



Metro | Agenda

Meeting: Special Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, May 30, 2013
Time: 4 to 5 p.m.
Place: Metro Regional Center, Room 370A/B

- | | | | |
|---------|----|---|--------------------------|
| 4 PM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Carlotta Collette, Chair |
| 4:10 PM | 2. | JPACT TIGER V GRANTS – <u>RECOMMENDATION REQUESTED</u> | |
| | ** | | |
| 4:55 PM | 3. | ADJOURN | Carlotta Collette, Chair |

** Material will be distributed in advance of the meeting.

*For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
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Materials following this page were distributed at the meeting.

Metro | Agenda

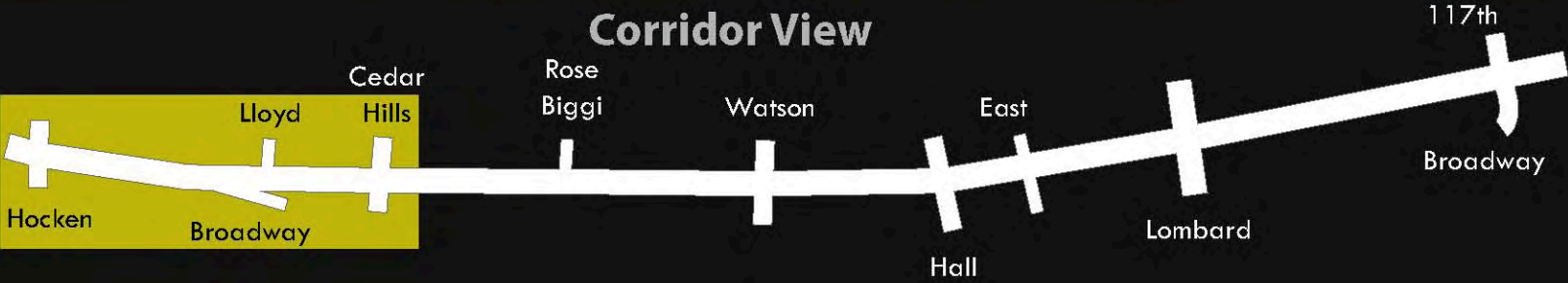
Meeting: Joint Policy Advisory Committee on Transportation
Date: Thursday, May 30, 2013
Time: 4 p.m. to 5 p.m.
Place: Room 370 A/B
Purpose: Consider endoresement of 2013 federal TIGER applications
Outcome(s): Direction on issuing letters of support for project applications

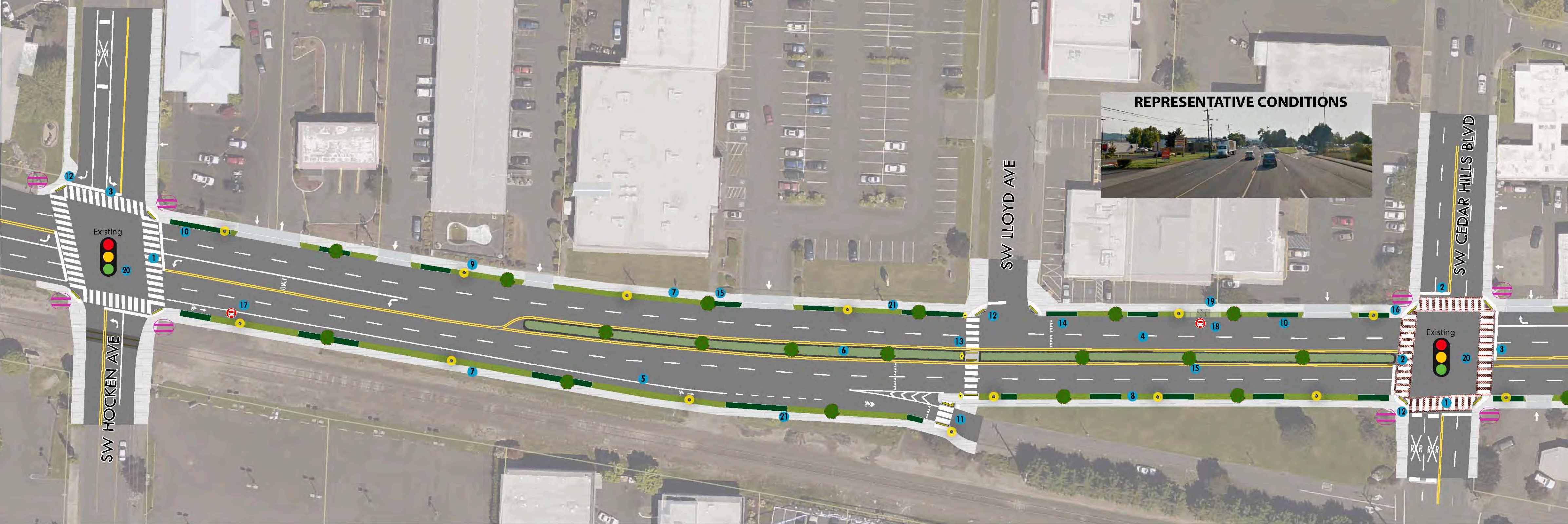
4:00 p.m.	Welcome & Introduction - May JPACT direction - application process - OTC action	Collette/Cotugno
4:10 pm	Project and Technical Analysis Overview - Project descriptions - Analysis overview - JPACT questions on analysis	Cotugno/Leybold
4:20 pm	Committee Discussion - Motion on action - Discussion and Action	All
4:50p.m.	Adjourn	Collette



CANYON ROAD SAFETY & COMPLETE CORRIDOR PROJECT | SW HOCKEN AVE TO SW CEDAR HILLS BLVD

EXISTING CONDITION





CANYON ROAD SAFETY & COMPLETE CORRIDOR PROJECT | SW HOCKEN AVE TO SW CEDAR HILLS BLVD

LEGEND

- Mountable raised median
- Sidewalk (6')
- Landscaped area/buffer (4')
- Stormwater facility/swales (4')
- Driveway
- High visibility crosswalk
- Stamped concrete crosswalk
- Street trees
- Pedestrian scale, LED lighting
- Signalized intersection
- Signal ROW acquisition zone
- ADA accessible curb ramp (all corners)
- Transit stop, shelter, and concrete pad
- Advanced yield marking
- Rectangular Rapid Flashing Beacon (RRFB)

PROPOSED IMPROVEMENTS

- 1 Stripe high visibility crosswalk markings at Hocken and Cedar Hills
- 2 Construct decorative stamped concrete crosswalks at Cedar Hills
- 3 Stripe advanced stop bars at Hocken and Cedar Hills
- 4 Restripe lane markings using consistent dimensions
- 5 Stripe EB bike lane connection from Hocken to Broadway turnoff
- 6 Construct a mountable raised median with landscaping
- 7 Reconstruct and expand sidewalk (adds new sidewalk on south side)
- 8 Construct landscaped area with planters, benches, and bike parking
- 9 Illuminate the street with decorative LED lighting approx. every 100'
- 10 Construct stormwater swales (30% of planter strip)
- 11 Establish new pedestrian crossings at Broadway turnoff and Lloyd
- 12 Reconstruct curb ramps to meet PROWAG standards and reduce radii
- 13 Install rectangular rapid flashing beacons (RRFBs) at Lloyd
- 14 Install advanced yield markings at new unsignalized crossings
- 15 Plant street trees approx. every 75'-100'
- 16 Install eight pedestrian countdown signal heads at Cedar Hills
- 17 Move WB TriMet stop (ID# 5597) to far side of Hocken
- 18 Move WB TriMet Stop (ID# 8273) to far side of Cedar Hills
- 19 Construct 5'x15' pad and shelter for TriMet Stop (ID# 8273)
- 20 Install transit signal priority at Hocken and Cedar Hills
- 21 Relocate utilities underground

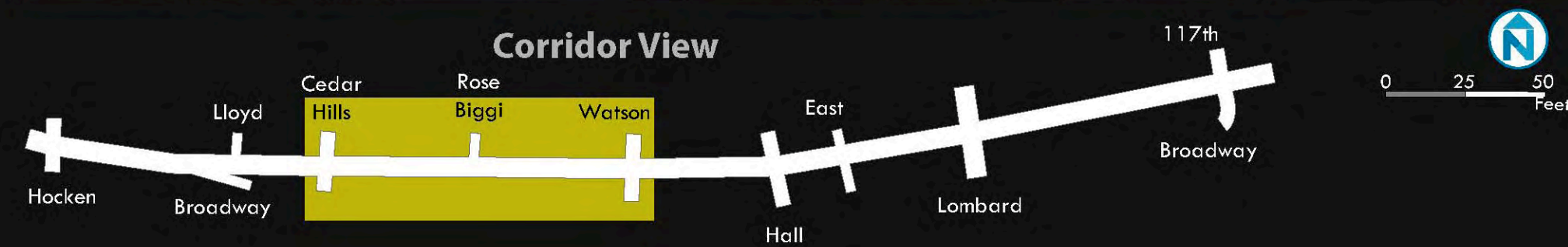


OTHER PROJECT COMPONENTS (FUNDED SEPARATELY)

- 1. **Millikan Bikeway:** Parallel bike network improvements on Millikan Way and Henry Street from Hocken to Lombard
- 2. **Broadway Bikeway:** Parallel bike network improvements on Broadway Street from Canyon to 117th
- 3. **Adaptive Signal Control System Installation:** Installed at all intersections
- 4. **Signal Upgrades:** Installed at all signalized intersections



CANYON ROAD SAFETY & COMPLETE CORRIDOR PROJECT | SW CEDAR HILLS BLVD TO SW WATSON AVE
EXISTING CONDITION





CANYON ROAD SAFETY & COMPLETE CORRIDOR PROJECT | SW CEDAR HILLS BLVD TO SW WATSON AVE

LEGEND

- | | | | | | |
|--|---------------------------------|--|--|--|---|
| | Mountable raised median | | Stamped concrete crosswalk | | Signal ROW acquisition zone |
| | Sidewalk (6') | | Street trees | | ADA accessible curb ramp (all corners) |
| | Landscaped area/buffer (4') | | Pedestrian scale, LED lighting | | Transit stop, shelter, and concrete pad |
| | Stormwater facility/swales (4') | | Signalized intersection | | Advanced yield marking |
| | Driveway | | Rectangular Rapid Flashing Beacon (RRFB) | | |
| | High visibility crosswalk | | | | |

PROPOSED IMPROVEMENTS

- | | | |
|---|--|--|
| 1 Stripe high visibility crosswalk markings over decorative stamped concrete at all intersections | 7 Illuminate the street with decorative LED lighting approx. every 100' | 13 Stripe advanced yield markings at Rose Biggi |
| 2 Stripe advanced stop bars at Watson and Rose Biggi (north leg only) | 8 Construct stormwater swales (30% of planter strip) | 14 Plant street trees approx. every 75'-100' |
| 3 Restripe lane markings using consistent dimensions | 9 Establish new pedestrian crossing with RRFBs at Rose Biggi | 15 Install new pedestrian countdown signal heads at Watson |
| 4 Construct a mountable raised median with landscaping | 10 Reconstruct curb ramps to meet PROWAG standards and reduce radii | 16 Install lighting and a 3'x10' concrete pad at TriMet Stop (ID# 13577) |
| 5 Reconstruct and expand sidewalk | 11 Construct new parallel curb ramp at the Rose Biggi intersection (south) | 17 Install transit signal priority at Watson |
| 6 Construct landscaped area with planters, benches, and bike parking | 12 Maintain WB right turn lane at Cedar Hills | 18 Relocate utilities underground |

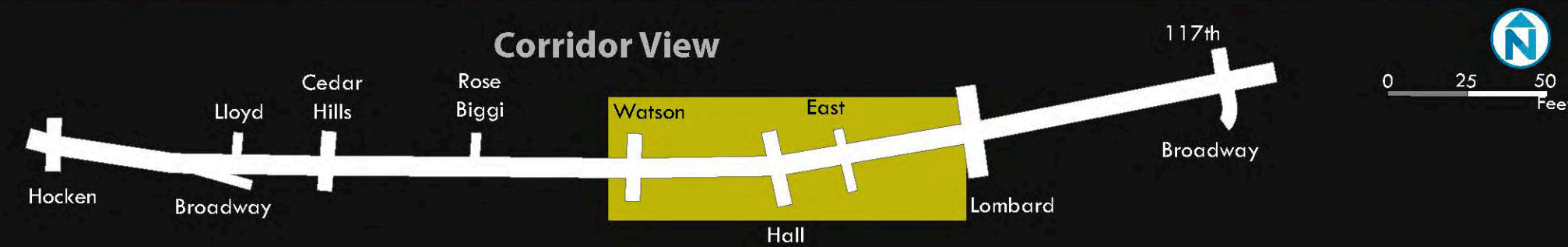


OTHER PROJECT COMPONENTS (FUNDED SEPARATELY)

