

**OFFICE OF CONGRESSMAN EARL BLUMENAUER  
SURFACE TRANSPORTATION AUTHORIZATION  
HIGH PRIORITY PROJECT REQUEST FORM**

**DEADLINE FOR SUBMISSION: FRIDAY, APRIL 24, 2009**

This form must be filled out in its entirety. It must be accompanied by at least one letter of support from a state, regional, or local governmental official specifically supporting the project request. This letter should discuss the merits of the project; specify the process to provide the public with an opportunity to comment on the project; and identify the other sources of Federal, state, or private funding that will be used to complete this project or project phase. This letter must contain an explicit statement of support for the project. In addition, if you are requesting less than 80 percent of the total estimated cost of the specific segment or activity, the letter must identify other specifically designated Federal, state, local, or private funding sources that, combined with this request, equal at least 80 percent of the total estimated cost. Please use **boldface font** to highlight these statements in the letter.

**The deadline to submit this form and the support letter is Friday, April 24, 2009. No exceptions.** Please submit this form along with any supplementary materials to David Skillman via email at [dskillman@mail.house.gov](mailto:dskillman@mail.house.gov). If you have any questions or concerns, please contact David Skillman at 503-707-1660.

**Form instructions:** This form contains drop-down menus to answer some questions. To access the drop-down menu, run your cursor over "Select One" or "Select One if Applicable" and click your mouse. A drop-down menu will appear and you can select the appropriate answer. Additionally, written answers should be typed in the gray boxes provided.

**1. Project Title:**

-Motorized Mobility Strategy

**2. Organization (project sponsor) Name and Address:** (if state or local entity, please identify specific department requesting funding)

Metro  
600 NE Grand Ave.  
Portland, OR 97232

**3. Primary contact name, phone number, mobile phone number, fax number, and e-mail:**

Lake McTighe  
503-707-1660

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[laketigt@glg.onmetro.gov](mailto:laketigt@glg.onmetro.gov)

**4. Project location address (if different from organization):**

Portland metropolitan region in Congressional Districts 1, 3, and 5.

**5. What is the purpose of the project? Why is it a valuable use of taxpayer funds? How will the project support efforts to improve the economy and create jobs in Oregon?**

The purpose of this project is to increase the biking mode share to 25% in the City of Portland and to 8.5% in the region within the next 15 years, through the construction of a comprehensive, interconnected regional network of on and off street trails and bikeways. The Non-Motorized Mobility Strategy is a refinement of the \$100 million project list that was developed by Metro and the City of Portland in June for the Rails-To-Trails Conservancy's 2010 Campaign for Active Transportation. Metro and Portland are both included in the Rails To Trails proposal for a total of \$100 million. This Non-Motorized Mobility Strategy request for \$75,000,000 was developed in partnership with the the "Portland Citywide Bicycle Boulevard Construction" project, which is being submitted as a separate HPP request for \$25,000,000 for the total \$100 million as reflected in the Rails-to-Trails proposal.

When completed, these projects would connect within a half-mile of a regional trail or bikeway:

- 1.1 million residents (80% of region's residents)
- 34 town centers
- nearly 700,000 jobs
- 268 schools
- over 24,000 acres of greenspaces

The Non-Motorized Mobility Strategy would design, construct and actively promote three demonstration projects that would demonstrate the potential of the region to significantly increase the number of trips made by bike and on foot. Metro, working with cities, counties, the state and other partners, are currently identifying three demonstration project areas.

1) A complete, well-designed and well-connected non-motorized transportation network within a single urban "commute shed." An urban area project will operate within or adjacent to a single, urban "commute shed" with housing and commerce. Fast, safe and green bikeways and trails would connect to a dense on street network. This project would replicate the types of bicycling infrastructure found in the world's best bicycling and pedestrian cities.

2) An integrated bicycle/transit network to address specific issues for a typical suburban area. A lower density area project where commerce and housing are more dispersed and wide roads with heavy traffic are challenging for biking and walking, will demonstrate how biking and walking facilities can be integrated with transit to become effective travel options in this type of environment. Key connections to light rail and buses and high quality bike parking facilities will make commuting by bicycle and walking safe, fast, comfortable and enjoyable.

3) A network that would link together key natural attractions and urban areas to create a unique urban-to-nature experience. An urban to nature project would link together significant natural areas and attractions allowing people to access nature by bike and foot. A highly visible, well designed project would be a tourist destination, increase resident's access to nature, and serve as a signature project for the region.

