe Routes to School improvements for students of local schools will not only benefit the children that use them but all persons regardless of housing types including future workforce housing.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Required forms

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

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

PDFs only. Max 2 mb per file.

Certifications

Response instructions are on page 20 of the 2024 Application Packet.

Eligibility criteria

- This application demonstrates a clear transportation relationship
- This application demonstrates adoption of products to meet project objectives
- This application demonstrates the support of local officials

Preparation of application

- This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions
 - This application was prepared by the following COMPENSATED consultant (indicate below)
 - This application was prepared by the following UNCOMPENSATED consultant (indicate below)
-

Would you like to receive TGM news and updates?

Yes No I am already subscribed

Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.

Today's date

7/30/2024

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

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.oregon.gov

County Commissioners
Kevin Cameron, Chair
Danielle Bethell
Colm Willis



Chief Administrative
Officer
Jan Fritz

MARION COUNTY BOARD OF COMMISSIONERS

July 9, 2024

Oregon Department of Transportation
355 Capitol St NE
Salem, OR 97301

Subject: Letter of Authorization and Support for Marion County Public Works Department's Application for TGM Grant

Dear David Helton,

The Marion County Board of Commissioners writes to express our authorization and strong support for the Marion County Public Works Department's application for the Transportation and Growth Management (TGM) Planning Grant. The proposed project, "Marion County Safe Routes to School Engineering Solutions Update," is a critical initiative that aligns with the goals of the TGM Program and the needs of our community.

The current Safe Routes to School (SRTS) Plan, developed in 2008, has been instrumental in enhancing the safety and accessibility of our school routes. However, the current plan does not encompass all schools within Marion County, particularly those within two miles of County roadways. This gap leaves several schools and their students without access to SRTS construction grant funding, limiting their opportunities for safe, accessible routes to school.

The SRTS Update will address these gaps by including every school within the specified radius, ensuring that all students in Marion County have the benefit of safe routes to school. This update is essential not only for the safety and well-being of our children but also for promoting sustainable transportation options and fostering a more connected and vibrant community.

The TGM Planning Grant will enable Marion County to achieve several key objectives:


- **Provide Transportation Choices:** By updating the SRTS Plan, we will enhance the infrastructure to support walking, biking, and other non-motorized transportation options for students.
- **Create Communities:** Ensuring safe and accessible routes to school contributes to the development of cohesive and inclusive communities.
- **Support Economic Vitality and Growth:** Improved transportation infrastructure supports local businesses and economic activities by facilitating easier and safer access.
- **Save Public and Private Costs:** Preventative measures and well-planned infrastructure reduce the costs associated with accidents and inefficient transportation systems.
- **Promote Environmental Stewardship:** Encouraging walking and biking reduces vehicular emissions, contributing to a healthier environment.

We believe that the “Marion County Safe Routes to School Engineering Solutions Update” is a project of significant importance and impact. It is well-aligned with the TGM Program’s goals of providing transportation choices, creating communities, supporting economic vitality, saving costs, and promoting environmental stewardship.

We strongly urge the Oregon Department of Transportation to consider and approve the Marion County Public Works Department’s application for this TGM Planning Grant. Your support will be instrumental in making Marion County a safer, more sustainable, and vibrant place for all residents, particularly our school-aged children.

Thank you for your consideration.