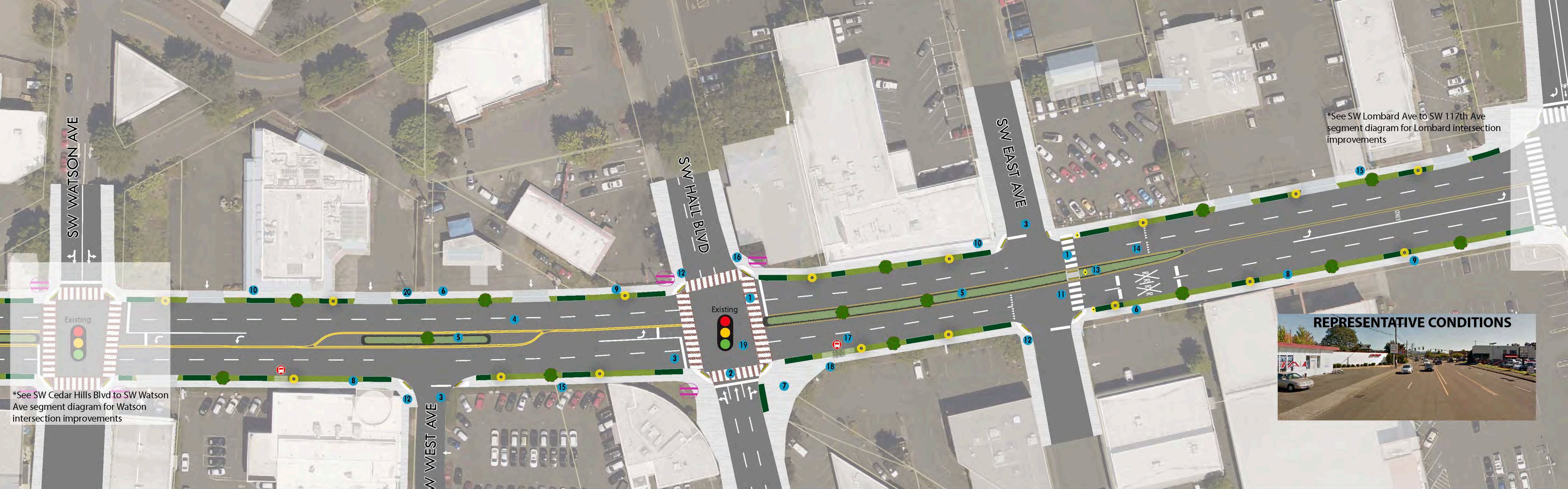
- 1. Millikan Bikeway:** Parallel bike network improvements on Millikan Way and Henry Street from Hocken to Lombard
- 2. Broadway Bikeway:** Parallel bike network improvements on Broadway Street from Canyon to 117th
- 3. Adaptive Signal Control System Installation:** Installed at all intersections
- 4. Signal Upgrades:** Installed at all signalized intersections



CANYON ROAD SAFETY & COMPLETE CORRIDOR PROJECT | SW WATSON AVE TO SW LOMBARD AVE
EXISTING CONDITION



REPRESENTATIVE CONDITIONS



CANYON ROAD SAFETY & COMPLETE CORRIDOR PROJECT | SW WATSON AVE TO SW LOMBARD AVE

LEGEND

- Mountable raised median
- Sidewalk (6')
- Landscaped area/buffer (4')
- Stormwater facility/swales (4')
- Driveway
- High visibility crosswalk
- Stamped concrete crosswalk
- Street trees
- Pedestrian scale, LED lighting
- Signalized intersection
- Signal ROW acquisition zone
- ADA accessible curb ramp (all corners)
- Transit stop, shelter, and concrete pad
- Advanced yield marking
- Rectangular Rapid Flashing Beacon (RRFB)

PROPOSED IMPROVEMENTS

- 1

 Stripe high visibility crosswalk markings at Hall and East (east leg only)
- 2

 Construct decorative stamped concrete crosswalks at Hall
- 3

 Stripe advanced stop bars at West, Hall, and East
- 4

 Restripe lane markings using consistent dimensions
- 5

 Construct a mountable raised median with landscaping
- 6

 Reconstruct and expand sidewalk
- 7

 Eliminate right turn slip lane and pork chop island at SE corner of Hall
- 8

 Construct landscaped area with planters, benches, and bike parking
- 9

 Illuminate the street with decorative LED lighting approx. every 100'
- 10

 Construct stormwater swales (30% of planter strip)
- 11

 Establish new pedestrian crossing with refuge island at East
- 12

 Reconstruct curb ramps to meet PROWAG standards and reduce radii
- 13

 Install rectangular rapid flashing beacons (RRFBs) at East
- 14

 Install advanced stop markings at new unsignalized crossing at East
- 15

 Plant street trees approx. every 75'-100'
- 16

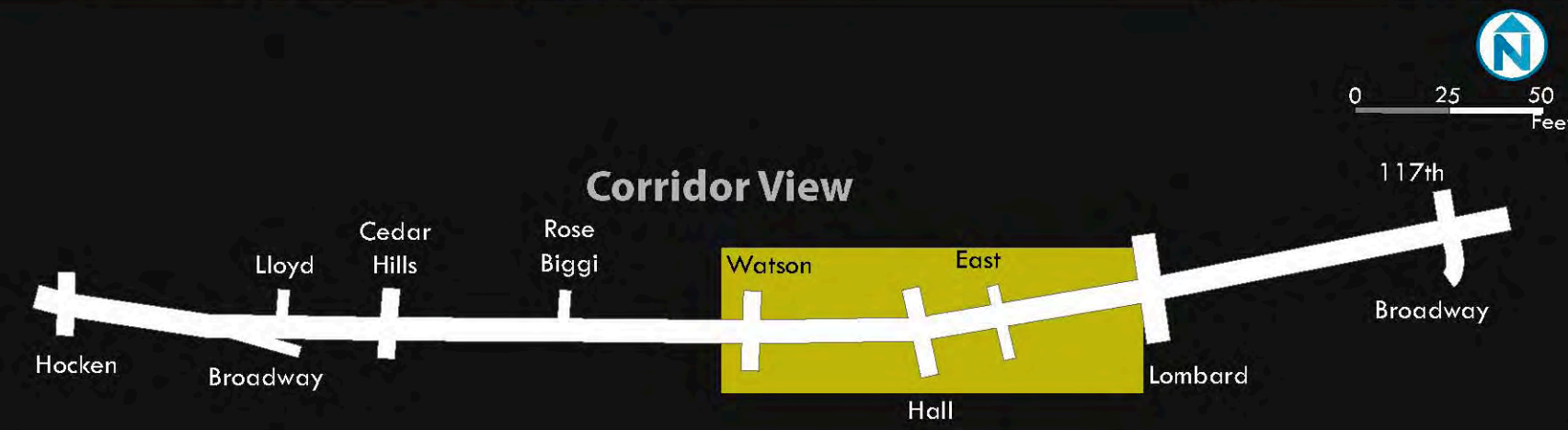
 Install eight pedestrian countdown signal heads at Hall
- 17

 Move TriMet Stop (ID# 8272) to far side of Hall
- 18

 Construct 5'x15' pad and shelter for TriMet Stop (ID# 8272)
- 19

 Install transit signal priority at Hall
- 20

 Relocate utilities underground



OTHER PROJECT COMPONENTS (FUNDED SEPARATELY)

1.

Millikan Bikeway: Parallel bike network improvements on Millikan Way and Henry Street from Hocken to Lombard
2.

Broadway Bikeway: Parallel bike network improvements on Broadway Street from Canyon to 117th
3.

Adaptive Signal Control System Installation: Installed at all intersections
4.

Signal Upgrades: Installed at all signalized intersections

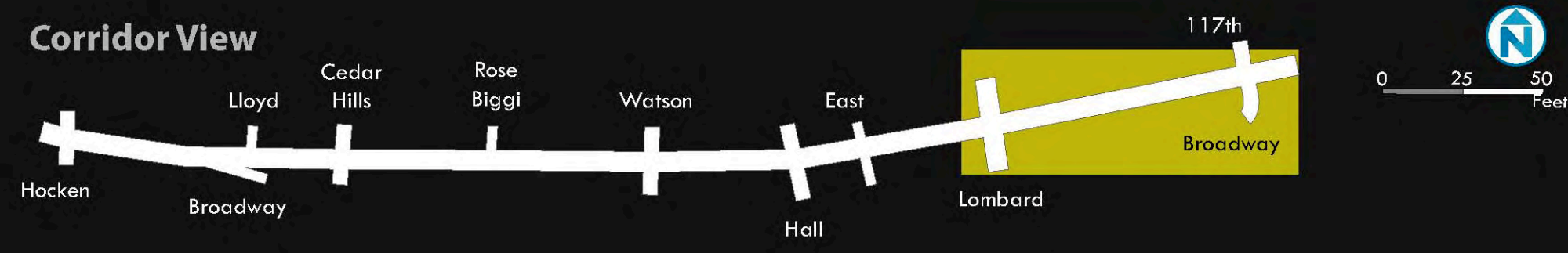


CANYON ROAD SAFETY & COMPLETE CORRIDOR PROJECT | SW LOMBARD AVE TO SW 117TH AVE

EXISTING CONDITION



REPRESENTATIVE CONDITIONS





CANYON ROAD SAFETY & COMPLETE CORRIDOR PROJECT | SW LOMBARD AVE TO SW 117TH AVE

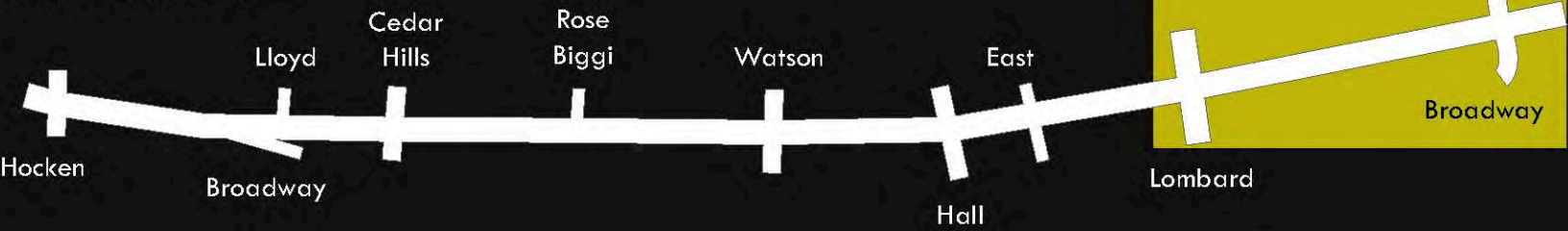
LEGEND

- Mountable raised median
- Sidewalk (6')
- Landscaped area/buffer (4')
- Stormwater facility/swales (4')
- Driveway
- High visibility crosswalk
- Stamped concrete crosswalk
- Street trees
- Pedestrian scale, LED lighting
- Signalized intersection
- Signal ROW acquisition zone
- ADA accessible curb ramp (all corners)
- Transit stop, shelter, and concrete pad
- Advanced yield marking
- Rectangular Rapid Flashing Beacon (RRFB)

PROPOSED IMPROVEMENTS

- Stripe high visibility crosswalk markings at Lombard and 117th
- Stripe advanced stop bars at Lombard and 117th
- Restripe lane markings using consistent dimensions
- Construct a mountable raised median with landscaping
- Reconstruct and expand sidewalk
- Restripe existing WB bike lane as a buffered bike lane
- Construct landscaped area with planters, benches, and bike parking
- Illuminate the street with decorative LED lighting approx. every 100'
- Construct stormwater swales (30% of planter strip)
- Reconstruct curb ramps to meet PROWAG standards and reduce radii
- Construct 40' clear span bridge structure across Beaverton Creek
- Plant street trees approx. every 75'-100'
- Install new pedestrian countdown signal heads at Lombard and 117th
- Relocate utilities underground
- Move TriMet Stop (ID# 8271) to far side of 117th and construct 5' x 15' pad and move existing shelter for TriMet Stop (ID# 8271)