Individual project elements of the demonstration projects include trails, bike boulevards, bike parking, bike signals, signage, crossings and lighting. In coordination with Metro Regional Travel Options, the Non-Motorized Mobility Strategy will expand on the opportunities to educate people about how to best take advantage of alternatives to driving.

Studies have indicated that when safe and comfortable biking and walking infrastructure are available, people will often choose to bike or walk rather than drive. Biking and walking has the potential to carry a significant part of the overall transportation load. With short trips under three miles representing nearly half of all trips, walking and biking are poised to bring healthy, clean transportation to communities in the region.

Investing in trails and bikeways provides a high return on investment for taxpayer funds and addresses many pressing issues today, including rising gas prices, increased congestion, climate change, rising levels of physical inactivity and constrained personal and public budgets.

Using methodology developed by the Rails-To-Trails Conservancy, the region would see a \$213 million annual benefit if the region can double its biking/walking mode share for trips that are less than 3 miles, and double its public transit mode share for trips that are less than 15 miles. These benefits would include:

- Consumer fuel savings (excluding tax) of \$123.4 million
- Market based CO2 reductions of \$9.6 million
- Healthcare savings of \$79.8 million

An on the ground example shows that while the City of Portland has invested approximately \$50 million over the last three decades in its 300 mile network of bikeways, an amount that would not even fund one modern freeway interchange, the biking mode split has risen from less than 1.0% to somewhere between 4.5% and 8%. No other expenditure of transportation dollars can provide a similar return on investment in terms of mode share.

Severe congestion is expected to rise from 2% of roadways today to 10% by 2035. Fuel costs have gone from 3% of household budgets in 2002 to 8.5% in 2008. After last year's spike, gas prices have come down for now, but there is no mistaking the long-term trend. Providing nonmotorized transportation options can give people ways to reduce their transportation costs and can free up roads for other users.

More and more studies are linking the built environment to the growing national trend of inactivity and rising obesity levels, especially among children. This project would demonstrate how an integrated network of trails and bikeways would give people the option to walk or bike.

The Non-Motorized Mobility Strategy will positively impact the region's environment. Recent studies have shown that making communities more bike/pedestrian-friendly can contribute significantly to reduction of greenhouse gas emissions by driving down VMT. Overall, creating bike/pedestrian-friendly communities can result in between a five to fifteen percent reduction in overall VMT. The reduced savings associated with Co2 emissions (with an assumed market price of avoided CO2 at \$10/ton) could result in \$9.6 million annually for the region - if we can double our bicycle mode share for trips that are under three miles.

The Non-Motorized Mobility Strategy will be good for the reion's economy in the short and long term. The design and PE, construction, and education elements of the Non-Motorized Transportation Strategy are anticipated to create 952 jobs in the Portland metro region. The completed biking and walking network will also bring long term economic benefits to the region. Mounting new evidence shows an almost universally positive connection between well-designed open spaces and trails and important economic indicators. Trails and greenways are helping to shape urban growth in ways that support economic development and neighborhood revitalization.

**6. Are you requesting Federal funds for more than one project in this bill? Yes**  
**If Yes, this project is priority 2 of 4 total requests for your organization.**  
(For example, priority 1 of 3 requests or priority 3 of 3 requests.)

**7. Are you requesting funds from other Members of Congress? Yes**

**If Yes, which Members?** Congressman Schrader and Congressman Wu. The Non-Motorized Mobility Strategy is a regional project that would include demonstration projects in each of the congressional districts within the Portland metropolitan area. The same \$75 million regional request has been submitted to all three members of Congress.

**8. Please select which type of eligible project under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the U.S. Code for which you are requesting funding.** (Note: The Committee will not accept requests for non-surface transportation projects, such as transportation museums, horse trails, or historic battlefields, as part of the High Priority Projects program.)

**Highway Project (Title 23)**

Type: Bicycle/Pedestrian Project

Located on a Federal-aid highway? No

Located on the National Highway System? No

Located on the Interstate System? No

**Public Transit Project (Chapter 53 of Title 49)**

Indicate Type with an 'X':

Passenger Vehicles

Transit Bus or Van

Transit Rail Car or Locomotive, including Streetcars

Transit Ferry

Transit Facilities

Vehicle Maintenance or Administration Facility

Passenger Facility, including Intermodal Facilities, stations, and terminals

Transit Rights-of-Way

Property Acquisition  Corridor Development

Rail Track Construction or Maintenance

Bus-only Lane Construction or Maintenance

Transit Equipment

Vehicle-related Equipment  System-related Equipment

New Start Project (A New Start project is a major *new* fixed guideway capital project seeking more than \$75 million in Federal funds.)

