



Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: <input style="width: 90%;" type="text" value="City of King City"/>	
Contact Person Name: <input style="width: 70%;" type="text" value="David Wells"/>	Title: <input style="width: 20%;" type="text" value="City Manager"/>
Street Address: <input style="width: 70%;" type="text" value="15300 SW 116th Ave"/>	Phone: <input style="width: 30%;" type="text" value="(503) 639-4082"/>
City, State Zip: <input style="width: 90%;" type="text" value="King City, OR 97224"/>	
E-mail: <input style="width: 90%;" type="text" value="dwells@ci.king-city.or.us"/>	

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Transportation Project Information

3. Project Name–REQUIRED

Project Name:

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$465,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$465,000	100%
Matching Funds	\$55,000	11.83%
Requested Funds	\$410,000	88.17%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

The King City sidewalk system has significant gaps along HWY 99W. This project will infill sidewalk gaps to connect the City to the HWY 99W corridor, which will improve pedestrian facilities within the Town Center, increase access for transportation disadvantaged populations, promote economic vitality within the Town Center and enhance overall livability. The project will update pedestrian crossings and improve access to transit to encourage multi-modal transportation in and around King City.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

Region 1 is currently designing the OR99W/Fischer Rd safety project which includes pedestrian improvements at the signalized intersection as well as sidewalk infill on the east side of OR99W between Fischer Rd and the existing sidewalk to the north. The proposed project will fill in major gaps in the sidewalk on the west side of the highway, which will greatly enhance the pedestrian system for residents of King City, Tigard, and unincorporated Washington County and provide access to the safer crossings at signalized intersections.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

King City was originally chartered as an over-55-retirement community and continues to have a large proportion of retirees. Many of these citizens do not drive and walking and transit are their primary means of transportation. W Royalty Parkway and SW 116th Ave are the two main access points to the core area of the City. Residents utilize these two primary points of connection to access local shopping centers and to connect to existing TriMet transit stops for travel to other parts of the Portland Metro area for work, shopping, and recreation. Because of significant gaps in the sidewalk system, pedestrians are forced to travel thru private parking lots and cross at out-dated pedestrian crossings.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="King City"/>	County: <input style="width: 90%;" type="text" value="Washington County"/>
MPO: <input style="width: 90%;" type="text" value="Portland Metro"/>	Special District: <input style="width: 90%;" type="text" value="Metro Town Center"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

Pacific HWY 99W and SW Royalty Parkway; King City; See attached maps for limits

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

This project will connect King City to the Pacific HWY 99W corridor. Provide safe pedestrian access to existing TriMet transit and promote multi-modal transportation in and around the City of King City. Project includes the installation of approximately 325 linear feet of new sidewalk along the north side of SW Royalty Parkway and approximately 1750 linear feet of new sidewalk along the west side of Pacific HWY 99W between SW Beef Bend Rd and SW 116th Ave. In addition to the new sections of sidewalk, the project will include updated American's with Disabilities Act (ADA) compliant sidewalk ramps at all street and driveway crossings, and improvements to the existing bus stop at the corner of Pacific HWY 99W and SW Royalty Parkway. In the end the project will provide enhanced pedestrian access and connectivity by filling in gaps in the existing sidewalk network along SW Royalty Parkway and Pacific HWY 99W that have been needed for many years.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input checked="" type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input checked="" type="checkbox"/> Other:	Mobility Devices	



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
2017	Bid Let Date
2017	Construction Contract Award
2017	Construction Complete
	Capital Equipment Purchase
2017	Operations/Service Begin
	Other Major Milestone:
2017	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

The four policies listed in the RTP "Regional Pedestrian Network Vision" are:

1. Promote walking as primary mode for short trips
2. Build a well-connected network of pedestrian facilities that serves all ages and abilities
3. Create walkable downtowns, centers, main streets and station communities
4. Improve pedestrian access to transit.

This project would implement all four policies.

Metro 2035 Regional Transportation Plan (RTP, 2-67)

The project is consistent with policies in the Oregon Transportation Plan (p 49) and Oregon Highway Plan (p 53).