Corridor View



OTHER PROJECT COMPONENTS (FUNDED SEPARATELY)

- Millikan Bikeway:** Parallel bike network improvements on Millikan Way and Henry Street from Hocken to Lombard
- Broadway Bikeway:** Parallel bike network improvements on Broadway Street from Canyon to 117th
- Adaptive Signal Control System Installation:** Installed at all intersections
- Signal Upgrades:** Installed at all signalized intersections

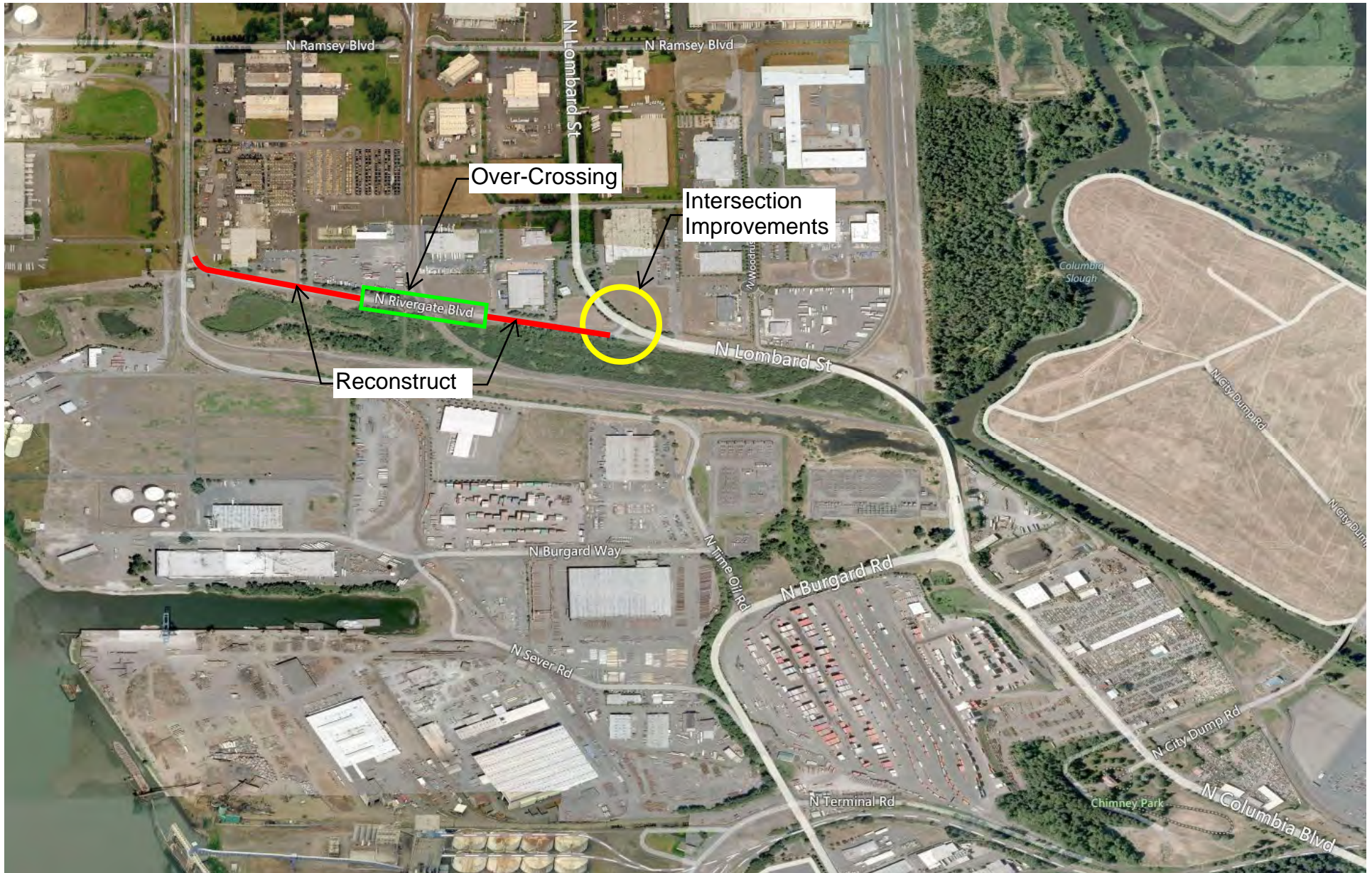


2013 TIGER Grant Application Proposals

				Threshold Requirements	Primary Selection Criteria						Secondary Selection Criteria		Primary Total	Secondary Total	Grand Total
Project	Applicant	Cost	Request		Long Term Outcomes						Innovation	Partnership			
				Good Repair	Economic Competitiveness	Livability	Environmental Sustainability	Safety							
Canyon Road Safety & Complete Corridor Project	Beaverton	\$15,500,000	\$10,000,000	Medium	2.5	2	2.5	2.5	2.5	1.5	2.5	12	4	16	
Marine Terminal Freight and North Portland Greenwa	Port of Portland, Portland, Metro Parks	\$24,000,000	\$15,300,000	Medium	2	3	2.5	2.5	2.5	1.5	2	12.5	3.5	16	
Criteria:				1. Project is eligible for federal funding. 2. Receipt (or reasonably anticipated receipt) of all environmental approvals necessary for the project to proceed to construction on the timeline specified. 3. Project included in state, metropolitan and local planning docs. 4. Project expects to be ready to obligate all TIGER funds no later than September, 2014. 5. Local matching funds to support 20 percent or more of the costs for the project are identified and committed.	Improve condition of existing facilities/system 1. consistent w/ maint plans. 2. poor maint condition threaten efficiency, mobility or economic development? 3. approp capitalized and use of asset mgmt? 4. long term O&M sustainably funded?	Contribute to long-term productivity of US economy. 1. long term improvement to good & worker access 2. increase efficiency through integration/use of all existing trans infrastructure	Further Partnership for Sustainable Communities principles, particularly: 1. reduce ave. cost of user mobility 2. improve existing trans choices (by ehancing modal connectivity, increase number of accomodated modes and/or reduce congestion) on existing facilities 3. improve accessibility of disadvantaged pops. 4. coordinated trans and land use planning - contribute significantly to broader travel mobility.	Promote environmentally sustainable trans system. 1. Improve engergy efficiency (including scale of use of new facilities/TSMO reducing auto trips) 2. environmental benefits or avoidance of adverse impacts	Improve Safety. 1. Ability to reduce number, rate and consequences of crashes, injuries and fatalities	1. Use of innovative technology. 2. Use of innovative finance, contracting, project delivery, congestion management, safety management, asset management, O&M.	1. Jurisdiction & Stakeholder collaboration (involvement of non-Federal entities and non-Federal funds, use of TIGER to complete a finance package) 2. Disciplinary Integration (support by non-transportation public agencies: e.g. public housing, economic development, historic pres., energy, etc.)				
Description of how points are awarded: All criteria rated on a scale of 0 to 3 points. Provided both a straight (non-weighted) score and a score that weights the "Primary" selection criteria at 2 times the "Secondary" criteria.				All project eligible and in relevant plans. Rating relative to: 1. Risk relative to becoming fully permitted through NEPA and local processes. 2. Funding sources are identified and committed.	Relative score based on maintenance (not capacity) condition of existing facilities and potential impact to economy and trans system if current facility conditions allowed to continue.	Score based on potential contribution to US economy and efficiency of complete trans system.	Judgement on scope of project importance (gap vs. degree of deficiency correction) and quality of non-auto facility provided (density of crossings, separation from autos, etc.) and land use context for facilities reflected in score. Scale of improved accessibility and service to underserved pops also reflected in score. All projects are coordinated with land use plans & basic public involvement per Oregon Comp Plan processes - only extraordinary efforts noted/scored.	Judgement on relative use and benefits of sustainable trans system investments is used. Projects that decrease trips by SOV's given priority.	Points awarded for design elements likely to address high/severe crash location issues without creating new safety issues and for providing adequate facilities for most vulnerable system users.	Points awarded based on judgement of relative use of innovative techniques.	Judgement on scale of partnership effort utilized in score. Points awarded for TIGER completing a significant and committed finance package.				
Summary of elements leading to the score applied to each project as provided in project application:															
Canyon Road Safety & Complete Corridor Project				Expected to be accepted as a CE process, with approval documentation requested for April 2014. Committed match from City and ODOT sources.	Street resurfacing, stormwater runoff reduction, access management elements.	Serves sites within the City's Enterprise Zone eligible for state property tax abatements for development activity that supports jobs and urban renewal funding for additional infrastructure work. Serves regional center forecasted to grow by 10,000 people and 4,500 jobs in next 25 years.	Improves connectivity: increasing access to existing transit, services and employers in the immediate vicinity. Central improvement of Creekside District Master Plan, a strategy to catalyze redevelopment, resulting in more efficient use of land within the Beaverton Regional Center. Complements activities funded by two recently awarded EPA Brownfield Assessment Grants. Provides bike lanes on parallel streets.	New stormwater quality facilities help ODOT compliance w/ Clean Water Act and court order for Tualatin Basin. LED streetlighting for energy efficiency, signal timing to reduce vehicle emissions, walkability and improved transit access to reduce vehicle trips. Stimulates redevelopment of 2 brownfield sites.	Addressing 2012 Mobility Audit on Canyon, including: · High vehicle speeds · Substandard curb ramps · Cracked, missing or narrow sidewalks, obstructions and large corner radii · Inadequate pedestrian signal timing · Sidewalk cross slope exceeds limits · Missing crosswalks on long blocks · High pedestrian exposure at intersections and driveways Project design addresses safety data findings with features to reduce crashes at intersections and protect vulnerable system users.	Utilizing adaptive signal timing system with signal priority for bus that will be integrated with ODOT operations of traveler information and other ITS on Hwy 217. Establishment of an ODOT Special Transportation Area (STA), which is not committed to at this time, would provide a national demonstration of innovative urban design implementation process and would also strengthen the partnership criteria.	Project derived from multiple community planning efforts: Beaverton Community Vision, Civic Plan and Creekside District Plan. Priority project of Governor Kitzhaber's Regional Solutions Center. ODOT Freight Committee design concept approval, and has ODOT match contribution. Downtown Beaverton business community support. OTC statewide priority project.				
Marine Terminal Freight and North Portland Greenway				Expected to be accepted as a CE process, with approval documentation requested for June 2014. Committed match from Port and Metro Parks sources.	Reconstructing a sub-standard intersection with curb/sidewalk damage at N. Lombard Street and N. Rivergate Blvd. Approx 2 mile segment of trail to Kelley Point in poor condition would be rebuilt to state of good repair.	Support Export Initiative by allowing for an increase in rail throughput at Terminal 5, which is investing heavily in infrastructure to allow a significant increase in exports in grain and mineral bulks and business growth within the Rivergate industrial area, an RSIA. The grade separation will allow free flow traffic for the industrial area. The trails will provide work force access to the Rivergate industrial area from N. Portland neighborhoods.	A trail segment that borders the Willamette River and provides low-stress access to employment and recreational opportunities will greatly improve the livability of North Portland industrial and residential areas which have significant populations of low-income and communities of color. Increases bicycle & transit access modes to jobs, increases efficiency of freight rail and truck modes at major industrial area and port terminal.	Reduces emissions from vehicle ideling, increase non-SOV trips. Increase train efficiency and competitiveness of ship and freight train use for freight movement - the most energy efficient modes. Will provide sustained reductions in carbon emissions in North Portland neighborhoods adjacent to the congested I-5 corridor where asthma rates are 57% higher (12.4%) than the national average (7.9%).	Removing a conflict point between trains, vehicles and pedestrians at a busy rail lead and roadway. Increase emergency access to district. The project will provide a safe, separated path connecting St. Johns to Kelley Point Park through the Rivergate industrial area. Area has a high volume of freight traffic and active transportation users.	Project will use innovative methods in the design and implementation of this project, especially with respect to preserving and protecting the wildlife corridor between Smith and Bybee Lakes and the Willamette River.	Port of Portland, City of Portland, UPRR & BNSF rail, Rivergate businesses, Metro Parks. OTC statewide priority project.				
						RSIA = regionally significant industrial area				ITS = Intelligent Transportation Systems: technology to increase capacity & safety of the transportation system.	OTC = Oregon Transportation Commission.				

