



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Transportation Project Sponsors

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

Organization Name:	City of Tigard		
Contact Person Name:	Jeff Peck	Title:	Senior Engineering Tech
Street Address:	13125 SW Hall Blvd	Phone:	(503) 718-2466
City, State Zip:	Tigard, OR 97223		
E-mail:	jeffp@tigard-or.gov		

2. Co-Sponsor(s)

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

N/A

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Fanno Crk Trail: Woodard Park - Grant Ave (Tigard)

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

	Project Funds	% of Project Costs
Total Costs	\$1,050,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$1,050,000	100%
Matching Funds	\$150,000	14.29%
Requested Funds	\$900,000	85.71%

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



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The Fanno Creek Trail from Woodard Park to Grant Ave will fill a 1/4-mile gap to provide a continuous 8-mile regional trail from Downtown Tigard, through Beaverton, and to Garden Home in Portland. The trail will provide:

- safe and direct access to Downtown Tigard (2040 Town Center and Urban Renewal Area)
- an active transportation route connecting residential neighborhoods to Downtown Tigard
- an important bike and pedestrian crossing of OR:99W under the Tigard viaduct.
- access to Tigard Transit Center and indirect access via local street connections to the Beaverton Transit Center.
- access to essential City functions/facilities: City Hall, Tigard Library, police department
- connectivity of the Fanno Creek enhanced watershed, approximately 140 acres of restored creek corridor.

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.

N/A

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.

N/A

8. Project Problem Statement–REQUIRED

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

Lack of connectivity is a significant problem with the Fanno Creek regional trail in Tigard. The Woodard Park to Grant Ave segment is the missing link of the eight-miles of continuous trail. Trail users are required to detour onto a street without sidewalks or bike lanes to traverse the current gap in the trail. Lack of connectivity separates parks, open spaces, schools, and alternative access to major urban activity centers for our residents and neighboring communities.

9. Transportation Project Location–REQUIRED

City: <input type="text" value="Tigard"/>	County: <input type="text" value="Washington"/>
MPO: <input type="text" value="Portland/Metro"/>	Special District: <input type="text" value="ODOT Region1"/>

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)

The trail segment will be constructed from Woodard Park to Grant Avenue. It will begin on City owned property in Woodard Park and will terminate at Grant Avenue approximately 25 feet south of its Fanno Creek bridge crossing.

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 checked="" 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)

STIP funding will be used to complete a 1,400 lineal foot multi-modal trail segment. Completion of the project on City controlled right of way will connect 8 miles of multi-jurisdictional regional trail extending from Tigard to Portland.

The Fanno Creek trail proposal includes the following:

- 600 lineal feet of a 10-foot wide at-grade asphalt pathway with 2-foot gravel shoulders.
- 740 lineal feet of elevated pathway. (Preferred boardwalk material to consist of pultruded fiberglass grating. Alternative material may include untreated timber.) The boardwalk will be 12'



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

in total width including handrails, allowing for 1' of shy distance on each side based on practical design considerations involving impacts to wetlands and the vegetated corridor. The pultruded fiberglass grating has an estimated life cycle of 25 years or better, and sections are light weight and easy to replace as needed.

- The boardwalk foundation will consist of galvanized steel piles to minimize disturbance to the natural area.
- 60 lineal foot, 12-foot wide timber bridge crossing Fanno Creek. The bridge span will be a minimum 1.5 times the active channel width.
- The bridge will be set on galvanized steel piles and concrete pile caps to minimize disturbance to the natural area.
- Native trees, shrubs, and grasses will be planted onsite to mitigate for wetland and vegetated corridor impacts.

The trail will be continuously maintained by the City of Tigard Parks Department and the vegetated /stream corridor will be maintained by the City's healthy streams program.

Design Criteria:

- Trail design to adhere to the current ODOT Bicycle and Pedestrian Guide and AASHTO Guide for the Development of Bicycle Facilities. Horizontal curvature of the trail will be designed to meet a 20mph bicycle speed and a 20 degree lean angle where applicable.
- The trail will be designed to meet ADA accessibility guidelines.
- Vegetated Corridor Enhancements to meet Clean Water Services (CWS) Design and Construction Standards.
- The boardwalk and bridge will be constructed to meet current building codes.