Sidewalk infill is shown on the pedestrian system map in Tigard Transportation System Plan (p 66)

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?—REQUIRED

- Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

This is a cost effective project that will build on the existing transportation system effectively, by adding missing sidewalk facilities that will improve the transportation system for alternative modes of transportation. This will preserve the functionality of the existing highway system by making it easier for the residents of King City to walk to local destinations or use transit without needing to drive.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

This project will enhance the existing pedestrian walkway systems in King City along SW Royalty Parkway and Pacific HWY 99W by providing new sidewalks where existing sidewalks currently do not exist. These new sidewalks will provide connectivity from King City to TriMet transit systems and bike routes along HWY 99W. This project will also improve pedestrian safety by constructing new in-fill sidewalk to provide a continuous designated pedestrian route along HWY 99W between SW Royalty Parkway and SW 116th Avenue from the existing TriMet bus stops to the residential areas of King City. The existing conditions currently route pedestrian traffic from the bus stops located on HWY 99W through the existing King City Plaza Shopping Center parking lot, to the residential areas of King City. In addition, all new street and driveway crossings on this project will be constructed with ADA compliant sidewalk ramps and crossings for pedestrian safety.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

This project is included in one of the four priorities listed in the "Regional Pedestrian Network Vision" identified in Metro's 2035 Regional Transportation Plan (Plan). The priority is identified in the Plan as, "Improving pedestrian access to transit." The Plan states, "The existence of gaps [in sidewalks] prevents the basic system from functioning uniformly throughout the region by inhibiting access to transit, limiting access to centers and other community level destinations, such as parks and schools." The City's contemplated project satisfies the Plan's vision by filling in gaps in the existing sidewalk network and connecting pedestrian routes to major bus stops along a regional bus line, as identified in Figure 2.15, "Regional Transit Network" in the 2035 Regional Transportation Plan. If this request is not fulfilled, the project will be delayed indefinitely until an alternate source of funding becomes available.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

Providing a more continuous sidewalk network along and connecting to HWY 99W will benefit all segments of the population. With the project's close proximity to the age 55 and over community of King City, the project will have a greater benefit to the transportation-disadvantaged elderly, who rely on walking and public transit as their primary means of transportation. New sidewalk routes to existing transit stops will expand transportation choices by providing a continuous link from the King City community to the existing bus service routes. The current conditions limit pedestrian access to the HWY 99W corridor, transit and local retail areas. This project will provide new sidewalk where sidewalks currently do not exist, increase the available routes to access these facilities and increase safety by providing a designated pedestrian route within the public right-of-way.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

This project will promote livability, economic stability, long-term employment and healthy lifestyles by providing a more complete pedestrian network for users to access commercial and residential areas, as well as providing enhanced access to transit for commuters to travel to and from the King City Town Center. This will be of particular benefit to the transportation disadvantaged community in this area that are reliant on transit to reach employment and shopping opportunities. This project will also improve safety for pedestrians by providing a continuous designated pedestrian route along HWY 99W between SW Royalty Parkway and SW 116th Ave between the existing TriMet bus stops and the residential areas of King City, thereby eliminating the need for pedestrians to cross the existing King City Plaza Shopping Center parking lot. In addition, all new street and driveway crossings on this project will be constructed with ADA compliant sidewalk ramps and crossings for pedestrian safety.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

This project will encourage active transportation, walking and transit use, which will reduce reliance on single occupant vehicle travel. As a result of enhancing pedestrian access to transit, this project is intended to help reduce the number of motor vehicle trips, thereby promoting environmental/air quality. This will help meet air and water quality, energy and natural resource conservation, and greenhouse gas reduction goals.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

This sidewalk infill project will encourage and enable compact development of the King City Town Center. Residential and business uses on both sides of the highway are supported by a largely transit dependent population. Sidewalk infill will encourage intensification of a mix of uses and make it more convenient for residents to live, work, and play within the Center without driving.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

This project will encourage a healthy lifestyle and enable active transportation by enhancing the pedestrian network and connections to community destinations and public transit .

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

Currently vulnerable road users are forced to walk through parking lots or landscaping to access their daily needs. Many are reliant on mobility devices and may need more time to make crossings. Filling in the sidewalk gaps will increase livability in the Town Center.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

The population in the vicinity of the proposed project includes a large number of elderly, Latino, and low income residents. The gaps in the sidewalk represent a major obstacle to accessing transit or walking to uses on either side of the highway. Filling in the gaps would benefit these transportation disadvantaged populations as well as all other users of active transportation in the King City Town Center.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

The infill will connect existing investments in sidewalk infrastructure. Survey has been completed for this section of the highway and there is an existing base map. Clean Water Services also has a current project to correct storm drainage in the area.

Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$15,000	
Staff Costs (for Service/Educational Projects)	\$2,000	
Project development and PE	\$55,000	
Environmental Work	\$6,000	
Coordination and Outreach	\$2,000	
Leased Space	\$0	
Building purchase and/or Right of Way	\$20,000	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$100,000
Utility Relocation	\$0	
Construction	\$365,000	
Construction Project Costs Total		\$365,000
Total Eligible Project Cost		\$465,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	King City	\$15,000	3%
Co-Sponsor	ODOT (Bike/Ped Quick-Fix)	\$40,000	9%
Participant	ODOT (supply survey control and ROW)		0%
Participant			0%
Total		\$55,000	12%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

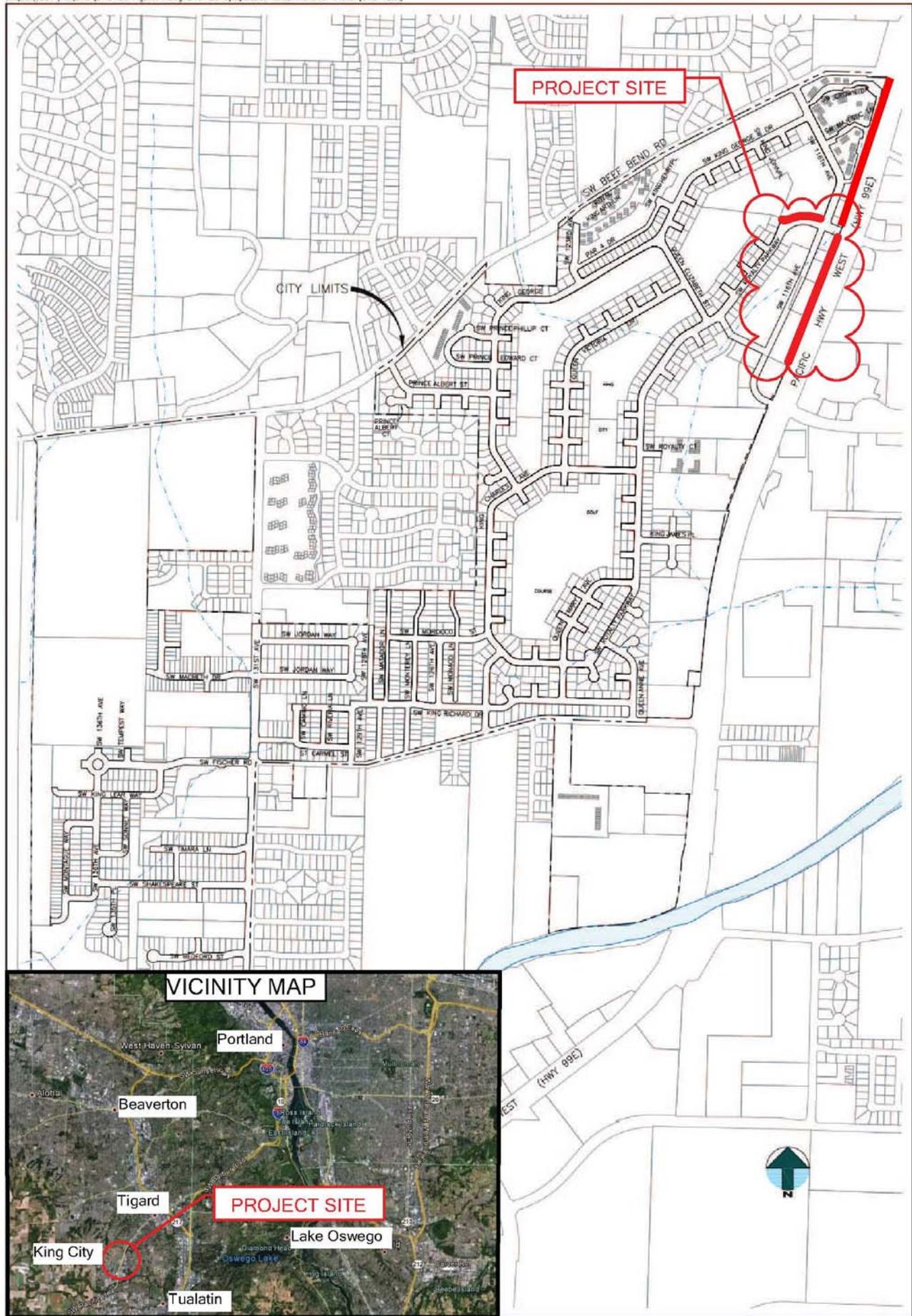


FIGURE 2 - Project Overview

City of King City

SW Pacific HWY 99W and SW Royalty Parkway Sidewalk Improvements Project