TIGER V Proposals

Oregon Transportation Commission/ODOT Support										
Title	Description	Lead Applicant	Cost	Request	Urban/Rural	Statewide Priority	ODOT Lead	ODOT Partner	Letter	
Seismic Resilience Bridge Retrofits	Retrofit bridges on I-84, OR 58 and US 97 to withstand earthquake and promote effective response to major disaster	ODOT	\$25,000,000	\$20,000,000	Rural	✓	✓		✓	
North Portland and Peninsula Junction Passenger and Freight Rail Improvements	Construct new track and install turnouts and crossovers to increase train speed from 10 mph to 30 mph at key rail junction used by 12 passenger trains per day	ODOT	\$23,700,000	\$19,000,000	Urban	✓	✓		✓	
Canyon Road Safety and Complete Corridor Project	Make improvements to Canyon Road (OR 8), including landscaped buffers and median and intersection and pedestrian safety improvements, to foster downtown development	City of Beaverton	\$15,500,000	\$10,000,000	Urban	✓		✓	✓	
US 101 Nelscott Redevelopment	Make improvements to a section of US 101 in Lincoln City to improve safety, facilitate urban redevelopment, and enhance mobility	City of Lincoln City	\$18,000,000	\$5,000,000	Rural	✓		✓	✓	
Historic Columbia River Highway State Trail: Lindsey Creek State Scenic Corridor	Complete the HCRH State Trail between Wyeth and Warren Creek, offering a continuous route for bicyclists from Troutdale to Viento	Oregon Parks and Recreation Department	\$19,000,000	\$5,000,000	Rural	✓		✓	✓	
Newberg-Dundee Bypass	Improve southern connection from Phase 1 Bypass to OR 99W to increase use of Bypass by through traffic	Yamhill County	\$262,600,000	\$15,000,000	Rural	✓		✓	✓	
Marine Terminal Freight and Jobs Access	Build a grade separated railroad crossing on Rivergate Boulevard to provide free flow conditions for roadway users and improve rail operations and make other improvements to facilitate multimodal access to employment areas	Port of Portland/City of Portland	\$14,300,000	\$10,000,000	Urban	✓			✓	
Coos Bay Rail Link Bridge Rehabilitation	Rehabilitate up to seven bridges on Coos Bay Rail Link to keep rail line in operation	Port of Coos Bay	\$12,000,000	\$12,000,000	Rural	✓			✓	
Prineville Junction Rail and Highway Improvements	Build a new unit train assembly track and realign O'Neil Highway away from City of Prineville Railroad to facilitate development of intermodal freight system	ODOT	\$24,000,000	\$15,000,000	Rural		✓		✓	
Three Cape Scenic Drive Rehabilitation and Enhancement	Reopen Cape Meares Loop Road to provide certainty of access to Oceanside and restore scenic route that provides access to key tourism opportunities	Tillamook County	\$55,920,000	\$55,920,000	Rural			✓	✓	
Port of Garibaldi Commercial Ave Wharf Reconstruction	Reconstruct wharf to address failing/unsafe structural conditions and upgrade the road connecting the wharf to US 101	Port of Garibaldi	\$6,697,893	\$1,558,711	Rural				✓	
East Main Street Bypass/OC&E Pedestrian-Bike Flyover	Construct a new segment of East Main from Shasta Way to Crosby Ave, construct bike/ped bridge over UPRR tracks to complete the OC&E Trail with the City of Klamath Falls	Klamath Falls	\$21,573,450	\$21,573,450	Rural				✓	
North Portland Greenway	Construct two major segments of the North Portland Greenway Trail to provide multi-modal access to Swan Island and Rivergate Industrial Districts	City of Portland/Metro	\$22,250,000	\$13,500,000	Urban				✓	
Highway 99W Pavement Preservation (Amity to Adair Village)	Rehabilitate deteriorating pavement on OR 99W between Amity and Adair Village	Polk County	\$16,500,000	\$14,000,000	Rural				✓	
East Devils Lake Road Bridge and Wetland Improvement	Raise elevation of road that provides access to Lincoln City and replace bridges to reduce flooding and enhance salmon habitat	Lincoln County	\$4,500,000	\$3,600,000	Rural				✓	
Butler Bridge Corrosion Removal and Repainting Project	Remove corrosion and paint metal elements of bridge across Yaquina River near Toledo used by Georgia Pacific	Lincoln County	\$1,173,000	\$1,000,000	Rural				✓	







Metro | *Making a great place*

May 31, 2013

Secretary Ray LaHood / Anthony Foxx
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood/Foxx:

As the metropolitan planning organization (MPO) for the Portland, Oregon region, we are pleased to express our **support** for 2013 TIGER grant funding for two projects from this region. We understand the highly competitive nature of this program and have worked hard to limit the number of applications, to ensure that all applications meet the program criteria and to prioritize those projects that demonstrate the greatest merit. The TIGER application process is designed to consider a variety of types of projects and to ensure that very meritorious projects are ultimately awarded funding. In the Portland metropolitan area, these intentions have been accomplished; we are confident that we are endorsing very strong projects and providing you the opportunity to consider funding for projects that are quite different from one another.

Canyon Road Safety & Complete Street project

The Portland metropolitan region designated seven regional centers outside of the Portland central business district as the priority locations to absorb growth of housing and jobs in dense, mixed-use, transit supportive development. Canyon Road is the major east-west arterial that serves the Beaverton regional center. Currently the design of the road is auto oriented and serves as a barrier to pedestrian, transit users, and bicyclist access to business along the corridor and between the north and south portions of the center. Reconstruction of the road is the priority transportation project to achieve successful redevelopment of the center. Successful redevelopment of this center is critical to implementing the region's desired outcomes.

The Portland metropolitan region's ability to coordinate comprehensive planning, including transportation investments, land redevelopment, environmental restoration, and equity goals has a proven track record of results consistent with TIGER program objectives. The Canyon Road project is an outgrowth of this planning work and will build upon the region's success.

The project addresses the all of the TIGER program criteria in many significant ways and is particularly strong in the livability, environmental sustainability and safety criteria categories.

Lower Willamette Marine Terminal and Industrial Access

This project provides a significant partnership of multi-modal improvements supporting economic growth at one of the Port of Portland's marine terminals and the surrounding Rivergate industrial area. This area is designated at the highest level of regional significance for employment land in the region and is of significance to the economy of several northwest and mid-west states grain and mineral industries. Our region is one of four metropolitan areas identified by the Brookings Institution as poised for export growth in support of the federal governments goals of doubling U.S. exports, an objective directly supported by this project.

This industrial area is bordered by a residential neighborhood, commercial center and significant natural areas. This area has been designated as economically distressed and has a higher percentage of low-income and persons of color population than our regional average. This project will provide new low-cost travel options connecting the neighborhood to a growing number of family-wage jobs located in the Rivergate industrial area.

This project also performs well across all of the TIGER criteria categories but is particularly strong in the economic competitiveness and livability categories.

All of the projects are consistent with the region's long-range transportation plan policies. As the MPO for the region, we are prepared make any necessary adjustments to the long-range plan and to program the 2013 TIGER funds in the region's transportation improvement program quickly upon award.

We believe that both of these projects will be a model of success for the TIGER program and of significant benefit to our region and state. Thank you for your consideration.

Sincerely,

Tom Hughes, President
Metro Council

Carlotta Collette, Metro Councilor
Chair, Joint Policy Advisory Committee on
Transportation

Cc: Senator Ron Wyden
Senator Jeff Merkley
Representative Earl Blumenauer
Representative Suzanne Bonamici
Representative Kurt Schrader
Metro Council
Joint Policy Advisory Committee on Transportation

Dear JPACT Members,

As you know, Beaverton is putting forward a grant application to address safety, accessibility, environmental quality and economic revitalization issues on Canyon Road in our downtown Regional Center. I am unable to attend tonight's meeting, however, Mayor Dalin of Cornelius will be in attendance as my alternate. In addition, our Director of Community and Economic Development, Don Mazziotti, and his staff will be on hand to answer any questions you have about the project.

Fixing Canyon Road is the number one transportation priority of the City and we have been hard at work on it for several years. We have had a lot of support along the way, including from ODOT Region 1, the Oregon Transportation Commission, and many stakeholders – over 40 entities and individuals have submitted letters of support for our application. This week we were fortunate to receive a letter of support from Governor Kitzhaber, which along with ODOT's commitment of \$1 M in matching funds, will make our application in Washington DC all the more competitive.

I hope you find our project to be as compelling as we do, and ask for your support in making our case to the USDOT TIGER program to make transformative improvements to a critical Metro 2040 Regional Center.

Many thanks,

Denny Doyle,
Mayor
City of Beaverton

PUBLIC RECORDS LAW DISCLOSURE

This e-mail is a public record of the City of Beaverton and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.



JOHN A. KITZHABER, MD
Governor

May 28, 2013

The Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary LaHood:

I write to you to offer my support for the City of Beaverton's *Canyon Road Safety and Complete Corridor* Transportation Investment Generating Economic Recovery (TIGER V) grant application.

Today, Canyon Road is an outmoded and auto-centric arterial that cuts directly through downtown Beaverton's Metro 2040-designated Regional Center. This area is projected to grow by 10,000 residents and 4,500 jobs over 25 years. Just steps away from Canyon Road is the Beaverton Transit Center, which serves more than three million transit riders per year. Canyon Road is a critical connection to regional job centers, which include major corporations like Intel, Nike, and Tektronix, and small businesses and start-ups that make up the fabric of Oregon's high-tech economy.

Beaverton's *Canyon Road Safety and Complete Corridor Project* will provide a variety of benefits: safety, improved pedestrian experience, transit accessibility, and stream and water quality health, and by extension, unlock underutilized lands. Improvements to Canyon Road will leverage existing federal investments:


- Development of transit-oriented housing and employment projects, stormwater quality and quantity infrastructure, and multimodal network connectivity improvements currently being developed through a HUD Sustainable Communities Challenge Grant in Beaverton's Regional Center;
- A Community Transformation Grant from the Centers for Disease Control and Prevention that supports organizational development of the Beaverton Community Health Collaborative, a multi-agency cooperative effort between more than 15 public, private, and nonprofit organizations. The Collaborative was also named an Oregon Solutions project by my administration for the innovative model of healthcare delivery and subsequent health and wellness facility the Collaborative proposes; and

The Honorable Ray LaHood
Secretary of Transportation
May 28, 2013
Page 2

- Reinvestment in brownfields and underutilized sites into mixed-use and employment uses. On May 8th, 2013 the EPA selected the City of Beaverton for two brownfields assessment grants - a Community-wide Hazardous Substances grant and Community-wide Petroleum grant (totaling \$400,000 in funds). These grant funds will be used to conduct Phase 1 and Phase II environmental site assessments and community involvement and cleanup planning activities. This, combined with the improvements to Canyon Road, will further accelerate reinvestment in properties in the Regional Center.

The State of Oregon not only supports this project – we will invest and play a major role in implementing it. Oregon Director of Transportation Matt Garrett and his team have been closely involved in the Canyon Road project, and the Portland Metro Regional Solutions Team has identified this as a regional priority and will play a major and substantive role in this initiative.

Sincerely,

A handwritten signature in black ink, appearing to read "John A. Kitzhaber".

