

**OFFICE OF CONGRESSMAN DAVID WU  
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.** Submit this form along with any supplementary materials to Nils Tillstrom via email at [ntill@hail.house.gov](mailto:ntill@hail.house.gov). If you have any questions or concerns, please contact Nils at (202) 225-4111.

**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:**

Portland Citywide Bicycle Boulevard Construction

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

City of Portland  
Bureau of Transportation  
1120 SW 5th Avenue, Room 800  
Portland, OR 97204

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

Roger Miller  
ph: (503) 224-1111  
fax: (503) 224-1111  
cell: (503) 224-1111  
ro: dxtrans.org

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

**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 the project is to create conditions in the City of Portland so that more people choose the bicycle to meet at least a portion of their daily transportation needs. It will accomplish

this by funding the construction of the city's next 100 miles of "family-friendly," low-stress bikeways, increasing the city's total bikeway network to more than 400 miles. The project will do this by increasing the city's popular bicycle boulevard network from its current 30 miles to more than 130 miles.

Bicycle infrastructure has proven to provide high value for the use of public funds. In Portland bicycle capital projects have been the city's most cost-effective investment in transportation infrastructure. Using just 0.7% of our agency's total capital funds between 2000-2007 Portland has built a system such that 18% of the city's residents now identify the bicycle as either their primary or secondary means of commuting to work. We estimate that Portland has spent approximately \$60 million (\$2008) to build our entire bicycle network to date. This is roughly the cost of one mile of modern freeway. Serving so many with such little expenditure represents a tremendous return on the taxpayer's investment.

As with all infrastructure projects, constructing 100 miles of bicycle boulevards will create jobs. At 19.19 jobs per million dollars invested, the project will support approximately 600 full-time jobs. However, beyond this immediate job creation the project will provide lasting benefits in support of a strong local economy and sustained jobs in Oregon. A recent economic analysis suggested that the Portland Metropolitan Region annually keeps \$800 million circulating through the local economy that would have otherwise left the region had residents simply driven their automobiles at the national average. Because we do not, that \$800 million stayed in the region in support of local businesses and their suppliers. Were we instead to drive at the national average rate, that annual \$800 million will leave the region and leave Oregon and flow to parts of the country that, for example, refine oil and produce automobiles as well as to parts of the world that produce oil. In addition to such direct annual improvement to the economy, the recognized health benefits of the physical activity associated with bicycle use will benefit employee health and productivity, which in turn offer consequent benefits to employers and their suppliers.

By realizing the project's purpose we expect bicycle use in the City of Portland to double from its current high levels and in so doing, realize the above benefits.

**6. Are you requesting Federal funds for more than one project in this bill? Yes (Select One, No, 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 (Select One, No, Yes)**

**If Yes, which Members?** Part of this project falls within Representative Blumenauer's district. We are submitting a form to him, as well.

**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, Local Agency Liaison,  
According to the entity, is the project eligible under Title 23, Line 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.

City of Portland

**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.)

Construction of bicycle boulevards on 100 miles of city roadways. Project streets are found throughout the City of Portland.

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 type="checkbox"/> environmental review          |  |
| <input type="checkbox"/> acquire right-of-way |  | <input type="checkbox"/> conduct alternatives analysis |  |
| <input type="checkbox"/> research             | <input type="checkbox"/> develop         | <input 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?

\$31.25 million

What amount is being requested? \$25 million

What percentage of the total estimated cost is the request for Federal funding? 80%

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.)

Total Project Estimated cost:

**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):

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):

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?**

Select One

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:

In Planning

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)? 2018**

**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? No**

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

**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).)

The project will result in more people riding bicycles for transportation on facilities designed to be prioritized for bicycling. The safety record of these facilities is very good. By developing these bicycle boulevards throughout the city more people will be able to make use of them. Portland's experience, as well as that of cities throughout the world, is

that the more people riding bicycles, the safer conditions become for all roadway users. The project will augment that in Portland.

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

Portland's bicycle industry consists of bicycle shops, manufacturers, professional services, and tourism. It accounts for approximately 1,000 jobs and \$90 million dollars of local economic activity. It has continued to grow in response to increased bicycle transportation in the city. In addition, local commercial districts, buoyed by Portland's annual "Green Dividend" of \$800 million, continue to expand and thrive. The increased bicycling resulting from this project will benefit these trends.

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

The project will elevate the bicycle to the point where it becomes a commute vehicle for more than one-third of Portlanders--double the current rate. In addition to providing for this direct mobility, increased reliance on bicycle transportation inexpensively preserves roadway capacity for those who drive. This is a cost-effective means to address congestion: making more efficient use of the roadways we already have rather than undertaking modernization projects.

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

In the Portland Metropolitan area the transportation sector accounts for 40% of the region's greenhouse gas emissions. Creating conditions so that more people choose the bicycle for transportation is a cost-effective and sure way to immediately begin reducing greenhouse gases. Decreased auto use will also contribute to reductions in other forms of air pollution as well as drippings and other auto depositions that contribute to water pollution.

**20. Has the project previously received any Federal funding? No**

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

Section:

Project Number:

Amount of Funding:

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? No**

Source:  
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 100 miles of low automobile volume and low automobile speed bikeways in the City of Portland known as "bicycle boulevards" and/or other types of designed shared roadway bicycle facilities.

**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 request is submitted in a coordinated manner with Metro. 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 Portland Citywide Bicycle Boulevard Construction project, together with the \$75 million dollars of projects being requested by Metro is understood as one way to begin to achieve the goals outlined in that joint case statement.

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

[representative.wu@house.gov](mailto:representative.wu@house.gov)

Washington, D.C. Contact for representative Wu: Nils Tillstrom, (202) 225-0855

**Oregon Contact for Representative Wu: Kelly Brooks, (503) 326-2901**