



Transportation Project Sponsors

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

Organization Name: <input style="width: 90%;" type="text" value="City of Tualatin"/>	
Contact Person Name: <input style="width: 70%;" type="text" value="Paul Hennon"/>	Title: <input style="width: 20%;" type="text" value="Community Services Dire"/>
Street Address: <input style="width: 70%;" type="text" value="8515 SW Tualatin Road"/>	Phone: <input style="width: 20%;" type="text" value="(503) 691-3060"/>
City, State Zip: <input style="width: 90%;" type="text" value="Tualatin, OR 97062"/>	
E-mail: <input style="width: 90%;" type="text" value="phennon@ci.tualatin.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	\$8,551,749	
Non-Eligible Costs		
Total Transportation Project Cost	\$8,551,749	100%
Matching Funds	\$1,950,000	22.8%
Requested Funds	\$6,601,749	77.2%

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



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Design and build a 1.5 mile shared use path from King City to Tualatin, including a bike/ped bridge over the Tualatin River. The project is part of a 50-mile active transportation route from Wilsonville to North Portland. The project will:

- Build a new bike/ped Tualatin River bridge (330 feet long, 18 foot wide deck, 200 foot long ramp on the north side).
- Build the Ice Age Tonquin Trail from Pacific Dr. near Hwy 99W to the Tualatin River, the Westside Trail from the Tualatin River to Beef Bend Rd, and a connection to the Tualatin River Greenway Trail. The trail will be 12 feet wide with 2 ft. gravel shoulders.
- Take bike/ped traffic off Highway 99W, Beef Bend Rd, Roy Rogers Rd, and other vehicular streets.
- Improve safety, directness of travel, and user experience for bikes and peds.

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.

8. Project Problem Statement–REQUIRED

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

The Westside Trail, Ice Age Tonquin Trail, and Tualatin River Greenway Trail are three of Washington County’s primary active transportation facilities, but they do not presently connect to each other. The Tualatin River is the nexus of all three trails but it is also a barrier that separates them. This project will connect the three regional trails and will create an interconnected off-street active transportation system, allowing people to bike or walk between Tualatin, Tigard, King City, Sherwood, and Beaverton.

9. Transportation Project Location–REQUIRED

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



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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 GPS coordinates of the proposed bridge are Lat 45.3918 Lon -122.8183. From the bridge, the linear project runs due north to SW Beef Bend Road, and due south to SW Pacific Drive.

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)

The project will design and build a bridge across the Tualatin River, connecting three regional trails in Eastern Washington County creating a significant new route for bicyclists and pedestrians traveling between Tualatin, King City, Sherwood and Tigard. The project will:

- Build the northernmost 0.75 mile segment of the Ice Age Tonquin Trail from Pacific Drive near Highway 99W to the Tualatin River, and the southernmost 0.76 mile segment of the Westside Trail from the Tualatin River to SW Beef Bend Road, a Washington County arterial.
- Build trail sections 12 feet wide to safely accommodate bicycle and pedestrian users. Trail surfaces will be concrete and asphalt. All trail grades will be 5% or less, accommodating users of all abilities and meeting Americans with Disabilities Act (ADA) requirements.
- Not require property acquisition. All property required for this project is in public ownership. The Tualatin segment is on property owned by Metro. The King City segment is within Bonneville Power Administration (BPA) right-of-way. BPA is a full partner agency and has been closely involved in the master planning efforts for these trails.
- Provide a major off-street non-vehicular connection taking bicycle and pedestrian traffic off of Highway 99W, SW Beef Bend Road, SW Roy Rogers Road, and other area streets that are not fully



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

designed or constructed to accommodate such traffic.

- Build a north-south trail route that provides for the key connection in merging these three regional trails; that connects to the east-west Tualatin River Greenway and proposed water trail; and that also functions independently to improve safety, directness of travel, and user experience for local bicycle and pedestrian traffic.

The new bridge will connect at-grade with the Ice Age Tonquin Trail on the river’s south bank and on the north bank will connect to the Westside Trail via an ADA compliant bridge ramp. The Project provides significant stand-alone functionality in providing safer and more direct alternatives to the circuitous on-street routes presently required of non-vehicular travelers. The new bridge will be:

- A 330-foot long, three span structure with an 18 foot wide bridge deck and 200 foot long ramp on the north side.
- Approximately mid-point between the closest vehicular bridges crossing the river: SW Roy Rogers Road approximately 2 miles to the west and the Highway 99W bridge approximately 1 mile east.
- Only the second bridge across the Tualatin River between Lake Oswego and Hillsboro dedicated to bicycle and pedestrian traffic.