John A. Kitzhaber, M.D.
Governor

JAK:gw/lh

Letters of support received for the Beaverton's Canyon Road Safety and Complete Corridor Project TIGER V Application



1. **Governor John Kitzhaber**
2. **United States Senator Jeff Merkley; Oregon**
3. **Congresswoman Suzanne Bonamici; 1st District Oregon; House of Representatives**
4. **Oregon State Senator Mark Hass; District 14; Oregon State Senate**
5. **Oregon State Senator Elizabeth Steiner Hayward; District 17; Oregon State Senate**
6. **Oregon State Representative Tobias Read; District 27; Oregon State Senate**
7. **Oregon State Representative Jeff Barker; District 28; Oregon State Senate**
8. **Oregon State Representative Chris Harker; District 34; Oregon State Senate**
9. **Oregon Transportation Commission**
10. Neil McFarlane, General Manager; **TriMet**
11. Andy Duyck, Chairman; **Washington County**
12. Nora Curtis, Department Director; **Clean Water Services**
13. Jeff Rose, Ed.D., Superintendent; **Beaverton School District**
14. James J Piro, President and CEO; **Portland General Electric**
15. Michael Duyck, Fire Chief; **Tualatin Valley Fire and Rescue**
16. Debra Dunn, President; **Oregon Trucking Association**
17. Heather McCarey, Executive Director; **Westside Transportation Alliance**
18. Pamela Treece, Executive Director; **Westside Economic Alliance**
19. Lorraine Clarno, President and CEO; **Beaverton Chamber of Commerce**
20. Sean M. Robbins, Chief Executive Officer; **Greater Portland Inc.**
21. Julia Brim-Edwards, Senior Director, Global Strategy and Operations; **Nike, Inc.**
22. Nita Sha, Executive Director; **Micro Enterprise Services of Oregon (MESO)**
23. Todd Gooding, President; **SkanlanKemperBard Companies**
24. Mark Reser, President and CEO; **Reser's Fine Foods**
25. Dominic Biggi; **Beaverton Foods**
26. David L. Vernier, Founder and CEO; **Vernier**
27. Lindsey Kuipers, Project Coordinator; **Beaverton Community Health Collaborative**
28. Brian Kelly, Chief Executive Officer; **Women's Healthcare Associates**
29. Ann E. Barr-Gillespie, DPT, PhD, Vice Provost and Executive Dean; **Pacific University**
30. Jerralynn Ness, Executive Director; **Community Action**
31. Rod Branyan, Director; **Washington County Department of Health and Human Services**
32. Robert D. Lanphere, Jr., President; **Bob Lanphere Enterprises**
33. Scott Eaton, **CenterCal**
34. Mayor Peter B. Truax; **City of Forest Grove**
35. Mayor Jerry Willey, **City of Hillsboro**
36. Mayor Bill Middleton; **City of Sherwood**
37. Mayor John L. Cook; **City of Tigard**
38. Mayor Lou Ogden; **City of Tualatin**
39. Jerry Jones, Chairman; **Beaverton Urban Redevelopment Agency**
40. Chair David A. Harrison; **Beaverton Committee for Citizen Involvement**
41. Paul Roder, Chair; **Central Beaverton Neighborhood Association Committee**
42. Jed Tomkins, Vice Chair; **Beaverton Downtown Association**
43. Ginger Rapport, Market Master; **Beaverton Farmers Market**
44. Elaine Orcott, Staff Liaison; **Mayor's Youth Advisory Board**

Staff contact: Laura Kelly at 503.526.2548

lkelly@beavertonoregon.gov

5/30/2013

Letters of support received for the Beaverton's Canyon Road Safety and Complete Corridor Project TIGER V Application



1. **Governor John Kitzhaber**
2. **United States Senator Jeff Merkley; Oregon**
3. **Congresswoman Suzanne Bonamici; 1st District Oregon; House of Representatives**
4. **Oregon State Senator Mark Hass; District 14; Oregon State Senate**
5. **Oregon State Senator Elizabeth Steiner Hayward; District 17; Oregon State Senate**
6. **Oregon State Representative Tobias Read; District 27; Oregon State Senate**
7. **Oregon State Representative Jeff Barker; District 28; Oregon State Senate**
8. **Oregon State Representative Chris Harker; District 34; Oregon State Senate**
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12. Nora Curtis, Department Director; **Clean Water Services**
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38. Mayor Lou Ogden; **City of Tualatin**
39. Jerry Jones, Chairman; **Beaverton Urban Redevelopment Agency**
40. Chair David A. Harrison; **Beaverton Committee for Citizen Involvement**
41. Paul Roder, Chair; **Central Beaverton Neighborhood Association Committee**
42. Jed Tomkins, Vice Chair; **Beaverton Downtown Association**
43. Ginger Rapport, Market Master; **Beaverton Farmers Market**
44. Elaine Orcott, Staff Liaison; **Mayor's Youth Advisory Board**

Staff contact: Laura Kelly at 503.526.2548

lkelly@beavertonoregon.gov

5/30/2013



JOHN A. KITZHABER, MD
Governor

May 28, 2013

The Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary LaHood:

I write to you to offer my support for the City of Beaverton's *Canyon Road Safety and Complete Corridor* Transportation Investment Generating Economic Recovery (TIGER V) grant application.

Today, Canyon Road is an outmoded and auto-centric arterial that cuts directly through downtown Beaverton's Metro 2040-designated Regional Center. This area is projected to grow by 10,000 residents and 4,500 jobs over 25 years. Just steps away from Canyon Road is the Beaverton Transit Center, which serves more than three million transit riders per year. Canyon Road is a critical connection to regional job centers, which include major corporations like Intel, Nike, and Tektronix, and small businesses and start-ups that make up the fabric of Oregon's high-tech economy.

Beaverton's *Canyon Road Safety and Complete Corridor Project* will provide a variety of benefits: safety, improved pedestrian experience, transit accessibility, and stream and water quality health, and by extension, unlock underutilized lands. Improvements to Canyon Road will leverage existing federal investments:

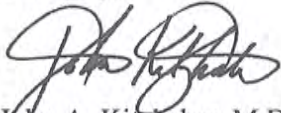
- Development of transit-oriented housing and employment projects, stormwater quality and quantity infrastructure, and multimodal network connectivity improvements currently being developed through a HUD Sustainable Communities Challenge Grant in Beaverton's Regional Center;
- A Community Transformation Grant from the Centers for Disease Control and Prevention that supports organizational development of the Beaverton Community Health Collaborative, a multi-agency cooperative effort between more than 15 public, private, and nonprofit organizations. The Collaborative was also named an Oregon Solutions project by my administration for the innovative model of healthcare delivery and subsequent health and wellness facility the Collaborative proposes; and

The Honorable Ray LaHood
Secretary of Transportation
May 28, 2013
Page 2

- Reinvestment in brownfields and underutilized sites into mixed-use and employment uses. On May 8th, 2013 the EPA selected the City of Beaverton for two brownfields assessment grants - a Community-wide Hazardous Substances grant and Community-wide Petroleum grant (totaling \$400,000 in funds). These grant funds will be used to conduct Phase I and Phase II environmental site assessments and community involvement and cleanup planning activities. This, combined with the improvements to Canyon Road, will further accelerate reinvestment in properties in the Regional Center.

The State of Oregon not only supports this project – we will invest and play a major role in implementing it. Oregon Director of Transportation Matt Garrett and his team have been closely involved in the Canyon Road project, and the Portland Metro Regional Solutions Team has identified this as a regional priority and will play a major and substantive role in this initiative.

Sincerely,

A handwritten signature in black ink, appearing to read "John A. Kitzhaber".

John A. Kitzhaber, M.D.
Governor

JAK:gw/lh

United States Senate

WASHINGTON, DC 20510

COMMITTEES:
APPROPRIATIONS
BANKING, HOUSING,
AND URBAN AFFAIRS
BUDGET
ENVIRONMENT AND
PUBLIC WORKS

May 30, 2013

The Honorable Ray LaHood
Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the application by the City of Beaverton for a \$10 million Transportation Investment Generating Economic Recovery (TIGER) V grant for the Canyon Road Safety and Complete Corridor Project.

The goals of the project are consistent with the intent of the TIGER program to fund high-impact and innovative transportation investments that promote mobility, a cleaner environment, and more livable communities. In addition, this project will reduce our nation's carbon footprint and dependence on foreign oil, while simultaneously creating jobs and spurring economic development in depressed areas.

Our nation's economic recession has significantly impacted the entire state of Oregon, and this project will have tremendous impact on the efficiency of Oregon's transportation system, its environment and the lives of its citizens for years to come.

Thank you for your full and fair review of this City of Beaverton TIGER V grant application. If you have any questions, please do not hesitate to contact John Valley in my Portland field office at 503-326-3386.

Sincerely,



Jeffrey A. Merkley
United States Senator

SUZANNE BONAMICI
1ST DISTRICT, OREGON

439 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
TELEPHONE: 202-225-0656
FAX: 202-225-9497

12725 SW MILLIKAN WAY, SUITE 220
BEAVERTON, OR 97005
TELEPHONE: 503-469-6010
TOLL FREE IN 1ST DISTRICT: 800-422-4003
FAX: 503-469-6018

<http://Bonamici.house.gov>

Congress of the United States
House of Representatives
Washington, DC 20515-3701

May 17, 2013

COMMITTEE ON EDUCATION
AND THE WORKFORCE

SUBCOMMITTEES:
HIGHER EDUCATION AND WORKFORCE TRAINING
WORKFORCE PROTECTIONS

COMMITTEE ON
SCIENCE, SPACE, AND TECHNOLOGY

SUBCOMMITTEES:
ENVIRONMENT, RANKING MEMBER
SPACE

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary LaHood,

I am writing to offer my support for the City of Beaverton's Canyon Road (OR 8) Safety & Complete Corridor Project application for the United States Department of Transportation's TIGER V grant program.

Canyon Road (OR 8) is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail, and bus transit center, serving low-income communities with diverse jobs between the downtown areas along the parallel Tualatin Valley Highway (Farmington Road).

This project is deserving of support for many reasons, including the following:

- It will increase safety for all mode types and users through sidewalk repair and enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- The project will provide better connectivity and access with low-stress bicycle alternatives to Canyon Road and improved amenities at transit stops in collaboration with the regional transit provider, TriMet.
- Proposed improvements will facilitate economic development and reinvestment by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

This project began with the community's vision of downtown Beaverton as a connected and vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

As the Member of Congress representing Oregon's First Congressional District, I am glad to lend my strong support to this effort and confident in the work and vision of the City of Beaverton.

Thank you in advance for your full and fair consideration of this application. If you have any additional questions please do not hesitate to contact Natalie Sept in my Beaverton office at (503) 469-6010, or by email at natalie.sept@mail.house.gov.

Sincerely,



SUZANNE BONAMICI
Member of Congress

MARK HASS
STATE SENATOR
DISTRICT 14



OREGON STATE SENATE

COMMITTEES:
Education & Workforce
Development, Chair
Environment & Natural
Resources
Finance & Revenue

May 1, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this letter to offer my support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Beaverton, Hillsboro and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

As the member of the Oregon State Senate representing Beaverton and Aloha, I am glad to lend my support to this effort and confident in the work and vision of the City of Beaverton.



Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact me at (503)986-1714 or by email at sen.markhass@state.or.us.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Hass", with a stylized flourish at the end.

Senator Mark Hass

ELIZABETH STEINER HAYWARD MD
STATE SENATOR



OREGON STATE SENATE
DISTRICT 17

May 6, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary:

I am writing in support of the City of Beaverton's Canyon Road (OR 8) Safety & Complete Corridor Project application to the US Department of Transportation TIGER5 program.

I have the honor of representing Oregon Senate District 17, which includes the City of Beaverton and large portions of Canyon Road. After years of public input, the City of Beaverton adopted the Beaverton Civic Plan in 2011. Among other things, the plan outlines strategies for creating a more vibrant, connected, and walkable downtown. Unfortunately, Canyon Road is a major obstacle to the city's goals.

Canyon Road is an outmoded state highway that runs through the heart of Beaverton. It lacks the kind of protected pedestrian crossings, traffic controls, and streetscape features that characterize other successful urban thoroughfares.

Funding this grant request would allow the city to invest in upgraded pedestrian features, traffic safety improvements, and streetscape enhancements. I believe these investments will help Beaverton's citizens "cross the canyon," improving access to nearby transit facilities, restaurants, and other businesses. In addition, I believe that these improvements will attract more economic development to our downtown core.

Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact my office at 503-986-1717 or by email at Sen.ElizabethSteinerHayward@state.or.us

Sincerely,

Sen. Elizabeth Steiner Hayward MD
Senate District 17



TOBIAS READ
STATE REPRESENTATIVE
DISTRICT 27



HOUSE OF REPRESENTATIVES

May 14, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing in support of the City of Beaverton's application to the US Department of Transportation TIGER5 grant program for the Canyon Road Safety & Complete Corridor Project.