Project Planning and Permitting:

City of Tigard:

- Sensitive Lands Review Approval, Type III Public Hearing/Hearings Officer.
- Application requires: (Wetland Delineation/Concurrence, Wildlife Habitat Assessment, No-Rise Analysis for the Base Flood of Fanno Creek, Service Provider Letter from CWS)

CWS:

- Standard Site Assessment and Tier 2 Analysis for vegetated corridor impacts.
- Issuance of Service Provider Letter and Stormwater Connection Permit

State and Federal Environmental: (Not Addressed Above)

- Federal Endangered Species Act Technical Memorandum
- Joint Permit Application for Wetland/Waters Impacts
- Cultural & Historic Resource Assessment
- Public Park Section 4(f) Impacts Analysis
- Archaeological Study
- Hazardous Materials Impact Analysis

12. Primary Project Mode(s)

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

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
2018	Construction Complete
	Capital Equipment Purchase
2018	Operations/Service Begin
	Other Major Milestone:
2018	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

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 Fanno Creek Trail (Woodard Park to Grant Ave) segment is consistent with adopted plans as it provides alternative modes of travel choices. The trail also provides bicycle and pedestrian facilities between residential, commercial, and employment/institutional areas as mandated by the Transportation Planning Rule (TPR).

The regional trail as a whole, and as segments in part, is located in the following plans:

- Tigard Greenways Trails System Master Plan (Executive Summary xii): No. 1 trail priority.
- City of Tigard TSP (P. 83): multiple segments identified.
- Metro Regional Transportation Plan
- Tigard Comprehensive Plan (8-4) Goal 8 and associated polices

Goal 8 mandates the creation of on-street and off street regional trails and pathways to connect our neighborhoods and encourage healthy alternative modes of travel for our residents.

Completing this segment of the trail will provide our residents with active transportation options.

- The proposed project is also a major component of the Intertwine, an ever-growing network of integrated parks, trails and natural areas.

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.

OTP Strategy 1.1

The trail segment from Woodard Park to Grant Ave will complete the regional trail from Tigard to Portland.

- It provides an alternative to on-street travel, including under the OR:99W viaduct, reducing demand for pedestrian and bike crossing at congested intersections on OR:99W.
- Filling the 1/4-mile gap allows continuous and safe travel on the 8-mile trail.
- It provides access to transit (Tigard to Beaverton via downtown)

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?

The proposed trail segment supports an active transportation connection from Portland to Tigard.

- provides an alternative to motor vehicle travel between Beaverton and Tigard. A typical auto travel route would include driving on Hall Blvd, and Hwy 217.
- encourages and facilitates the crossing of OR:99W at the undercrossing and not at congested signalized intersections.

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?

Provide local improvements to the regional trail creating connections for transit riders, pedestrians and bicyclists to move through Tigard, Beaverton, and Portland.

- fills a 1/4-mile gap to provide an 8-mile continuous trail connecting Tigard, Beaverton and Portland.
- provides a multimodal connection for travelers using the Tigard Transit Center directly, and the Beaverton Transit Center via local street connections.
- provides recreational travel options for trail enthusiasts throughout the Metro region.

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?

Improve active transportation connection between Tigard Town Center, Tigard Transit Center, and the Beaverton Transit Center via local street connections.

Improves access from residential neighborhoods:

- to downtown businesses (restaurants, shopping, and banking)
- for employees working in downtown Tigard
- to activity centers (Tigard Library, Senior Center, City Hall)
- to schools and parks

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?

Provide an opportunity for active transportation and trail enthusiasts to enjoy the natural settings of Fanno Creek in an urban environment and to support active transportation for people to get to and from their jobs.

- provide direct access to the Tigard Transit Center.
- provide continuous trail network for walking, biking, and enjoying nature between Tigard, Beaverton, and Portland.

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?