The Project is also an integral part of the developing regional trail network on the west side of the Portland metropolitan region. Taken with existing and planned improvements to the Ice Age Tonquin Trail and the Westside Trail, the combined trails will form a continuous 50 mile long north-south regional system connecting the Willamette River in Wilsonville to the Willamette River in North Portland. The overall trail system will link seven cities and two counties by providing trailheads and connections when crossing over a dozen major roadways and transportation corridors and providing bicycle and pedestrian access to:

- Numerous local and regional trails including Fanno Creek, Cedar Creek, Tualatin River Greenway, Ascension, Bronson Creek, Rock Creek, and the Willamette Greenway.
- Local residential neighborhoods, schools, historic downtowns, and regional shopping centers.
- Major parks and natural areas including Graham Oaks Natural Area, the Tonquin Geologic Area, the Tualatin River National Wildlife Refuge, Tualatin Hills Nature Park, and Portland’s Forest Park, as well as city parks in King City, Tigard and Beaverton.
- Major transportation corridors such as Highway 99W, US 26, US 30, I-5, the TriMet MAX Blue Line and WES line, and numerous arterial roadways.
- Major employment areas such as the industrial areas of Tualatin, Wilsonville and Sherwood, the Nike campus, and Cornell Oaks Business Park.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<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
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**MULTIMODAL TRANSPORTATION PROGRAM
PROJECT APPLICATION**

<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other
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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
Jan. 1, 2018	Bid Let Date
April 1, 2018	Construction Contract Award
Jan. 1, 2019	Construction Complete
N/A	Capital Equipment Purchase
April 1, 2019	Operations/Service Begin
	Other Major Milestone:
April 1, 2019	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.

Numerous statewide, regional and local plans and policies reference the Westside Trail and the Ice Age Tonquin Trail. Both trails are identified in multiple regional transportation and land use planning documents. Overall, regional and local plans are essentially 100 percent consistent with respect to development of these regional trails.

- The current Regional Transportation Plan, the Metropolitan Greenspaces Master Plan, and the 2010 Bi-State Regional Trails System Plan include these trails.
- The Tualatin Hills Park and Recreation District’s 2006 Comprehensive Plan identifies and supports the Westside Trail. The Westside Trail is also referenced and supported in many local jurisdiction plans or ordinances, including the City of King City’s Comprehensive Plan, City of Tigard’s Parks System Master Plan and Greenway Trails System Plan.
- The comprehensive plans for Wilsonville, Sherwood and Tualatin support the Ice Age Tonquin Trail.
- The bridge and the Ice Age Tonquin Trail are included in Tualatin’s draft Transportation System Plan, scheduled for adoption in winter 2013.
- The project’s surface trails and the Tualatin River bridge crossing are specifically identified in the Ice Age Tonquin Trail Master Plan and the Westside Trail Master Plan. Both master plans are scheduled for adoption by Metro and local jurisdictional partners by mid-2013.

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.

The project is consistent with OTP Strategy 1.1.4. The project will add a new facility to the active transportation system by building a bridge to accommodate bicycle and pedestrian traffic that currently must use congested state highways and arterials. Solutions emphasizing system management, minor improvements, and new capacity have been considered but are not recommended because the solutions would involve routing bicycles and pedestrians over an existing bridge that would add more than two miles to their trip length. Studies show that two additional miles is farther than most bicyclists and pedestrians are willing to travel. Adding capacity to the existing system would also involve creating additional width on ODOT’s Highway 99W bridge over the Tualatin River, which would be expensive. OHP Action 1G.1 is not applicable because the proposed project is not a highway project.

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 Project will help preserve public investments by maintaining the efficient operation of state-owned facilities through operational improvements, connectivity, and congestion reduction. The Project will have significant benefits to State Highway 99W including:

- Providing a clear alternative that is more direct and a better user experience for bicyclists and pedestrians currently using Highway 99W to access King City, Tigard, Sherwood and Tualatin.
- Increasing safety and reducing conflicts between motorized vehicles, bicyclists, and pedestrians along the high speed state highway.
- Providing for a less costly alternative to improving the highway and connecting arterials with the equivalent bicycle lanes and sidewalks.
- Developing an important new link in the north-south multimodal system serving Eastern Washington County and local cities.
- Reduce congestion on Highway 99W by directing bicycle and pedestrian traffic to safer alternative routes.

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?