Sincerely,

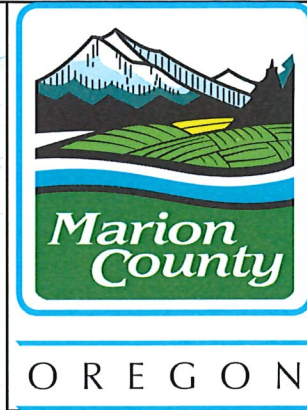


Kevin Cameron
Chair

Danielle Bethell
Commissioner

Colm Willis
Commissioner

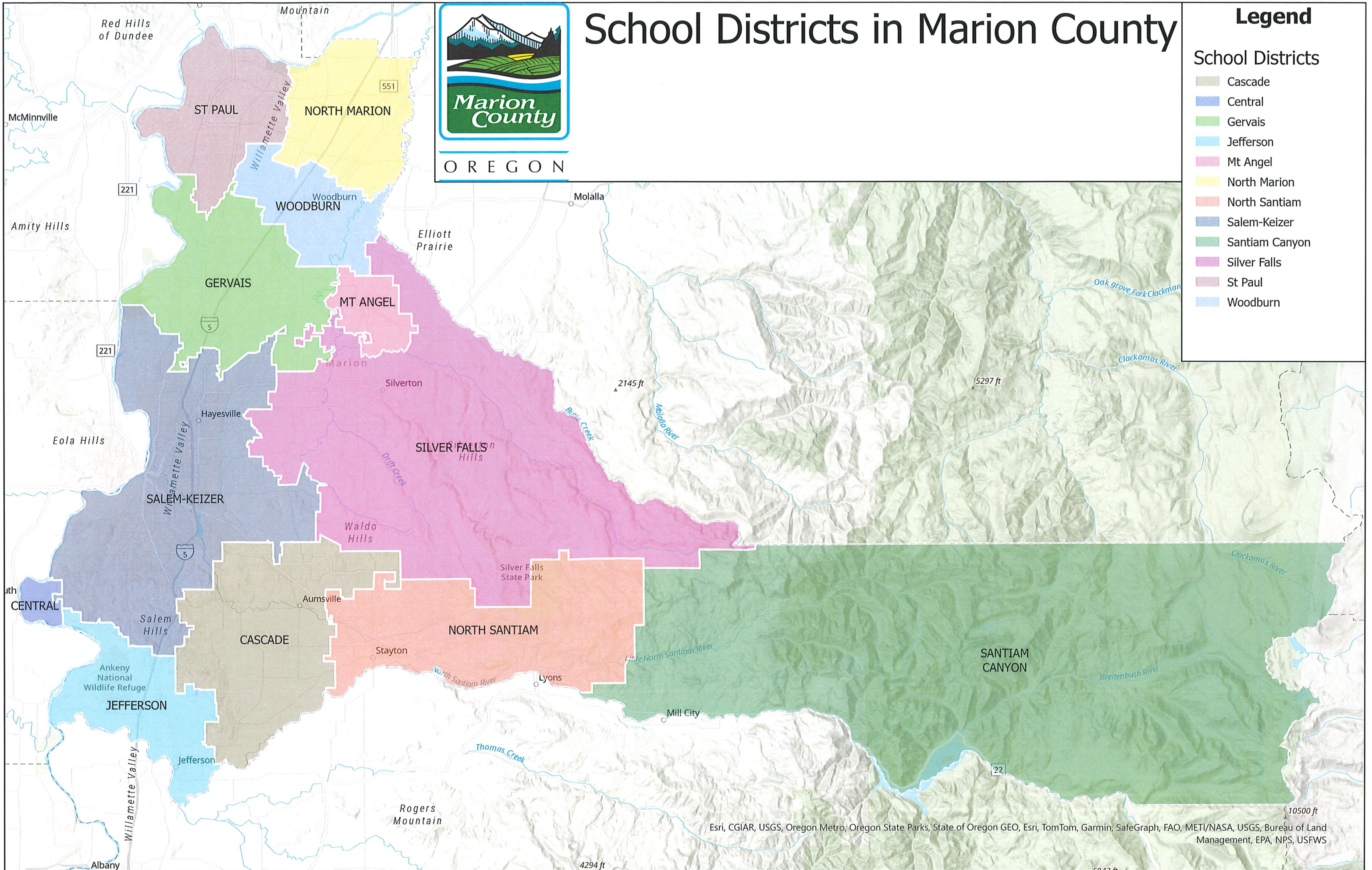
School Districts in Marion County



Legend

School Districts

- Cascade
- Central
- Gervais
- Jefferson
- Mt Angel
- North Marion
- North Santiam
- Salem-Keizer
- Santiam Canyon
- Silver Falls
- St Paul
- Woodburn



Esri, CGIAR, USGS, Oregon Metro, Oregon State Parks, State of Oregon GEO, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS



June 17, 2024

David Helton
ODOT Region 2
Lead TGM Grant Manager
2080 Laura Street
Springfield, OR 97477

RE: TGM Grant Application – Marion County Safe Routes to School Plan Update

Dear Mr. Helton,

The Cascade School District is pleased to submit this letter of support for the County's application for funding to update its Safe Routes to School Engineering Solutions Plan. Our district serves over 2,600 students across six schools, including two within the city limits of Turner and Aumsville, where many students walk and bike to school. We also have four rural schools within Marion County, where numerous students drive to and from school daily.