Canyon Road (Oregon Highway 8) is an important part of the local, regional, and state transportation network. It connects Oregonians to local businesses, social services, education, and public transportation throughout Hillsboro, Beaverton, and Portland. Oregon Highway 8 is adjacent to the busiest transit center in the region, with light rail, commuter rail and bus service. The area's public transportation services offer low-income communities and environmentally conscious commuters greater access to jobs, education, and local businesses throughout the region.

The Canyon Road Safety & Complete Corridor Project will significantly enhance the accessibility, safety, and sustainability of a vibrant and growing economic epicenter in Washington County.

This project deserves your support, as it will:

- **Increase safety** for pedestrians, drivers, and cyclists with sidewalk repairs & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Improve connectivity and accessibility** with new multi-modal connections, bicycle alternatives to Canyon Road, and improved commuter amenities at transit stops (in collaboration with the regional transit provider, TriMet).



- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and by increasing access to local businesses for residents, commuters, and visitors.

The project is a major element of a planning effort funded by a US HUD Sustainable Communities Challenge Grant to revitalize downtown Beaverton and is a recommendation of Beaverton's recently adopted Community Vision and Civic Plan. It was inspired by the community's vision of downtown Beaverton as a connected, vibrant place. To achieve this vision, the safety, congestion, and environment on Canyon and Farmington Roads must be improved.

In addition to the project's significance to the city of Beaverton, it also builds on regional projects that have won the support of the state and resources from the Oregon Department of Transportation (ODOT), especially the Highway 217 speed detection project. The Canyon Road Safety & Complete Corridor Project will include detections systems to feed travel time and volume data to the display systems on Highway 217, which is a major freeway that links many of the state's major employers to the suburbs and the City of Portland.

As the State Representative for Oregon House District 27, which includes Beaverton and part of Southwest Portland, and as Chair of the House Committee on Transportation and Economic Development, I am eager to lend my support to this effort. I am confident in the work and vision of the City of Beaverton, and believe that the Canyon Road Safety & Complete Corridor Project is an important aspect of their efforts to improve the City for all residents.

Thank you for your consideration of this grant application. I am sure you receive many worthy requests for funding, but given the regional, economic, and environmental significance of this project, in particular, I hope you will look favorably on the City of Beaverton's application. If you have any additional questions please do not hesitate to contact our office at (503) 986-1427 or by email, rep.tobiasread@state.or.us.

Sincerely,



Tobias Read
Majority Whip

Chair, Committee on Transportation and Economic Development

THANK YOU FOR YOUR CONSIDERATION
AND YOUR SERVICE!



JEFF BARKER
STATE REPRESENTATIVE
DISTRICT 28
HOUSE OF REPRESENTATIVES

May 9, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this letter to offer my support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

As the Member of the Oregon House of Representatives representing large portions of Beaverton, I am glad to lend my support to this effort and confident in the work and vision of the City of Beaverton.



Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact me at (503) 986-1428, or by email at rep.jeffbarker@state.or.us.

Sincerely,



Jeff Barker



CHRIS HARKER
STATE REPRESENTATIVE
DISTRICT 34
WASHINGTON COUNTY

May 3, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this letter to offer my support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

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- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

As the Member of Oregon's House of Representatives representing House District 34 I am glad to lend my support to this effort and confident in the work and vision of the City of Beaverton.



Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact my office at 503-986-1434, or by email at rep.chrisharker@state.or.us.

Sincerely,

A handwritten signature in blue ink, appearing to be 'CH' followed by a stylized flourish.

Representative Chris Harker



Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation

Office of the Director
355 Capitol St NE MS11
Salem, OR 97301

May 28, 2013

The Honorable Ray LaHood
Secretary of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Re: TIGER grant application for Canyon Road Safety and Complete Corridor Project

Dear Secretary LaHood:

The Oregon Transportation Commission is pleased to offer its strong support of the City of Beaverton's application for TIGER grant funding for the Canyon Road Safety and Complete Corridor project.

After reviewing this and other TIGER proposals from throughout Oregon, the Commission chose to designate this as one of our top priorities in the state because of its important benefits to Oregon's transportation system, the state's economy and the livability of our communities. The Commission believes this project would be a strong candidate for TIGER funds, and ODOT has agreed to provide \$1 million in state highway funds as match.

The project will address serious safety and accessibility issues on an outmoded state highway that carries 30,000 vehicles per day, 50,000 transit riders per week and divides Beaverton's Regional Center. Safety and accessibility improvements will catalyze reinvestment needed to accommodate an additional 10,000 people and 4,500 jobs forecasted for the city by 2035. The project will provide better multimodal connections and maintain the corridor's function as a critical regional freight route. This project will enable transformative change by ensuring safe, pedestrian access along and across Canyon Road. Within the city, the Canyon Road improvements will help transform Beaverton's downtown, create long-term jobs, improve safety, enhance environmental quality, and remove a major connectivity barrier. Regionally, the proposed improvements will help enhance the flow of workers and goods through Beaverton, reduce mobility costs, and unlock the economic potential of land in the area. Global corporations, including Nike and Intel, are located within close proximity, and improving Beaverton's transportation system will help these companies operate more efficiently.

Thank you for considering this grant application.

Sincerely,

Pat Egan
Chair, Oregon Transportation Commission



April 30, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

I am writing this letter to express TriMet's support for the City of Beaverton's Canyon Road Safety and Complete Street project application for a TIGER V funding grant.

Canyon Road is a major arterial that bisects downtown Beaverton. Originally built as part of a farm-to-market network and serving a heavy load of traffic, the continued development of downtown Beaverton as a complete community with a high quality of life is severely hampered by the barrier that Canyon Road current represents, especially for pedestrians. Canyon Rd is a critical multimodal facility in a Metro 2040-designated Regional Center, which means it's not just important to Beaverton, but also important to the region's goals to match up land use and transportation in a way that enhances future efficiency and quality of life. The downtown Beaverton area is expected to grow by 10,000 people and almost 4,500 jobs over the next 25 years. The Beaverton Transit Center, which is served by MAX rail and the Westside Express Service, is just steps away from Canyon Road. This is the busiest transit stop in the TriMet system with over 3.3 million riders per year. Canyon Road itself is served by one of TriMet's busiest bus lines systemwide, and connects to regional job centers in Beaverton (Tektronix, Nike) and Western Washington County (Intel, SolarWorld USA).

But despite being the nexus for these various modes of travel, Canyon Road presents numerous safety, access, and connectivity problems. Accident rates, as analyzed by the Oregon Department of Transportation are high, and several segments of Canyon Road are in the top 5% and 10% of crash locations for the Oregon State highway system. Downtown Beaverton's need and desire to attract reinvestment and redevelopment to the Regional Center depends on improving these conditions in a cost-effective manner. The Canyon Road project exemplifies the kind of smart targeted multimodal investments we need to make in our region to prepare for our future growth.

The City is applying for TIGER V funding to make the following improvements:

Increase safety for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, fixing auto and freight turning conflicts, and traffic calming;
Provide better connectivity and access with a low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with TriMet);
Facilitate economic development and reinvestment by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

TriMet and the Beaverton are collaborating closely on a number of improvements to transit facilities in the City and on key corridors serving the Beaverton Transit Center. By working together, Beaverton and TriMet are leveraging state and regional funds to enhance the pedestrian experience in Beaverton's downtown.

The City of Beaverton is aggressively moving toward its vision of a more vibrant, active, and successful downtown with great pedestrian, bicycle, and transit access. I hope you will see the mobility and development benefits that this project can bring to the city and the region and that you will choose to award a TIGER V grant for the Canyon Road Safety and Complete Street Project.

Sincerely,



Neil McFarlane
General Manager



WASHINGTON COUNTY OREGON

May 8, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

I am writing this letter to offer the Washington County's support for the City of Beaverton's *Canyon Road Safety and Complete Corridor* project application for a TIGER V funding grant.

Washington County has helped lead Oregon's economic recovery by adding over 10,000 jobs between 2010 and 2011 (a 4.4% increase). Of that, nearly one third of net new jobs were in manufacturing and professional, scientific and technical sectors. We intend to continue to build on that momentum through investments in our local and regional infrastructure.

Part of providing a solid foundation for future job and housing growth is fixing Canyon Road. It presents numerous safety, access, and connectivity problems. The *Canyon Road Safety and Complete Corridor* project exemplifies the kind of smart targeted multimodal investments we need to make in our region to prepare for our future growth.

Beaverton is applying for TIGER V funding to make the following improvements, and Washington County supports this project as it will:

- **Increase safety for all mode types and users** through sidewalk repair & enhancements, safer pedestrian crossings, fixing auto and freight turning conflicts, and traffic calming;
- **Provide better connectivity and access** with a low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with TriMet);
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

Please, accept this enthusiastic endorsement for Beaverton's *Canyon Road Safety and Complete Corridor* TIGER V grant application.

Sincerely,

Andy Duyck
Chairman



May 15, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

I am writing this letter to offer Clean Water Services support for the City of Beaverton's *Canyon Road Safety and Complete Corridor* project application for a TIGER V funding grant.

As a regional water resources utility, Clean Water Services (District) is committed to improving water quality in the Tualatin River Watershed and to collaborating with partners who share our mission. Among our responsibilities are development and implementation of Design and Construction Standards that protect water resources from development impacts by requiring stormwater treatment for all impervious surface, including roadways, and control of erosion and sediment.

Part of the program for improving water quality in our watershed includes retrofitting for stormwater quality in redevelopment projects to treat previously untreated developed sites. Canyon Road stormwater is largely untreated and is piped directly to Beaverton Creek and its tributaries. The *Canyon Road Safety and Complete Corridor* project embodies an integrated design approach that will improve water quality for our District and downstream recipients.

Beaverton is applying for TIGER V funding to make the following improvements, and the District supports this project as it will:

- **Detain stormwater flows** to decrease rapid fluctuation in creek levels and bank erosive flows
- **Treat stormwater** to reduce contaminants in Beaverton Creek
- **Shade pavement and sidewalks** with trees and vegetation to reduce the effective temperature of stormwater flows off impervious surfaces
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities

Please, accept this enthusiastic endorsement for Beaverton's *Canyon Road Safety and Complete Corridor* TIGER V grant application.

Sincerely,

Nora Curtis
Conveyance Systems Department Director



Jeff Rose, Ed.D.
Superintendent of Schools
16550 SW Merlo Road
Beaverton, OR 97006
503-591-4401 FAX 503-591-4175

May 5, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this letter to offer my support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It is a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

I am happy to lend my support to this effort and confident in the work and vision of the City of Beaverton. Thank you in advance for your full and fair consideration of this grant application.

Sincerely,

Jeff Rose, Ed.D.

The Beaverton School District recognizes the diversity and worth of all individuals and groups. It is the policy of the Beaverton School District that there will be no discrimination or harassment of individuals or groups based on race, color, religion, gender, sexual orientation, gender identity, gender expression, national origin, marital status, age, veterans' status, genetic information or disability in any educational programs, activities or employment.



Portland General Electric Company
121 SW Salmon Street • Portland, Oregon 97204
(503) 464-8982 • Facsimile (503) 464-2586

James J. Piro
President and CEO

May 8, 2013

The Honorable Ray LaHood
Secretary
US Department of Transportation (USDOT)
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood:

I write on behalf of Portland General Electric (PGE) to express strong support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER V program.

As the largest electric utility in Oregon and a significant employer in the community, Portland General Electric works in partnership with the City of Beaverton and other cities in our service territory to improve transportation infrastructure and enhance economic development opportunities. Oregon Highway 8 is a critical part of the local, regional, and state transportation network – linking employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is also adjacent to a light rail, commuter rail and bus transit center that serves low-income communities and provides access to employment opportunities in central Beaverton.

The *Canyon Road (OR 8) Safety & Complete Corridor Project* started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads. PGE supports this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

PGE is confident in the work behind this proposal and the vision put forth by the City of Beaverton. I urge the USDOT to give full and fair consideration for Beaverton's application for TIGER V funding for the *Canyon Road (OR 8) Safety & Complete Corridor Project*.

Sincerely,

A handwritten signature in blue ink that reads "Jim Piro".