The Project will provide for expanded mobility for all transportation users and provide for a crucial component of a balanced, efficient and cost-effective multi-modal system. Bicycle and pedestrian traffic must presently travel significantly out of direction and share the road with high speed vehicular traffic creating unsafe and unpleasant conditions. North-south bicycle and pedestrian connections across the Tualatin River are missing, forcing people to use circuitous routes that include sidewalk-deficient facilities such as Highway 99W and intersecting arterial facilities. The project will directly connect the south side communities of Tualatin, Sherwood and Wilsonville with the north side communities of King City, Tigard and Beaverton. The Project will provide:

- A new mobility option at approximately mid-point between the closest vehicular bridges crossing the river: SW Roy Rogers Road near Sherwood approximately 2 miles to the west and the Highway 99W bridge approximately 1 mile east.
- Only the second bicycle and pedestrian dedicated bridge over the Tualatin River between Lake Oswego and Hillsboro.
- Connect to transit options on SW Beef bend Road and to current and expanding options along the Southwest Corridor and Highway 99W.

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?

The Project will help ensure access and connectivity among all modes and places. The Project area is home to a diverse range of community amenities and activity centers for which there are only limited bicycle and pedestrian connections, particularly those that provide safe and direct access between such amenities. The Project will build 12 foot wide shared use trail sections to safely accommodate bicycle and pedestrian users. All trail sections will be at grades of 5% or less, accommodating users of all abilities and modes, and will comply with ADA requirements. The Project will pass near or through the following facilities and services and thus enhance active transportation access:

- State Highway 99W and highway fronting businesses
- TriMet Route 94
- Pony Ridge neighborhood in Tualatin
- Tualatin River National Wildlife Refuge
- Tualatin River Greenway
- Tualatin River Water Trail
- King City Park
- King City neighborhoods
- Rivermead community in unincorporated Washington County
- Deer Creek Elementary School
- SW Beef Bend Road

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?

The Project will help to expand and diversify Oregon's economy by improving the transportation of people, goods and services along and between the areas connected by the new trail. The Project will improve safe and direct bicycle and pedestrian commuter options between neighborhoods in King City, Tigard and Washington County on the north side of the Tualatin River with the newer industrial and business employment areas on the south side, particularly in the fast growing business parks that have developed in Tualatin over the last 15 years.

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 Project will provide for an environmentally responsive transportation alternative, and will provide for environmental enhancements within the Westside and Ice Age Tonquin Trail corridors. Environmental stewardship features of the Project include:

- Creating a more direct and safer option that will encourage area commuters, recreational travelers, and students and their families to leave their automobiles parked at home. This will contribute to reducing non-renewable energy consumption and greenhouse gas emissions.
- A three span bridge design that avoids the need to place a pier in the river.
- A non-motorized connection to the Tualatin River National Wildlife Refuge. Tualatin River NWR is one of the few urban national wildlife refuges in the US and features extensive trails and interpretive facilities and a visitor center that is used for environmental education to promote stewardship.
- There will be tree removal to accommodate the bridge landings but trees will be planted to replace the lost canopy.

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 Project is fully consistent with local land use plans and will encourage and support the development of compact communities and feasibility of non-motorized transportation.

- The Project is included in the comprehensive plans, transportation plans, and open space plans of the cities of Tualatin, King City, Sherwood, and Tigard.
- The creation of a new river crossing in this location will significantly improve the connections between the north and south sides of the river and thus open up new choices with respect to place of residence that don't entail increased home to work vehicle trips.
- The improved bicycle and pedestrian connections resulting from this Project will encourage compact development by providing a direct, accessible and convenient non-motorized alternative for reaching employment, schools, transit and other activity centers in the area.

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?

The Project will develop a bicycle and pedestrian system that integrates with the local community and enhances the physical setting and resources of these communities. The Project will be a significant improvement to community livability in the neighborhoods and business areas through which it passes. The Project will:

- Encourage a healthy lifestyle and enable active transportation by providing a new bicycle and pedestrian trail connecting several neighborhoods and major recreation amenities.
- Allow neighborhoods now separated by a river to easily cross to both sides to open spaces, recreational amenities, schools and other services without having to use motorized options to reach such destinations
- Greatly improve access to this stretch of the Tualatin River for a host of outdoor and passive recreation activities.
- Provide facilities such as trailheads, short spur trails, wayfinding signing, interpretive features, lighting, benches and other trailside furnishings, and viewing areas that make the trail corridor an attractive and enjoyable neighborhood place to be even if the “active transportation” element only involves walking 100 feet from your front door to sit on a trailside bench.

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?