We understand that this plan identifies schools served by Marion County roads to pinpoint projects that will remove barriers affecting students' safe routes to school. By eliminating these barriers, we hope to encourage and enable more students to walk and bike to school, thereby reducing the number of students traveling by vehicle.

Not all schools within the county are included in the existing Safe Routes to School (SRTS) Plan, and this update will allow additional schools to be eligible for future infrastructure funding and improvements. The safety of our students and community is a high priority for us, and we fully support the County's efforts to make our routes to school safer.

Thank you for considering our support for this crucial initiative.

Sincerely,

Bryan Dyer
District Safety Coordinator
Cascade School District



290 First Street
P.O. Box 100
Gervais, Oregon 97026-0100
Phone: (503) 792-3803
FAX: (503) 792-3809
www.gervais.k12.or.us

Within our growing, diverse community, we sow the seeds of opportunities to raise prepared, resilient students.

July 08, 2024

David Helton
ODOT Region 2
Lead TGM Grant Manager
2080 Laura Street
Springfield, OR 97477

RE: TGM Grant Application – Marion County Safe Routes to School Plan Update

Dear Mr. Helton,

The Gervais School District 1, in Gervais, Oregon, is pleased to submit this letter of support for the County's application for funding to update its Safe Routes to School Engineering Solutions Plan. We understand this plan identifies schools served by Marion County roads to identify projects that will remove barriers that affect students' safe routes to school. By eliminating existing barriers, hopefully it will encourage and allow more students to walk and bike to school and reduce the number of students that travel to and from school by vehicle. Not all schools within the county are included in the existing SRTS Plan, and this update will allow additional schools to be eligible for future SRTS infrastructure funding and receive SRTS improvements. The safety of our students and community is a high priority for us, and we fully support the County's efforts to make them safer.

Sincerely,

DocuSigned by:

Creighton Helms

7/8/2024

Dr. Creighton Carl Helms

Director of Student Services and Federal Programs

Gervais School District 1

Creighton_Helms@gervais.k12.or.us



July 23, 2024

David Helton
ODOT Region 2
Lead TGM Grant Manager
2080 Laura Street
Springfield, OR 97477

RE: TGM Grant Application – Marion County Safe Routes to School Plan Update

Dear Mr. Helton,

The Jefferson_School District 14J is pleased to submit this letter of support for the County's application for funding to update its Safe Routes to School Engineering Solutions Plan. We understand this plan identifies schools served by Marion County roads to identify projects that will remove barriers that affect students' safe routes to school. By eliminating existing barriers, hopefully it will encourage and allow more students to walk and bike to school and reduce the number of students that travel to and from school by vehicle.

Not all schools within the county are included in the existing SRTS Plan, and this Update will allow additional schools to be eligible for future SRTS infrastructure funding and receive SRTS improvements. The safety of our students and community is a high priority for us, and we fully support the County's efforts to make them safer.

Sincerely,

A handwritten signature in black ink that reads "Hattie Truett". The signature is written in a cursive style with a large, looped 'H' and a long, sweeping tail.

Hattie Truett
Business Manager



**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 3, 2024

David Helton
ODOT Region 2
Lead TGM Grant Manager
2080 Laura Street
Springfield, OR 97477

RE: TGM Grant Application – Marion County Safe Routes to School Plan Update

Dear Mr. Helton,

North Marion School District is pleased to submit this letter of support for the County's application for funding to update its Safe Routes to School Engineering Solutions Plan. We understand the proposed project includes inventorying existing conditions within 2 miles of each of our schools served by Marion County roads to identify projects that will remove barriers that affect students' safe routes to school. By eliminating existing barriers, hopefully it will encourage and allow more students to walk and bike to school and reduce the number of students that travel to and from school by vehicle.

North Marion School District is not included in the existing SRTS Plan, and this update may allow our schools to be eligible for future SRTS infrastructure funding and receive SRTS improvements. The safety of our students and community is a high priority for us, and we fully support the County's efforts to make them safer.