Small Start Project (A Small Start project is a *new* fixed guideway capital project seeking less than \$75 million in Federal funds and with a total estimated net capital cost of less than \$250 million.)

**Rail**

Intercity Passenger Rail (Not commuter rail. Commuter rail should be requested under public transit)

Is the project located within a corridor previously designated by the Secretary of Transportation pursuant to section 104(d)(2) of Title 23, United States Code, or the Northeast Corridor? Select One

If Yes, which Corridor: Select One

Freight Rail  
Select Rail Class

**Research**

University Transportation Center  
 Other

**9. Did the Federal Highway Administration, Federal Transit Administration, State Department of Transportation, or public transit agency confirm that the project is eligible under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the United States Code? Yes**

If Yes, which entity confirmed the project eligibility?

FHWA, FTA, State DOT, or Public Transit Agency:

State DOT

Contact information (Name, Position, Phone):

Tom Weatherford,  
ODOT Region 1 Local Agency Liasion,  
503-731-8238

According to the entity, is the project eligible under Title 23, Title 49, or both:  
Title 23

**10. Please identify the state, regional, or local governmental entity that is an eligible recipient of the funds. Please include an address.** (For example, a State Department of Transportation, public transit agency, Metropolitan Planning Organization, local government, or Federally-recognized tribe.) Note: If a project is a multi-state project, please identify the state, regional, or local governmental entity which will serve as the lead agency for the project.

Metro  
600 NE Grand Ave.  
Portland, OR 97232

**11. Please identify and describe the specific segment or activity for which project funding is requested.** (The request must finance at least 80 percent of the total estimated cost of the specific segment or activity by either (1) the amount requested; or (2) the amount requested in addition to other specifically designated Federal, state, local, or private funding sources.)

Project Description: (Include the specific terminus points of the project or activity, as appropriate.)

The demonstration projects for the Non-Motorized Mobility Strategy includes design, PE and construction of trails and bikeways, including bike and pedestrian bridges, and connections to public transit and local on-street bike lanes. Other elements of the demonstration projects will include bike parking, bike signals, signage, crossings, lighting, and education.

The following projects are candidates for construction as part of the Non-Motorized Mobility Strategy and were included in the Portland Metropolitan Region's list of priorities approved by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. These projects represent only a fraction of the planned 450 miles

of regional trails and 733 miles of regional on-street bikeways that make up the region's non-motorized transportation network. The long term vision of the Non-Motorized Mobility Strategy will complete the entire network, supported with educational programming.

Congressional District 1:

- Council Creek Regional Trail
- Tonquin Trail/Cedar Creek Corridor
- Fanno Creek Trail Projects
- Westside Regional Trail

Congressional District 3:

- Gresham/Fairview Trail, phase 4/5
- Springwater Trolley Trail - 17th Ave. from Ochoco to McLoughlin Blvd
- Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor
- Scouter's Mt. Trail - Springwater/Powell Butte to Springwater
- Phillips Creek Trail - I205 Trail to N. Clackamas Greenway
- Monroe Bike Blvd

Congressional District 5:

- French Prairie Bike-Ped-Emergency Bridge over Willamette River
- Iron Mtn. Bike Lanes - 10th street to Bryant Road
- Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5
- Pilkington Sidewalk and Bik Lanes from Boones Ferry to Childes Rd

Project Activities: (May select more than one.)

- |  |  |  |  |
|--|--|--|--|
| <input checked="" type="checkbox"/> construct            | <input checked="" type="checkbox"/> plan | <input checked="" type="checkbox"/> design               | <input checked="" type="checkbox"/> engineer |
| <input type="checkbox"/> conduct                         |  | <input checked="" type="checkbox"/> environmental review |  |
| <input checked="" type="checkbox"/> acquire right-of-way |  | <input type="checkbox"/> conduct alternatives analysis   |  |
| <input type="checkbox"/> research                        | <input type="checkbox"/> develop         | <input checked="" type="checkbox"/> demonstrate          | <input type="checkbox"/> deploy              |
| <input type="checkbox"/> reconstruct                     | <input type="checkbox"/> rehabilitate    | <input type="checkbox"/> replace                         | <input checked="" type="checkbox"/> retrofit |
| <input checked="" type="checkbox"/> install              | <input type="checkbox"/> mitigate        | <input checked="" type="checkbox"/> implement            | <input type="checkbox"/> realign             |

What is the total estimated cost?