The investment in the development of this Project will yield significant benefits to improving the safety and security of the area's transportation system. The primary high speed vehicular roadways that this Project will connect have limited or no bicycle and pedestrian facilities in their immediate vicinity. Attachment 6 shows the extent of missing sidewalks along 99W and adjacent facilities. The Project will improve the safety for both motorized and non-motorized travelers by:

- Removing a substantial portion of north-south bicycle and pedestrian traffic from these roadways (and other connecting roadways in the area) by providing a more convenient and direct alternative.
- Creating routes and systems for non-motorized travel that will avoid the inherent conflicts that arise when motorized vehicles, bicyclists, and pedestrians share the same roadway.
- The new trail will also improve neighborhood security by increasing the usage and positive activity in areas currently under power lines that presently are vacant and can become attractive nuisances.

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 Project will provide for greater equity by contributing to expanded travel options and in serving diverse populations and communities. With the new crossing of the Tualatin River in an area where even motorized traffic options are somewhat distant, the Project will create a new transportation connection that:

- Creates a new multimodal, non-motorized option allowing populations with a wide range of age and socioeconomic demographics and levels of advantage to access nearby schools, transit, businesses and open spaces.
- Serves communities that range for new urban multi-family units and single family homes, to housing and communities serving elder citizens, to older single family homesteads dating to an era where this portion of Washington County was mostly rural and unincorporated.
- Makes the use of potentially more affordable transportation equipment - strollers, sneakers, and bikes instead of cars – a viable and practical choice for everyday trips.

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?

Project costs are estimated in 2012 dollar values and do not include escalation. The local match will come from three sources: 1) King City will provide \$250,000 cash from local system development charges, 2) Metro will provide \$500,000 cash from its local bond funds, and 3) \$1.2 million in real property value will be used as credit. Metro purchased the property in 1996 for the trail and bridge landing. Ongoing operations and maintenance costs will be shared among the adjoining agencies under a partnership agreement to be developed. Tualatin has a similar agreement in place with Tigard for the other bike/ped bridge across the Tualatin River, so Tualatin is experienced with such agreements.

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	\$460,236	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$920,473	
Environmental Work	\$230,118	
Coordination and Outreach	\$0	
Leased Space	\$0	
Building purchase and/or Right of Way	\$1,200,000	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$2,810,827
Utility Relocation	\$100,000	
Construction	\$5,640,922	
Construction Project Costs Total		\$5,740,922
Total Eligible Project Cost		\$8,551,749
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	City of Tualatin	\$0	0%
Co-Sponsor			0%
Participant	City of King City	\$250,000	3%
Participant	Metro	\$1,700,000	20%
Total		\$1,950,000	23%

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.