Sincerely,

Linda Murray

Business Manager

North Marion SD #15



North Santiam School District 29J

Serving Lyons, Mehama, Stayton, and Sublimity
“We Change Kids’ Lives”

June 20, 2024

David Helton
ODOT Region 2
Lead TGM Grant Manager
2080 Laura Street
Springfield, OR 97477

RE: TGM Grant Application – Marion County Safe Routes to School Plan Update

Dear Mr. Helton,

The North Santiam School District is pleased to submit this letter of support for the County’s application for funding to update its Safe Routes to School Engineering Solutions Plan. We understand this plan identifies schools served by Marion County roads to identify projects that will remove barriers that affect students’ safe routes to school. By eliminating existing barriers, hopefully it will encourage and allow more students to walk and bike to school and reduce the number of students that travel to and from school by vehicle.

Not all schools within the county are included in the existing SRTS Plan, and this Update will allow additional schools to be eligible for future SRTS infrastructure funding and receive SRTS improvements. The safety of our students and community is a high priority for us, and we fully support the County’s efforts to make them safer.

Sincerely,

Lee W. Loving
Superintendent
North Santiam School District



Santiam Canyon School District 129J

Post Office Box 197
150 SW Evergreen St.
Mill City, Oregon 97360
Office (503) 897-2321

Todd Miller, Superintendent
Yvonne Hanna, Business Manager
Nichole Cooper, AP & Payroll
Lisa Follis, District Secretary

July 9, 2024

David Helton
ODOT Region 2
Lead TGM Grant Manager
2080 Laura Street
Springfield, OR 97477

RE: TGM Grant Application – Marion County Safe Routes to School Plan Update

Dear Mr. Helton,

Santiam Canyon School District is pleased to submit this letter of support for the County's application for funding to update its Safe Routes to School Engineering Solutions Plan. We understand the proposed project includes inventorying existing conditions within 2 miles of each of our schools served by Marion County roads to identify projects that will remove barriers that affect students' safe routes to school. By eliminating existing barriers, hopefully it will encourage and allow more students to walk and bike to school and reduce the number of students that travel to and from school by vehicle. More importantly, it will support the safety of our students.

Santiam Canyon School District was not included in the existing SRTS Plan, and this update may allow our schools to be eligible for future SRTS infrastructure funding and receive SRTS improvements. The safety of our students and community is a high priority for us, and we fully support the County's efforts to make them safer.

Please feel free to contact me if you have questions or want additional information.

Sincerely,

Todd Miller



612 Schlador Street ▪ Silverton, OR 97381 ▪ Phone: (503)873-5303 ▪ Fax: (503)873-2936

June 17, 2024

David Helton
ODOT Region 2
Lead TGM Grant Manager
2080 Laura Street
Springfield, OR 97477

RE: TGM Grant Application – Marion County Safe Routes to School Plan Update

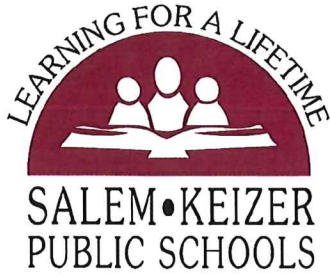
Dear Mr. Helton,

Silver Falls School District is pleased to submit this letter of support for the County's application for funding to update its Safe Routes to School Engineering Solutions Plan. We understand this plan identifies schools served by Marion County roads to identify projects that will remove barriers that affect students' safe routes to school. By eliminating existing barriers, hopefully it will encourage and allow more students to walk and bike to school and reduce the number of students that travel to and from school by vehicle.

Not all schools within the county are included in the existing SRTS Plan, and this Update will allow additional schools to be eligible for future SRTS infrastructure funding and receive SRTS improvements. The safety of our students and community is a high priority for us, and we fully support the County's efforts to make them safer.

Sincerely,

Dr. Joe Morelock
Interim Superintendent



T.J. CROCKETT, Director
Transportation Services
P.O. Box 12024 • Salem, Oregon 97309-0024
503-399-3100 • FAX: 503-399-3082

Andrea Castañeda, Superintendent

July 22, 2024

David Helton
ODOT Region 2
Lead TGM Grant Manager
2080 Laura Street
Springfield, OR 97477

RE: TGM Grant Application – Marion County Safe Routes to School Plan Update

Dear Mr. Helton,

Salem-Keizer School District is pleased to submit this letter of support for the County's application for funding to update its Safe Routes to School Engineering Solutions Plan. We understand this plan identifies schools served by Marion County roads to identify projects that will remove barriers that affect students' safe routes to school. By eliminating existing barriers, hopefully it will encourage and allow more students to walk and bike to school and reduce the number of students that travel to and from school by vehicle.