\$83,250,000

What amount is being requested? \$75,000,000: Design and PE: \$9,000,000

Construction: \$68,250,000; Educational programming: \$6,000,000

What percentage of the total estimated cost is the request for Federal funding? 89%

If the percentage is less than 80% identify other specifically designated Federal, state, local, or private funding that when combined with this request equal at least 80 percent.

Source:

Amount of Funding:

**12. If you are requesting funding for a specific segment or activity, please describe the overall project of which this segment/activity is a part.**

Project Description: (Please limit your response to 3-4 sentences; up to 500 characters.)

The estimated cost to build out the region's bicycle and pedestrian network ranges from \$300,000,000 to \$1,000,000,000 of which this request will provide funding for a number of useable segments.

Total Project Estimated cost: \$300,000,000 to \$1,000,000,000

**13. Is the project included in the State's Long-Range Transportation Plan? No**

If Yes, please provide the date of approval of the most recent version of the plan and the title of the plan.

Date of approval (MM/YYYY): NOTE: the Oregon Transportation Plan is a policy document and is not project specific.

Title of the plan:

**14. Is the project included in the Metropolitan Transportation Improvement Program (TIP) and/or the State Transportation Improvement Program (STIP)? No**

If Yes, please provide the date of approval of the most recent version of the program(s), and the title of the program(s).

Listed in TIP: Select One

Date of approval (MM/YYYY): NOTE: However, many past projects have been funded through the TIP (see the list attached to this request).

Title of the Program:

Listed in STIP: Select One

Date of approval (MM/YYYY):

Title of the Program:

**15. If the project is an intercity passenger rail project is it included in the State Rail Plan?**

Not Applicable

If Yes, please provide the date on which the Governor approved the most recent version of the plan and the title of the plan.

Date of approval (MM/YYYY):

Title of the plan:

**16. Please describe the current status of the project and the expected schedule for its completion.**

Federal-aid Highway projects:

Select One if Applicable

Public Transit projects:

Select One if Applicable

Rail projects:

Select One if Applicable

Research:

Select One if Applicable

**17. What is the expected date of completion of the project for which you are requesting funding (Between FY2010-FY2020)? FY2018**

**18. Does the project have regional or national significance?** (A project of regional and/or national significance is typically a high-cost transportation infrastructure facility that often includes multiple levels of government, agencies, modes of transportation, and transportation goals and planning processes that are not easily addressed or funded within existing surface transportation program categories. These projects have national and/or regional benefits,

including improving economic productivity by facilitating international trade, relieving congestion, and improving transportation safety by facilitating passenger and freight movement.)

**Does the project have regional or national significance? Yes**

If Yes, Please describe the regional or national significance of the project. Please limit your response to 3-4 sentences (up to 500 characters):

This project has the potential to significantly increase the number of trips made by bike and on foot in the region, lowering VMT and greenhouse gases and reducing congestion. The region's economy benefits from the green branding and tourism development associated with a well connected trail and bikeway system. The region supports a thriving bicycle and outdoor industry. The Portland region has a \$90 million bike industry and the state has a \$150 million bike industry.

**19. Describe the safety, economic development, mobility, and environmental benefits associated with completion of the project.**

Safety Benefits: (Please limit your response to 2-3 sentences; (500 characters).)

Biking and walking provide a safe mode of travel. The safety record of the type of facilities that will be included in this project is very good. Increasing the number of people biking and walking lowers the number of cars on roadways and increasing safety conditions for drivers.

Economic Development Benefits: (Please limit your response to 2-3 sentences; (500 characters).)

The project will create an estimate 952 direct jobs during implementation. Other economic benefits include supporting the region's \$90 million bike industry and Oregon's \$4.6 billion outdoor sports industry.

Greenways and trails bring in tourism dollars. The region has enormous potential to become an international destination for biking. Business considers quality of life benefits such as commute time and access to nature when deciding where to relocate or start up.