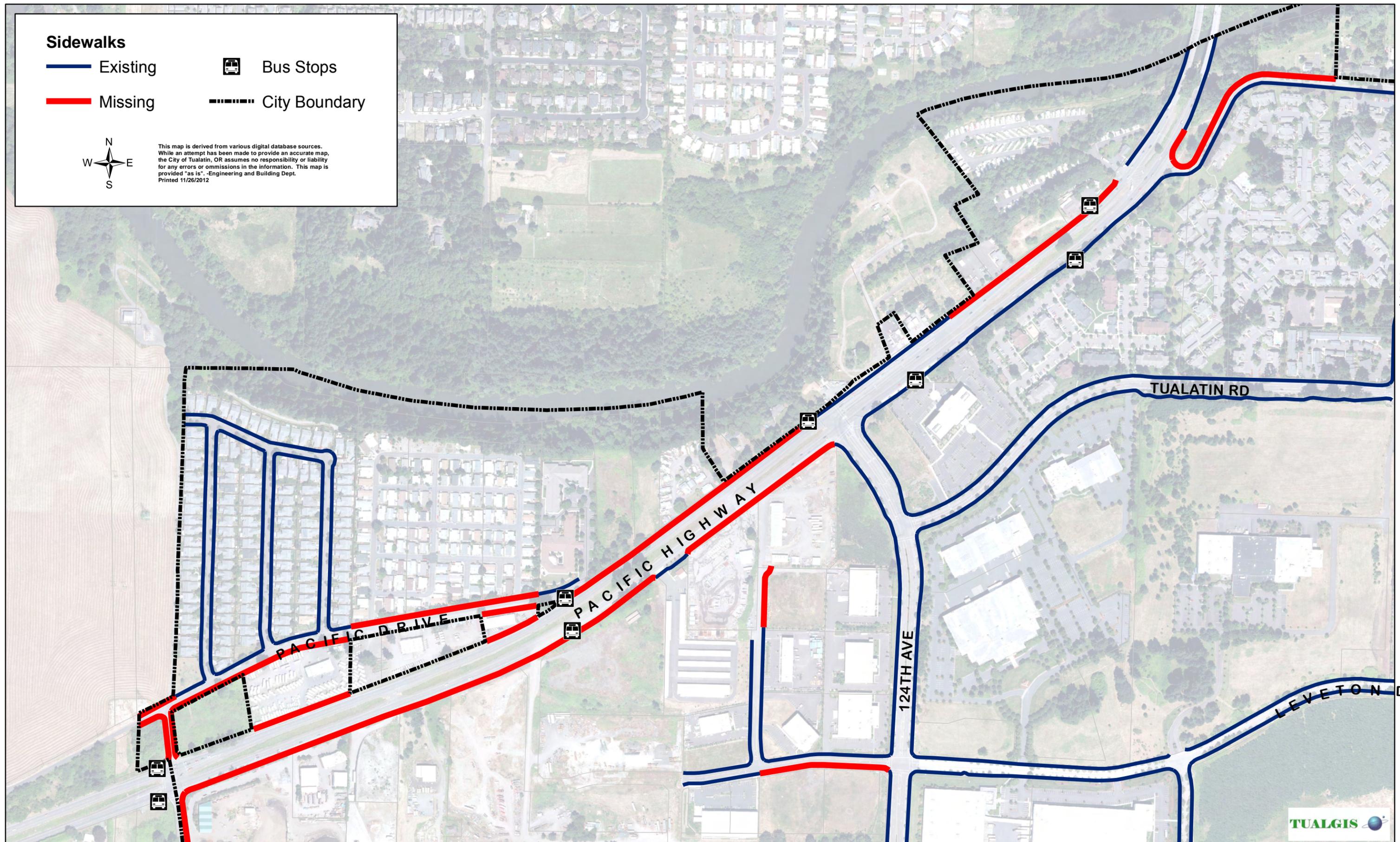
Sidewalks

- Existing
- Missing

- Bus Stops
- City Boundary



This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -Engineering and Building Dept. Printed 11/26/2012



115TH AVE

TUALATIN RD

PACIFIC HIGHWAY

PACIFIC DRIVE

124TH AVE

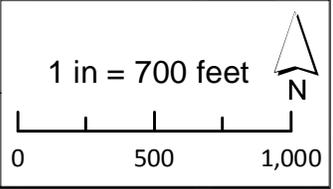
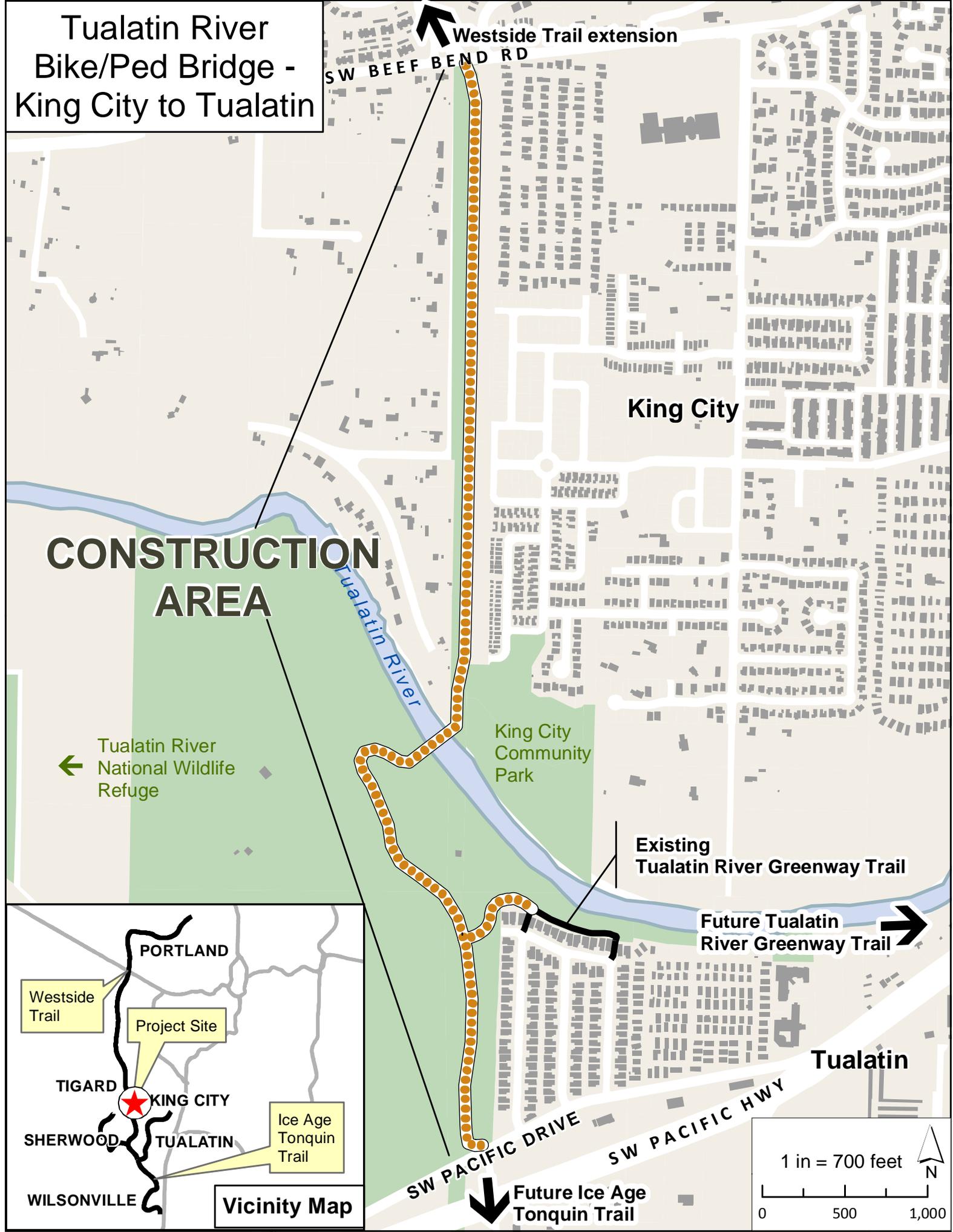
LEVETON DR