Not all schools within the county are included in the existing SRTS Plan, and this Update will allow additional schools to be eligible for future SRTS infrastructure funding and receive SRTS improvements. The safety of our students and community is a high priority for us, and we fully support the County's efforts to make them safer.

Sincerely,

A handwritten signature in blue ink, appearing to read "T.J. Crockett", is written over a blue circular stamp. The signature is fluid and extends to the right.

T.J. Crockett



June 20, 2024

David Helton
ODOT Region 2
Lead TGM Grant Manager
2080 Laura Street
Springfield, OR 97477

RE: TGM Grant Application – Marion County Safe Routes to School Plan Update

Dear Mr. Helton,

Woodburn School District is pleased to submit this letter of support for the County's application for funding to update its Safe Routes to School Engineering Solutions Plan. We understand this plan identifies schools served by Marion County roads to identify projects that will remove barriers that affect students' safe routes to school. By eliminating existing barriers, hopefully it will encourage and allow more students to walk and bike to school and reduce the number of students that travel to and from school by vehicle.

Not all schools within the county are included in the existing SRTS Plan, and this Update will allow additional schools to be eligible for future SRTS infrastructure funding and receive SRTS improvements. The safety of our students and community is a high priority for us, and we fully support the County's efforts to make them safer.

Sincerely,

Superintendent
Woodburn School District

County Commissioners
Kevin Cameron, Chair
Danielle Bethell
Colm Willis



Chief Administrative
Officer
Jan Fritz

MARION COUNTY BOARD OF COMMISSIONERS

July 9, 2024

Oregon Department of Transportation
355 Capitol St NE
Salem, OR 97301

Subject: Letter of Authorization and Support for Marion County Public Works Department's Application for TGM Grant

Dear David Helton,

The Marion County Board of Commissioners writes to express our authorization and strong support for the Marion County Public Works Department's application for the Transportation and Growth Management (TGM) Planning Grant. The proposed project, "Marion County Safe Routes to School Engineering Solutions Update," is a critical initiative that aligns with the goals of the TGM Program and the needs of our community.

The current Safe Routes to School (SRTS) Plan, developed in 2008, has been instrumental in enhancing the safety and accessibility of our school routes. However, the current plan does not encompass all schools within Marion County, particularly those within two miles of County roadways. This gap leaves several schools and their students without access to SRTS construction grant funding, limiting their opportunities for safe, accessible routes to school.

The SRTS Update will address these gaps by including every school within the specified radius, ensuring that all students in Marion County have the benefit of safe routes to school. This update is essential not only for the safety and well-being of our children but also for promoting sustainable transportation options and fostering a more connected and vibrant community.

The TGM Planning Grant will enable Marion County to achieve several key objectives:


- **Provide Transportation Choices:** By updating the SRTS Plan, we will enhance the infrastructure to support walking, biking, and other non-motorized transportation options for students.
- **Create Communities:** Ensuring safe and accessible routes to school contributes to the development of cohesive and inclusive communities.
- **Support Economic Vitality and Growth:** Improved transportation infrastructure supports local businesses and economic activities by facilitating easier and safer access.
- **Save Public and Private Costs:** Preventative measures and well-planned infrastructure reduce the costs associated with accidents and inefficient transportation systems.
- **Promote Environmental Stewardship:** Encouraging walking and biking reduces vehicular emissions, contributing to a healthier environment.

We believe that the “Marion County Safe Routes to School Engineering Solutions Update” is a project of significant importance and impact. It is well-aligned with the TGM Program’s goals of providing transportation choices, creating communities, supporting economic vitality, saving costs, and promoting environmental stewardship.

We strongly urge the Oregon Department of Transportation to consider and approve the Marion County Public Works Department’s application for this TGM Planning Grant. Your support will be instrumental in making Marion County a safer, more sustainable, and vibrant place for all residents, particularly our school-aged children.

Thank you for your consideration.

Sincerely,



Kevin Cameron
Chair

Danielle Bethell
Commissioner

Colm Willis
Commissioner

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.