- The trail has been designed to minimize impacts to sensitive lands within the floodplain.
 - over half of the bridge is elevated to minimize impacts to wetlands and vegetated corridor.
 - The elevated section is to be constructed with materials equaling a 25-yr life cycle.
 - A bridge is set at 1.5 times the width of the active channel to minimize impacts to the creek.
- Enhance the vegetated creek corridor to good condition.
- Connect the Fanno Creek corridor to the north and south. Enhancement of the corridor will connect over 220 acres of restored stream and wildlife corridor along the Fanno Creek basin.
- The trail will be continuously maintained by the City of Tigard Parks Department.
- The vegetated/stream corridor will be continuously maintained by the City's Healthy streams program.

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?

- The trail will provide an active transportation connection from several neighborhoods to Woodard Park and to the Tigard Town Center.
- The trail will improve the connection from many neighborhoods to the regional pedestrian and bicycle transportation systems.

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?

Encourage and support active transportation opportunities for the community.

- The completion of the trail will provide direct access to community destinations (downtown restaurants, shopping, and banking).
- provide access to basic City services (City Hall, Tigard Library)
- provide access to the Tigard Transit Center located just off Main Street.
- enable active transportation by enhancing biking and walking opportunities.
- provide access to parks, side trails, and schools along the trail.

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?

Complete an 8-mile continuous trail system from Tigard to Portland.

- eliminate a trail gap directing pedestrians and bicyclists onto streets without sidewalks and bike lanes.
- complete a segment of the regional trail with clearly marked pedestrian and bicycle street crossings.
- provide a trail designed to be pedestrian and bicycle friendly.

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?

Complete a transportation system with multiple travel choices for potential users.

- The trail will provide access to multi-family and single-family neighborhoods.
- provide access to businesses and open-space destinations
- complete the investment made between multiple jurisdictions for the regional trail.

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?

Provide a low maintenance and cost effective trail segment that will be sustainable and maintained by the City of Tigard Parks Department.

- Continue City of Tigard volunteer programs (installing native plantings and sponsoring trash cleanups) to maintain a healthy stream ecosystem and to promote natural settings of the Fanno Creek Watershed

- The City, State, region, and others have made significant investments to construct segments the existing Fanno Creek Trail. Completing the "missing link" segment will allow realization of the full value of those previous investments.

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	\$60,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$300,000	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way	\$30,000	
Capital Equipment		
Non-Construction Project Costs Total		\$390,000
Utility Relocation		
Construction	\$660,000	
Construction Project Costs Total		\$660,000
Total Eligible Project Cost		\$1,050,000
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.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Tigard		0%
Co-Sponsor			0%
Participant	Washington County MSTIP	\$150,000	14%
Participant			0%
Total		\$150,000	14%

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:

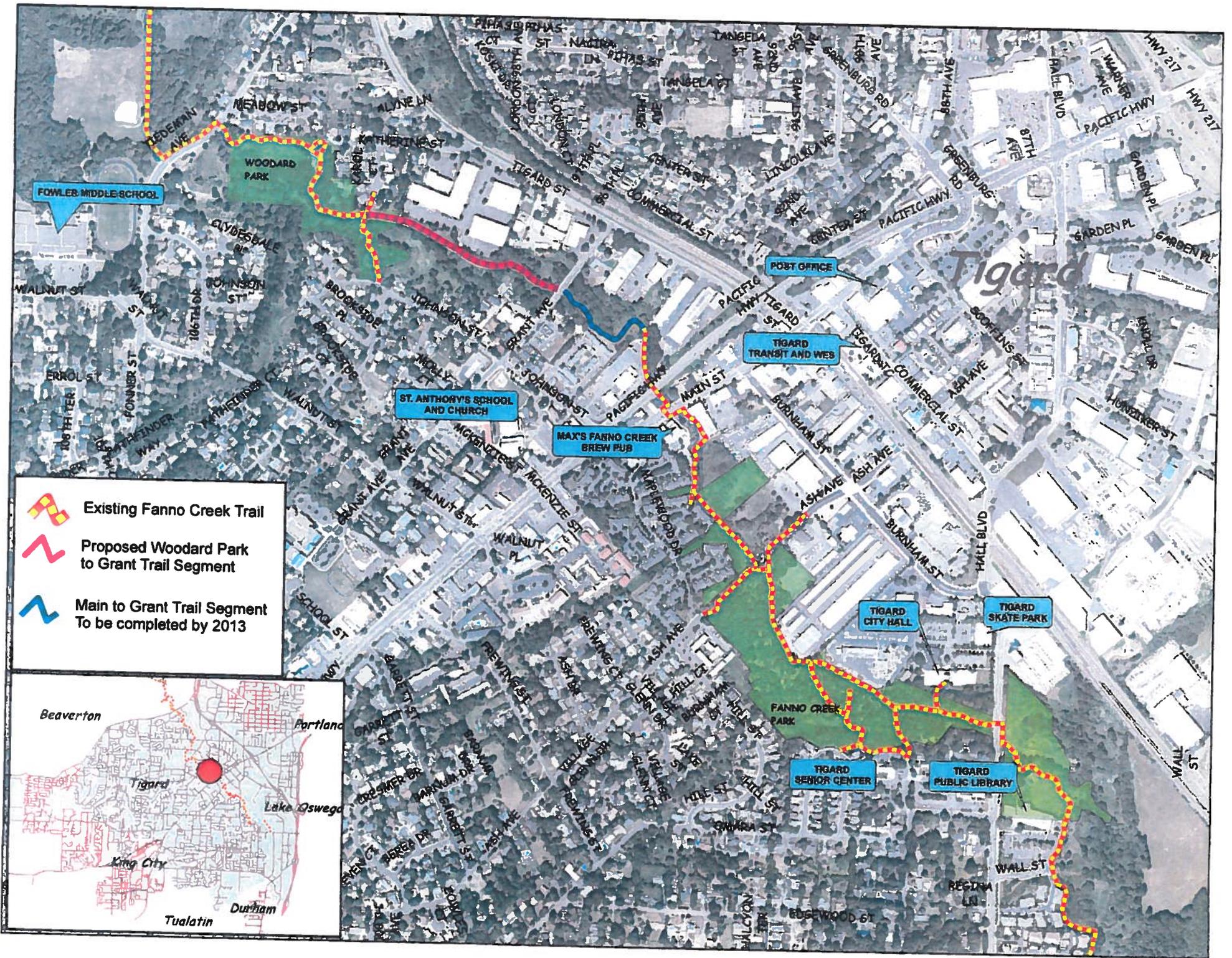
Authorizing Authority Name:

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.