May 15, 2013

Honorable Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this letter to offer Tualatin Valley Fire and Rescue's support for the City of Beaverton's *Canyon Road Safety & Complete Corridor* project application for the U.S. Department of Transportation TIGER V program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Beaverton, Hillsboro and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project because it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming that will not impede emergency vehicles.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with regional transit providers).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The *Canyon Road Safety & Complete Corridor* project started from the community's vision of downtown Beaverton as a connected, vibrant place to work and play. With collaboration among the city, Fire District and transportation agencies, it is our hope this project will enable transformative change in central Beaverton and will further city and regional goals by ensuring safer, more pleasant, and pedestrian-oriented access along and across Canyon Road.

Thank you for your full and fair consideration of Beaverton's grant application.

Sincerely,

Michael R. Duyck
Fire Chief

May 13, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

As the Executive Director of the Westside Transportation Alliance, I am pleased to endorse the City of Beaverton's TIGER V application for the *Canyon Road Safety and Complete Corridor* project.

Along with representatives from Beaverton's Citizens with Disabilities Committee, Senior Citizens Advisory Committee, ODOT, TriMet, and others, the WTA participated in a mobility audit in September of 2012 for the Creekside District and Canyon Road. The mobility audit focused on issues of pedestrian comfort and quality, accessibility for persons with mobility impairments, transit access, and traffic safety.

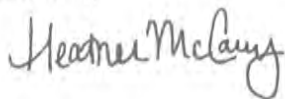
Subsequent work with ODOT through the City's HUD Sustainable Communities Challenge Grant project has resulted in a set of solutions that will:

- **Increase safety for all mode types and users** through sidewalk repair & enhancements, safer pedestrian crossings, fixing auto and freight turning conflicts, and traffic calming;
- **Provide better connectivity and access** with a low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with TriMet);
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The WTA believes this project will increase the use of active transportation throughout the Beaverton area and improve the safety of all roadway users. We strongly encourage the TIGER V selection committee to fund this project.

If I can answer any questions or provide additional information, please do not hesitate to contact me.

Sincerely,



Heather McCarey
Executive Director
Westside Transportation Alliance
503.906.7961
heather@wta-tma.org



Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

May 24, 2013

Dear Mr. Secretary,

On behalf of the members of the Oregon Trucking Associations, Inc, I'm writing to offer our support of the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER V program.

OTA is the only trade association representing trucking in Oregon. OTA advocates for Oregon's trucking industry by positively influencing laws and regulations, promoting public safety, enhancing the industry's image and promoting a healthy business climate while continuing to reduce the trucking industry's impact on the natural environment. OTA directly represents over 550 member companies in addition to the 6,000 trucking companies operating in Oregon that benefit from OTA's representation.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

- **Reduce conflicts between mode types** and users through safer pedestrian crossings, correction of auto and freight turning conflicts, and provision of a convenient and accessible bike network alternative to this state highway
- **Provide improved vehicle flow** through installation of adaptive signals (via project phase currently underway), and turn conflict reduction through a raised median
- **Facilitate ease of freight and good movement** by increasing eastbound outside lane width and balanced lane configurations.

Oregon Trucking Associations, Inc.

4005 SE Naef Rd., Portland, OR 97267

Phone: 503.513.0005 Fax: 503.513.9541 www.ortrucking.org

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads. OTA supports this effort and are confident in the work and vision of the City of Beaverton.

Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact me at 503-513-0005 or by email at dunn@ortrucking.org

Sincerely,

A handwritten signature in cursive script that reads "Debra Dunn".

Debra Dunn
President



EXECUTIVE COMMITTEE

PRESIDENT AND CHAIR
NORM EDER
CEM STRATEGIC COMMUNICATIONS

ALLYSON ANDERSON
LEGACY MERIDIAN PARK
MEDICAL CENTER

JEFF BORLAUG
NAI NORRIS BEGGS & SIMPSON

JACK ORCHARD
BALL JANK LLP

MICHAEL SALAS
NIKE, INC.

ED THOMPKE
JORDAN RAMIS PC

MIKE WELLS
CBRE, INC.

DIRECTORS

FRANK ANGELO
ANGELO PLANNING GROUP

JONAE ARMSTRONG
WASHINGTON SQUARE

STEVE BARRAGAR
HARSCH INVESTMENT PROPERTIES

DAVID BENNETT
LANDYE BENNETT BLUMSTEIN LLP

MARK CHARPENTIER
KAISER PERMANENTE NW

CAROL DILLIN
PORTLAND GENERAL ELECTRIC

LOIS DITMARS
PETERKORT TOWNE SQUARE

RICH FOLEY
UMPUQUA BANK

MARK GARBEL
COMMUNITY NEWSPAPERS

ALEX JACKSON
PROVIDENCE HEALTH & SERVICES

KYLE LATTA
KG INVESTMENT MANAGEMENT, LLC

MIKE MOREY
STANCORP MORTGAGE
INVESTORS, LLC

TIM PARKER
THE MELVIN MARK COMPANIES

CARLY RITER
INTEL

CHAIRMAN ANDY DUYCK
WASHINGTON COUNTY

MAYOR JOHN COOK
CITY OF TIGARD

MAYOR DENNY DOYLE
CITY OF BEAVERTON

MAYOR LOU OGDEN
CITY OF TUALATIN

MAYOR JERRY WILLEY
CITY OF HILLSBORO

PAMELA TREECE
WESTSIDE ECONOMIC ALLIANCE

May 14, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

I am writing this letter to offer the Westside Economic Alliance's support for the City of Beaverton's *Canyon Road Safety and Complete Corridor* project application for a TIGER V funding grant.

Westside Economic Alliance (WEA) is a non-profit organization comprised of public and private members from Washington County and the west side of Clackamas County that advocates on behalf of our members for a healthy and vital economy where we live and do business.

Washington County has helped lead Oregon's economic recovery by adding over 10,000 jobs between 2010 and 2011 (a 4.4% increase). Of that, nearly one third of net new jobs were in manufacturing and professional, scientific and technical sectors. We intend to continue to build on that momentum through investments in our local and regional infrastructure.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

This project exemplifies the kind of smart targeted multimodal investments we need to make in our region to prepare for our future growth. Our organization supports this project as it will:

- Increase safety for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, fixing auto and freight turning conflicts, and traffic calming;



- **Provide better connectivity and access** with a low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with TriMet);
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

Please, accept this enthusiastic endorsement for Beaverton's *Canyon Road Safety and Complete Corridor* TIGER V grant application.

Sincerely,

A handwritten signature in cursive script, appearing to read "Pamela H. Treece".

Pamela Treece
Executive Director
Westside Economic Alliance

May 2, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

We are writing this letter to offer our support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

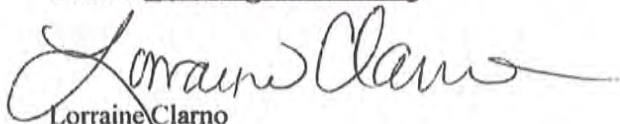
The Beaverton Area Chamber of Commerce supports this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

The Beaverton Area Chamber of Commerce has 658 members representing more than 47,000 employees, we are glad to lend our support to this effort and confident in the work and vision of the City of Beaverton.

Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact me at 503-644-0123 , or by email at Lorraine@beaverton.org.


Lorraine Clarno
President/CEO



BEAVERTON AREA
Chamber of Commerce

12655 SW Center St, Suite 140
Beaverton, Oregon 97005

503.644.0123 MAIN
503.526.0349 FAX

www.beaverton.org



GREATER PORTLAND INC
1211 SW 5TH AVE #540, PORTLAND, OR 97204
GREATERPORTLANDINC.COM
503-445-8065

May 2, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this letter to offer my support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.


As the CEO of Greater Portland Inc, representing the Portland metropolitan area, I am glad to lend my support to this effort and confident in the work and vision of the City of Beaverton.

Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact me at 503.445.8065, or by email at sean.robbsins@greaterportlandinc.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sean M. Robbins', followed by a long horizontal flourish.

Sean M. Robbins
CEO



May 15, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary:

As Senior Director of Global Strategy & Operations , Government & Public Affairs at Nike, I am writing in support of the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

The community believes this project is important and necessary as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

Nike is headquartered in Washington County and provides thousands of jobs to people in the region. On behalf of Nike, I am pleased to support this effort and this important project for the City of Beaverton.

Thank you in advance for your full and fair consideration of this grant application.

Sincerely,



Julia Brim-Edwards
Senior Director, Global Strategy & Operations
Government & Public Affairs

cc:

Jennifer Bendall, Senior Director, North America, Government & Public Affairs, Nike, Inc.
Melissa Vaillancourt, US States & Local Manager, Government & Public Affairs, Nike, Inc.

SCANLAN KEMPER BARD COMPANIES
REAL ESTATE PRIVATE LIMITED

May 6, 2013

Mayor Denny Doyle
City of Beaverton
4755 SW Griffith Dr.
P.O. Box 4755
Beaverton, OR 97076

Dear Mayor Doyle:

ScanlanKemperBard (SKB) recently made a significant investment at the Round Transit-Oriented Development in Beaverton's Regional Center because we were impressed with the City's commitment to comprehensive redevelopment of the city's central core.

Beaverton's current planning and design work in the Regional Center, funded in part by a \$1 million HUD Sustainable Communities Challenge Grant, solidified our belief that the Round will soon provide a civic centerpiece to attract jobs, enhance cultural opportunities and foster community engagement to Beaverton's downtown core.

We understand that a top priority of the city's recently completed Community Vision and Civic Plan involves improvements to Canyon Road, including enhancing pedestrian and vehicle safety and accessibility, improving water quality through green infrastructure, and enhancing multimodal connections throughout central Beaverton.

In our estimation, these improvements to Canyon Road, if funded by the TIGER V grant, will facilitate the redevelopment of underutilized land in and around downtown, further enhancing job creation and housing development, and catalyze the transformation of this area into a true regional center.

Please, accept our enthusiastic endorsement of this project.

Sincerely,


Todd M. Gooding



May 3, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this letter to offer my support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Reser's Fine Foods, Inc. is a food manufacturer headquartered in Beaverton, Oregon employing 1,500 people in this state and is located close to TV Highway and Canyon Road. Both our employees and freight vehicles use these highways regularly as drivers and users of TriMet.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact me at 503-526-5799, or by email at markr@resers.com.

Sincerely,

Mark Reser
President & CEO

CORPORATE HEADQUARTERS: P.O. BOX 8 • BEAVERTON, OREGON 97075
BEAVERTON: 15570 S.W. JENKINS ROAD • BEAVERTON, OREGON 97006 • (503) 643-6431
PASCO: 5310 INDUSTRIAL WAY • PASCO, WA 99301 • (509) 543-4939
HALIFAX: 11251 HIGHWAY 903 • HALIFAX, NC 27839 • (252) 536-5750
HALIFAX TORTILLA: 1175 HIGHWAY 903 • HALIFAX, NC 27839 • (252) 536-7333
TOPEKA: 3167 S.E. 10TH STREET • TOPEKA, KANSAS 66607 • (785) 233-6431
TOPEKA DEER CREEK FACILITY: 3215 S.E. 6TH AVENUE • TOPEKA, KANSAS 66607 • (785) 233-6431
SALT LAKE CITY: 1811 WEST 1700 SOUTH • SALT LAKE CITY, UT 84104 • (801) 972-5633
DELPHOS: 1600 GRESSEL DRIVE • DELPHOS, OH 45833 • (419) 695-5015

WWW.RESERS.COM

Beaverton Foods, Inc

America's Finest Gourmet Condiments since 1929

7100 N.W. Century Blvd., Hillsboro, OR 97124-8570

P.O. Box 687, Beaverton, OR 97075-0687 • (503) 646-8138 • Fax (503) 644-9204

Mayor Denny Doyle
City of Beaverton
4755 SW Griffith Dr.
P.O. Box 4755
Beaverton, OR 97076

Dear Mayor Doyle,

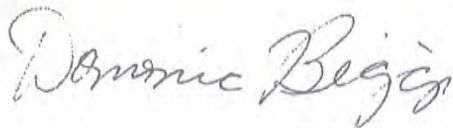
The Biggi family has been a landowner and investor in Beaverton for many years, and we are committed to the revitalization of downtown Beaverton. Our properties include frontage on Canyon Road, and fixing that facility is a critical ingredient to making downtown work for current and future businesses and residents.