Tualatin River Bike/Ped Bridge - King City to Tualatin



Vicinity Map

Tualatin River Bike/Ped Bridge - King City to Tualatin





The typical cross section is 12' wide with 2' wide compacted crushed stone shoulders.

Westside Trail Master Plan

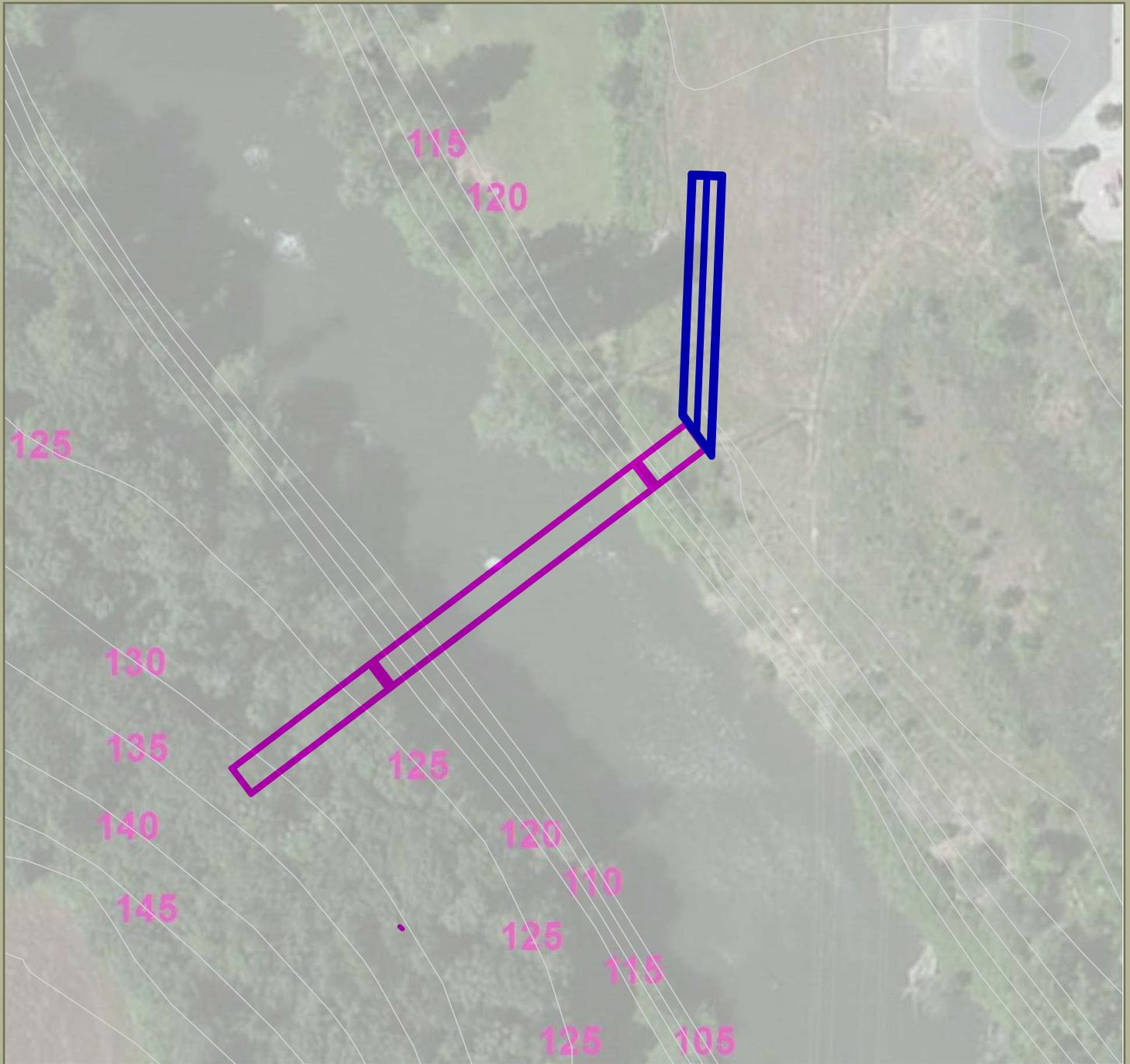
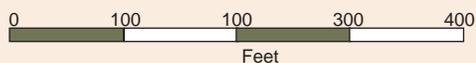