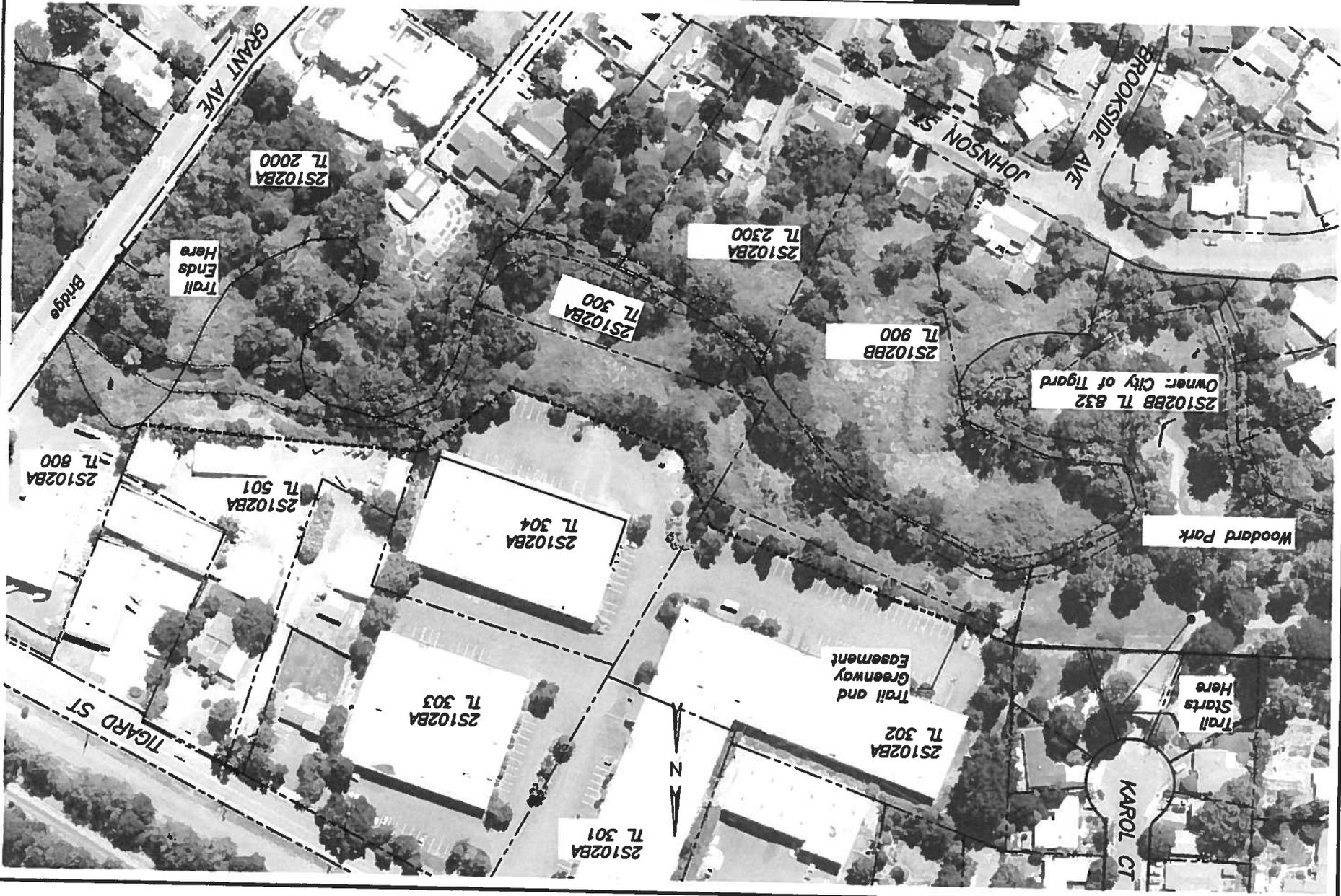
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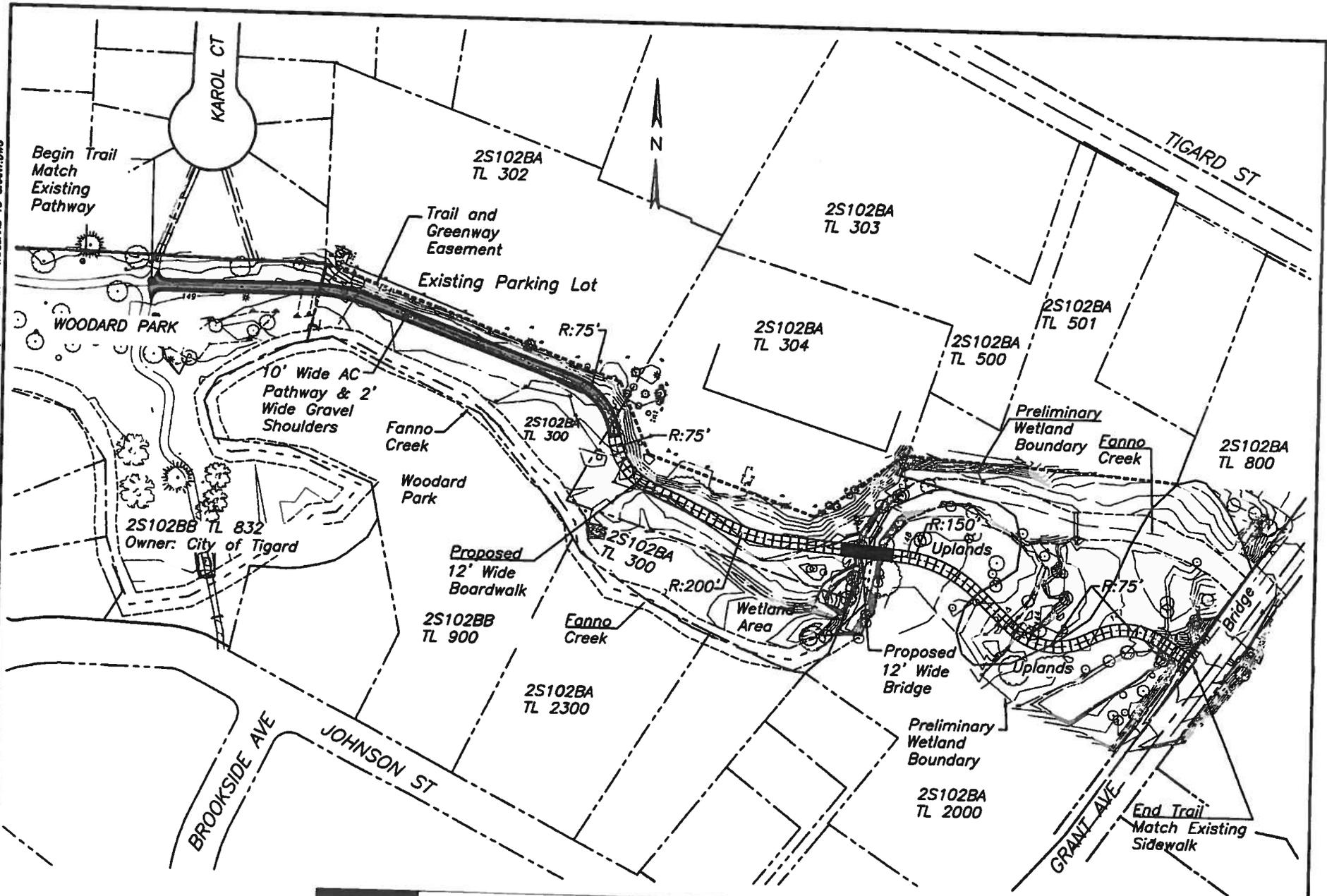
ENGINEERING DIVISION
PUBLIC WORKS DEPARTMENT
13125 S.W. HALL BLVD.
TIGARD, OREGON 97223
VOICE: 503-718-2466
FAX: 503-624-0752
WWW.TIGARD-OR.GOV