Mobility Benefits: (Please limit your response to 2-3 sentences; (500 characters).)

This project will increase the number of biking and walking routes available in the region, providing direct access to jobs and housing. Increased walking and biking routes provide a low cost transportation option. The project has the potential to double the mode split for biking in the demonstration areas.

Environmental Benefits: (Please limit your response to 2-3 sentences; (500 characters).)

Increasing biking and walking will reduce the region's greenhouse gas emissions. Transportation is responsible for nearly 40% of the region's overall climate change gases. Achieving bicycle mode splits of 8.5% for the region and 25% for the City of Portland in the next 15 years will reduce pollution from particulates and other air toxins, and will reduce water pollution from antifreeze, grease and other toxins from cars that enter the watershed.

**20. Has the project previously received any Federal funding? Yes**

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (P.L.109-59)

Section: The average amount spent annually on this project, from the following sources (please see full lists of history of funding attached to this request for :

-Regional Flex Funds: \$1.1 million

-Transportation Enhancements: \$1.5 million

-Federal Earmark: \$200,000

Specific projects funded include:

Project Number:

Amount of Funding: SAFETEA-LU "Regional Trails Program" total \$5 million:

- Gresham-Fairview Trail: Burnside to Springwater \$2,029,000
- Blue Lake Park Trail: Interlaken Loop to Blue Lake Rd \$834,500
- Springwater Trail: SE Umatilla to SE 19th \$654,000 (supplements RFF \$)
- Trolley Trail: SE Jefferson to SE Glen Echo Dr. \$771,000 (supplements TIP \$)

Amount of Funding Amount Obligated:

Transportation Equity Act for the 21st Century (TEA 21) (P.L. 105-178)

Section:

Project Number:

Amount of Funding:

Amount of Funding Amount Obligated:

National Highway System Designation Act of 1995 (NHS Act) (P.L. 104-59)

Section:

Project Number:

Amount of Funding:

Amount of Funding Amount Obligated:

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (P.L. 102-240)

Section:

Project Number:

Amount of Funding:

Amount of Funding Amount Obligated:

Appropriations act(s)

Public Law Name:

Public Law Number:

Section:

Project Number:

Amount of Funding:

Amount of Funding Amount Obligated:

Other legislation:

Public Law Name:

Public Law Number:

Section:

Project Number:

Amount of Funding:

Amount of Funding Amount Obligated:

**21. Has the project received any prior funding from a state, local, or private source? Yes**

Source: The average amount spent annually on this project, from the following sources:

- Oregon State parks: \$150,000
- Metro Bond \$1.5 million
- Local \$350,000 (does not include urban renewal)

Amount of Funding:

Amount Obligated:

**22. Please provide the proposed legislative text (in no more than 250 characters) of the project as you would like it to appear in the bill.** Please use action verbs to begin the description (for example, "construct," "plan," "design," "engineer," "research," or "rehabilitate"). Please note that project line items carry the force of law, and can only be amended through subsequent public laws. If Congressional intent (as established through answers listed on this form) is different from the legislative text, the entity administering the project is required to adhere to the statutory language.

Plan, design, engineer and construct regional on and off street trails and bikeways, connections to transit and supported by educational programming.

**23. Are you enclosing the letter referenced at the top of this form with the required formatting?** Yes

**24. Notes or anything else we should know about the project request:**

This \$75 million request is submitted in a coordinated manner in conjunction with The City of Portland \$25 million request for Bike Boulevards. Together the City of Portland and Metro submitted a "case statement" to the Rails to Trails Conservancy in support of \$100 million of proposed bicycle and pedestrian improvements in the Portland Metropolitan Region. This Non-Motorized Mobility Strategy, together with the \$25 million dollars of projects being requested by Portland is understood as one way to begin to achieve the goals outlined in that joint case statement.

Back-up Request: Metro is requesting \$10 million each in Districts 1,3, and 5 for a High Priority Projects "Trails/Bikepath Program" should the Non-Motorized Mobility Strategy not be created. Metro is submitting the \$10 million HPP request in a separate form.

**Please return this form and at least one local or state letter of support  
no later than Friday, April 24, 2009 (via email) to:**

**nail.house.gov**

**Washington, D.C. Contact for Rep. Blumenauer: David Skillman, (  
Oregon Contact for Rep. Blumenauer: Sarah Masterson, (503)**