Figure 4
Tualatin River Crossing

-  Three-span Bridge
-  Bridge Approach Ramp



Attachment 5: Ki-a-Kuts Bridge

The Ki-a-Kuts Bridge is an existing bike/ped bridge across the Tualatin River. It is a good example of a similar project in scope and location to the proposed project. The City of Tualatin managed the design, permitting and construction of the bridge. The City of Tualatin handles the ongoing operations and maintenance of the bridge.



618
NORTHWEST
GLISAN
SUITE 401
PORTLAND
OREGON
97209
BTAOREGON.ORG
T503
226
0676
F503
226
0498

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

Re: Grant application to ODOT's Multimodal Transportation Enhance Program for
Tualatin River Bike/Ped Bridge – King City to Tualatin

November 21, 2012

Dear Mr. Flowers:

As the Executive Director of the Bicycle Transportation Alliance, I am writing on behalf of my organization to support this important project.

The Bicycle Transportation Alliance is a non-profit membership organization working to promote bicycling and improve bicycling conditions in Oregon. Since 1990, the BTA has worked in partnership with citizens, businesses, community groups, government agencies, and elected officials to create communities where people can meet their daily transportation needs on a bike.

We support this project because it supports active transportation options in the region. This bridge will give Washington County commuters a safe place to bike and walk to and from work, which will in turn get more cars off the road and free our highway capacity for freight movement. It will also bring vitality to neighborhoods in Tualatin, King City, and nearby Washington County communities – the fastest urbanizing parts of the region and places where families demand safe walking and biking opportunities.

There is a strong desire from the bicycling community to see the project built. I ask you to give the application your highest consideration.

Sincerely,



Rob Sadowsky
Executive Director





November 21, 2012

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

Re: Grant application to ODOT's Multimodal Transportation Enhance Program for
Tualatin River Bike/Pedestrian Bridge – King City to Tualatin

Dear Mr. Flowers:

As the Director of Land Use & Transportation, I would like to express our support for this important project. Washington County has been a key stakeholder involved in master planning the Ice Age Tonquin and Westside Trails, of which this project is part. These trails are included in the County's transportation system plan. Together, they will serve as the central north-south spine for active transportation within the most urbanized part of the county.

Completion of this project will be critical for the achievement of a balanced transportation system that serves all roadway users. This project will give Washington County commuters a safe place to bike and walk to and from work, which will in turn get more cars off the road and free road capacity for transit and freight movement. The project will also help ensure the development of vibrant new neighborhoods in recently annexed areas in nearby West Bull Mountain and Sherwood.

Please lend your support to this important project.