FANNO CREEK TRAIL WOODARD PARK TO GRANT AVE SITE MAP (AERIAL PHOTO)

FIGURE
FIG-1
FILE NO



Plotted by: JEFF PECK on Tuesday, November 27, 2012 at 7:24:12 AM from the LAYOUT layout tab
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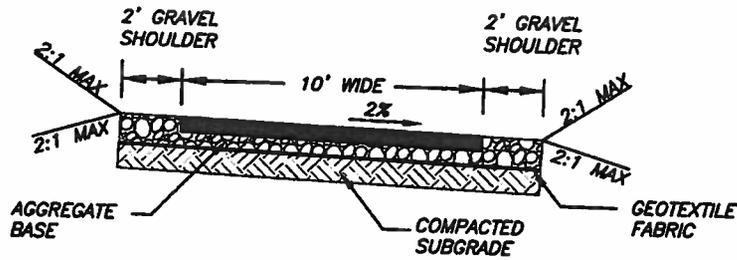

ENGINEERING DIVISION
PUBLIC WORKS DEPARTMENT
 13125 S.W. HALL BLVD.
 TIGARD, OREGON 97223
 VOICE: 503-718-2466
 FAX: 503-624-0752
 WWW.TIGARD-OR.GOV

FANNO CREEK TRAIL
WOODARD PARK TO GRANT AVE
SITE MAP

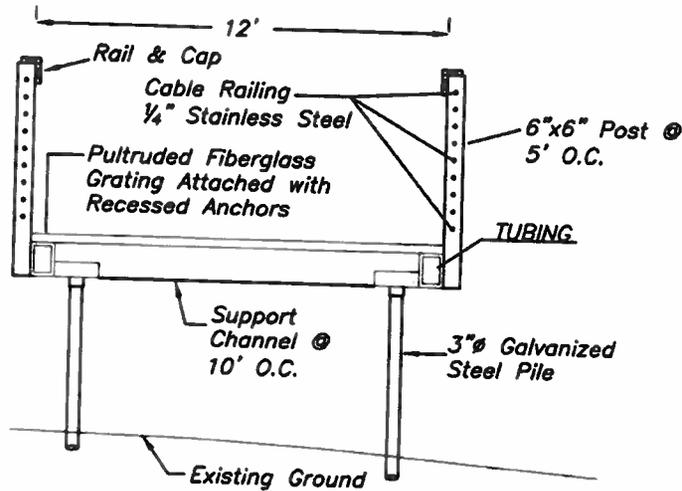
FIGURE
 FIG-2

FILE NO

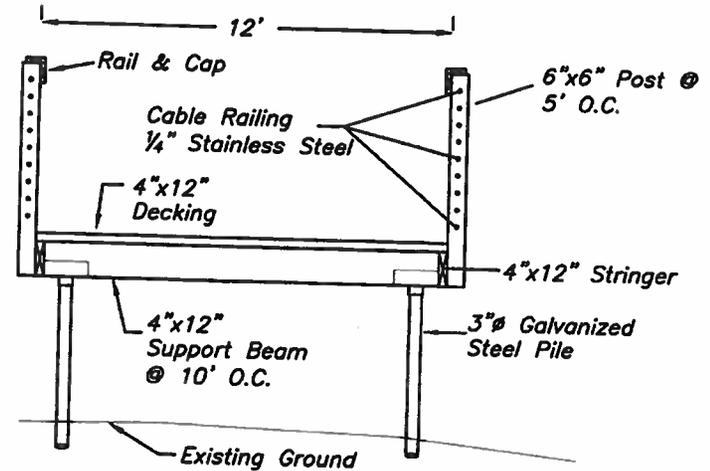
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AT GRADE ASPHALT PATHWAY
N.T.S.



BOARDWALK SECTION (PULTRUDED FIBERGLASS GRATING)
N.T.S.



BOARDWALK SECTION (TIMBER ALTERNATIVE)
N.T.S.


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 TIGARD, OREGON 97223
 VOICE: 503-718-2488
 FAX: 503-624-0752
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FANNO CREEK TRAIL
WOODARD PARK TO GRANT AVE
TRAIL SECTIONS

FIGURE
FIG-3

FILE NO



Metro | *Making a great place*

November 26, 2012

Attention: Mr. Jeff Flowers
Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

Dear Mr. Flowers:

Metro wishes to express its support for Tigard's proposal, *Fanno Creek Trail - Grant Street to Woodard Park*. Metro believes that this project will further the region's goals of providing transportation choices and access, economic prosperity, decreased greenhouse gas emissions, and the creation of vibrant, livable communities.

The completion of the Fanno Creek Trail is identified as a high priority in Metro's Regional Trails Plan and in the Regional Transportation Plan. Completing the trail is also one of the goals of Metro's Natural Areas bond measure, approved by the region's voters in 2006. Metro recently used funds from the bond measure to purchase the two properties along Fanno Creek where this project will be built. Building this missing link in the trail will leverage investments Metro has made in acquiring nearly a dozen other properties along Fanno Creek to create an uninterrupted 7.7 mile pathway through the heart of Tigard and Beaverton.

This active transportation improvement will directly enhance the Southwest Corridor Plan and Implementation Strategy, which is a joint project of Metro, ODOT, TriMet, Washington County, and the cities of Portland, Tigard, Tualatin, King City, Durham, Lake Oswego, Beaverton, and Sherwood. This comprehensive land use, transportation, and transit planning study will identify and prioritize public investments in the 15 mile corridor between downtown Portland and Sherwood. Bicycle and pedestrian pathways such as the Fanno Creek Trail are integral parts of that transportation strategy and implement the Southwest Corridor goals of prosperity, health, access and mobility, accountability and partnership.

We are pleased to support the proposal for *Fanno Creek Trail - Grant Street to Woodard Park*.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Desmond".

Jim Desmond, Director
Metro Sustainability Center