Sincerely,

Andrew Singelakis, AICP
Director of Land Use and Transportation

November 15, 2012

Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

Attention: Mr. Jeff Flowers

Re: Grant application to ODOT's Multimodal Transportation Enhance Program for
Tualatin River Bike/Ped Bridge – King City to Tualatin

Dear Mr. Flowers:

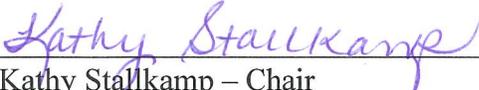
On behalf of Community Participation Organization (CPO) 4K, I am writing in support of the grant application for the construction of the bicycle and pedestrian bridge over the Tualatin River, along with the adjoining pieces of the Westside and Tonquin Trails in King City and Tualatin.

CPO 4K heard a presentation of the proposed Westside Trail project at our February 2012 meeting. We heard about how the trail would extend from Beaverton, through our community, across the Tualatin River to Sherwood and a connection with the Tonquin Trail in the regional network. As this project would further connect our communities, we are in agreement with the outline as we understand it.

A new bridge and the trail construction will complete and connect a section of the trail that is well within our community, passing all the way through our CPO from north to south. The CPO 4K northern border is Beef Bend Road and the southern border is the Tualatin River; the western border is 150th Avenue, and 99W is the eastern border.

The undersigned board members eagerly support the grant proposal for this project. In agreement with our By-Laws, this action will be submitted to the general membership at the November 26 meeting for ratification.

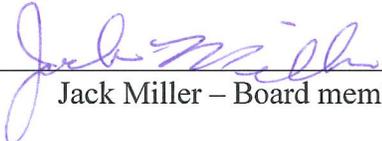
Sincerely,


Kathy Stallkamp – Chair


Rita Loberger – Secretary


Yvonne Johnson – CCI representative


Mike Meyer – Board member


Jack Miller – Board member

Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

November 21, 2012

Attention: Mr. Jeff Flowers
Re: Grant application to ODOT's Multimodal Transportation Enhance Program for
Tualatin River Bike/Ped Bridge – King City to Tualatin

Dear Mr. Flowers:

As the Executive Director of the Westside Transportation Alliance, I am writing on behalf of my organization to support this important project.

The Westside Transportation Alliance works with its partners and Washington County employers to reduce single-occupant-vehicle trips, reduce green house gas emissions, foster economic vitality, improve health, and enhance the efficiency of our regional transportation network. As the sole Transportation Management Association in Washington County the WTA has offered workplace services and programs that help employees commute to work by transit, carpool, vanpool, walking and biking since 1997.

We support this project because it will do so much toward creating active transportation for the region. This project will give Westside commuters a safe place to bike and walk to and from work, which will in turn get more cars off the road and free our highway capacity for freight movement. The project will also bring vitality to neighborhoods in Tualatin, King City, and nearby Washington County communities, which are among the fastest urbanizing parts of the region.

On behalf of the WTA board and membership, I urge you to give this project your highest consideration.

Sincerely,



Heather McCarey
Executive Director



Department of Energy
Bonneville Power Administration
P.O. Box 3621
Portland, OR 97208-3621

November 29, 2012

Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

Attention: Mr. Jeff Flowers

Re: Grant application to ODOT's Multimodal Transportation Enhance Program for
Tualatin River Bike/Pedestrian Bridge – King City to Tualatin

Dear Mr. Flowers:

Bonneville Power Administration (BPA) supports the City of Tualatin's application for a new bicycle and pedestrian bridge across the Tualatin River. BPA has been and remains a key stakeholder in the master planning process for the Tonquin and Westside Trails, of which this project is part.

As with much of the Westside Trail and Tonquin Trail, the project would be built on or next to land BPA owns. It is not BPA's policy to convey easements or other forms of land rights for trails. Instead, BPA requires citizens or entities who want to use our rights of way to submit a land use agreement application explaining the prospective use they propose. Provided the proposed use for the right of way is safe and compatible with BPA's operation of the transmission system, BPA issues a land use agreement permit to the agency administering the project.

While this letter of support offers no guarantees that BPA will issue a land use agreement, we are committed to collaborate with the City towards a successful agreement. Based on past experience with segments of the Westside Trail that have already been built on BPA property in Beaverton, BPA expects the project can be designed and built in a manner that is complimentary to safe and effective transmission system operations.

These trails and this project in particular enjoy broad community support because of the wide-ranging benefits they offer. These include improved air quality, increased outdoor exercise opportunities for residents, and reduced roadway congestion. BPA believes the Westside Trail and Tonquin Trail are important community amenities. As a public agency, we are committed to supporting the health, livability and sustainability of Pacific Northwest communities.

Thank you for considering BPA's comments about this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Neal Meisner".

Neal Meisner
Manager, Real Property Field Services