We have participated in the City's recent visioning and planning efforts, including the Beaverton Community Vision, the Civic Plan, the creation of an Urban Renewal District, and the HUD Sustainable Communities Challenge grant project. Those planning efforts have resulted in a compelling vision for Canyon and a set of solutions that will:

- **Increase safety for all mode types and users** through sidewalk repair & enhancements, safer pedestrian crossings, fixing auto and freight turning conflicts, and traffic calming;
- **Provide better connectivity and access** with a low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with TriMet);
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

We would like to offer our enthusiastic support for the City's *Canyon Road Safety and Complete Corridor* TIGER V grant application.

Sincerely,

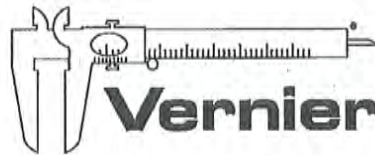


BEAVER
BRAND

inglehoffer

Tulelake.

**NAPA
VALLEY**



Measure. Analyze. Learn.®

May 3, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this letter to offer my support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

Our company has been growing steadily in the Beaverton area for 32 years. I am glad to lend my support to this effort and confident in the work and vision of the City of Beaverton.

Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact me at 503 277 2299 or by email at dvernier@vernier.com

Sincerely,

David L. Vernier
Founder and CEO

Measure.

Analyze.

Learn.

BCHC BEAVERTON COMMUNITY
HEALTH COLLABORATIVE
A MULTI-AGENCY COLLABORATIVE EFFORT

May 6, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary:


On behalf of the Beaverton Community Health Collaborative, a city facilitated collaboration of public, private and non-profit health and education providers in Beaverton with a shared vision for a new model of integrated healthcare delivery, I am writing to urge support of a fully-funded TIGER grant for improvement to Canyon Road (a state highway) which is an obstacle to the efficient delivery of health and health education services.

The highway not only physically-separates our city, but also makes pedestrian access to the north or south parts of town challenging. Canyon Road creates an enormous level of traffic congestion and presents very serious health and safety challenges; a TIGER grant can change this situation.

The TIGER program presents the opportunity to solve these problems. It also presents the opportunity to attract private investment that could lead to the revitalization of areas now-starved by the barriers created by such a high-volume, unsafe and poorly-controlled road. As a grantee of HUD's "Sustainable Communities" initiative, investment in the city's principal transportation route through the TIGER program will allow the plans, designs and engineering which are part of this HUD investment to be implemented. The result will be a safer, healthier, more accessible and walkable community.

The Health Collaborative has a stake in this matter as Canyon Road is an obstacle to the delivery of services from one or more of our fifteen members. Once completed, the Beaverton Community Health Collaborative project will implement a new health and wellness facility in Beaverton's downtown core. This facility will serve an estimated 68,400 clients per year and employ approximately 250 students and professionals. The facility will include a comprehensive array of services across a continuum of care, including primary and specialty care, behavioral health, public health, oral health, social services, and education for health and human service professionals. This innovative model of care will build on best practices in the field. I urge your support of the City of Beaverton's TIGER grant application.

Sincerely,



Lindsey Kuipers
City of Beaverton
Project Coordinator
Beaverton Community Health Collaborative

May 14, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this letter to offer my support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

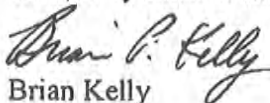
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- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and storm water quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

As the Member of Beaverton Community Health Collaborative representing Women's Healthcare Associates, LLC, I am glad to lend my support to this effort and confident in the work and vision of the City of Beaverton.

Women's Healthcare Associates, LLC is a 90 clinician ObGyn practice serving the Portland, Oregon metropolitan area. Our four locations in the Beaverton catchment area serve 22% of Beaverton women and 65% of Beaverton pregnancies were delivered by our clinicians in 2012. Many of the women we serve would benefit from safe and accessible transportation services.

Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact me at 503-601-3610, or by email at bkelly@WHALLC.com.


Brian Kelly
CEO

Women's Healthcare Associates, LLC



WOMEN'S HEALTHCARE
ASSOCIATES LLC

Administrative Office
6600 SW 105th Avenue, Suite 205
Beaverton, OR 97008
503.601.3615 office
503.646.1683 fax

Canby Office
200 S Hazel Dell Way, Suite 205
Canby, OR 97013
503.266.4646 office
503.266.5699 fax

Eastbank Office
501 N Graham Street, Suite 525
Portland, OR 97227
503.249.5454 office
503.249.5498 fax

Newberg Office
1003 Providence Drive, Suite 340
Newberg, OR 97132
503.538.2698 office
503.554.9328 fax

Oregon City Office
1508 Division Street, Suite 205
Oregon City, OR 97045
503.657.1071 office
503.657.3321 fax

Peterkort North Office
9701 SW Barnes Road, Suite 200
Portland, OR 97225
503.734.3700 office
503.473.8462 fax

Peterkort South Office
9555 SW Barnes Road, Suite 100
Portland, OR 97225
503.292.3577 office
503.292.3947 fax

Tabor Office
5050 NE Hoyt Street, Suite 359
Portland, OR 97213
503.249.5454 office
503.249.5498 fax

Tualatin Office
19250 SW 65th Avenue, Suite 300
Tualatin, OR 97062
503.692.1242 office
503.691.3615 fax

**Northwest Gynecology Center
Peterkort Office**
9701 SW Barnes Road, Suite 150
Portland, OR 97225
503.734.3535 office
503.734.3530 fax

Tualatin Office
19250 SW 65th Avenue, Suite 325
Tualatin, OR 97062
503.692.1242 office
503.691.3615 fax

Northwest Perinatal Center
9701 SW Barnes Road, Suite 299
Portland, OR 97225
503.297.3660 office
503.297.7637 fax

www.whallc.com
www.northwestgynecology.com
www.northwestperinatal.com

May 13, 2013



Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this letter to offer my support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. It is also a major transportation corridor to over 350 faculty and staff, and more than 3000 students of Pacific University's Hillsboro and Forest Grove campuses. The highway is adjacent to a light rail, commuter rail and bus transit center that serves our University community as well as low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

As the Vice Provost and Executive Dean of the College of Health Professions at Pacific University, I am glad to lend my support to this effort and am confident in the work and vision of the City of Beaverton. Our staff and students who reside along the population corridor stretching from Portland to Forest Grove will be benefited by these improvements along with the other members of our community that we serve through healthcare and educational opportunities.

Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact me.

Sincerely,

Ann E. Barr-Gillespie, DPT, PhD
Vice Provost and Executive Dean
Barr-gillespie@pacificu.edu

**VICE PROVOST AND EXECUTIVE DEAN
COLLEGE OF HEALTH PROFESSIONS**

190 SE 8th Avenue, Suite 230 | Hillsboro, OR 97123



1001 SW Baseline Street
Hillsboro, OR 97123

Phone: 503.648.6646
Fax: 503.648.4175
www.caowash.org

OUR PROGRAMS:

- Child Care Resource & Referral
- Energy Conservation
- Energy & Emergency Rent Assistance
- Head Start / Early Head Start
- Housing & Homeless Services
- Information & Referral
- Opening Doors / Healthy Start

OUR MISSION:

Community Action leads the way to eliminate conditions of poverty and create opportunities for people and communities to thrive.



May 14, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

As a member of the Beaverton Community Health Collaborative representing Community Action Organization, I am pleased to offer this letter to support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

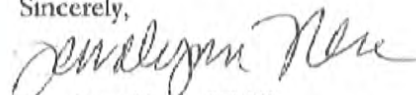
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- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and storm water quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

Community Action provides a continuum of social services that lead the way to eliminate conditions of poverty and create opportunities for people and communities to thrive. It is imperative that our clients have safe and unfettered access to the services they require along the Canyon Road corridor. Transportation can and does act as a real barrier to individuals and families engaging in social services and health care. Thus, Community Action fully supports the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project*.

Thank you for your consideration of this grant application.

Sincerely,


Jerralynn Ness, CCAP
Executive Director



WASHINGTON COUNTY OREGON

May 15, 2013

Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Mr. Secretary:

On behalf of Washington County Department of Health and Human Services I am pleased to support the City of Beaverton in their *Canyon Road (OR 8) Safety and Complete Corridor Project* application to the US Department of Transportation, Transportation Investment Generating Economic Recovery (TIGER) program.

Oregon Highway 8 is a critical part of the local, regional and state transportation network. It is a state highway that links employees to office, retail and service sector jobs in downtown Hillsboro, Beaverton and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair and enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion and environment on Canyon and Farmington Roads. As the Member of Beaverton Community Health Collaborative I am glad to lend my support to this effort and confident in the work and vision of the City of Beaverton.

Washington County Department of Health and Human Services is a leader in our community, committed to building countywide capacity to use policy and environmental change strategies to improve the health and quality of life of our residents. The improvements to Oregon Highway 8 by the City of Beaverton will result in positive health outcomes for Washington County residents by supporting healthy communities.

Thank you for your consideration of this grant application. If you have any additional questions please do not hesitate to contact me at 503-846-3141 or via e-mail at rod_branyan@co.washington.or.us.

Sincerely,

Rod Branyan, Director
Washington County Department of Health and Human Services

Department of Health & Human Services - Administrative Services
155 N First Avenue, Suite 160, MS-5, Hillsboro, OR 97124-3072
Phone: (503) 846-4402 ♦ Fax: (503) 846-4490 ♦ www.co.washington.or.us



Mayor Denny Doyle
City of Beaverton
4755 SW Griffith Dr.
P.O. Box 4755
Beaverton, OR 97076

Dear Mayor Doyle,

Lanphere Enterprises has invested in Beaverton for over 50 years as a property owner and business proprietor. We are committed to Beaverton and the revitalization of our downtown core. Many of our properties include frontage on Canyon Road, and fixing that facility is a critical ingredient to making downtown work for current and future businesses as well as residents and visitors alike.

We have been active participants on many of the City's recent visioning and planning efforts, including the Beaverton Community Vision, the Civic Plan, the creation of an Urban Renewal District, and the HUD Sustainable Communities Challenge grant project, just to name a few. Those planning efforts have all outlined a compelling vision for Canyon Road and a set of solutions that will:

- Increase safety for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, fixing auto and freight turning conflicts, and traffic calming;
- Provide better connectivity and access with a low-stress bicycle alternatives to Canyon Road, and improved amenities at transit stops through collaboration with TriMet;
- Facilitate economic development and reinvestment by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

We would like to offer our enthusiastic support for the City's *Canyon Road Safety and Complete Corridor* TIGER V Grant application.

Sincerely,

Robert D. Lanphere, Jr.

President

Lanphere Enterprises, Inc.

OREGON STORES

BEAVERTON HONDA • WILSONVILLE TOYOTA SCION • BEAVERTON INFINITI • BEAVERTON KIA
NEWBERG DODGE CHRYSLER JEEP • BEAVERTON MOTORCYCLES • CANYON ROAD AUTO BODY
BTL AUTO SPORTS & OFF ROAD • BEAVERTON NEED-A-TOW • LANPHERE CONSTRUCTION & DEVELOPMENT

WASHINGTON STORES

RENTON HONDA • RENTON KIA • RENTON MOTORCYCLES • DOWNTOWN HARLEY-DAVIDSON/BUELL RENTON
FULL THROTTLE EXTREMESPORTS BAR & RESTURANT

April 30, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support for TIGER V Funding for City of Beaverton's *Canyon Road Safety & Complete Corridor* Project

Dear Secretary LaHood:

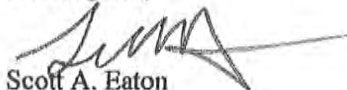
I am a private developer currently working with the City of Beaverton on a mixed-use, transit oriented development at Peterkort Station (80 acres next to St. Vincent Hospital, one MAX stop northeast of the Beaverton Transit Center). This process, although fraught with complexity, has allowed me thorough knowledge of the capabilities and business friendly, common sense approach that exists within the City of Beaverton today.

Because of my positive experiences with City staff and elected officials, I recently inquired about the area north of Canyon Road in downtown Beaverton as I believe it is an area with strong potential to become a desirable community. As I sat with Steven Sparks and Robert McCracken and listened to their ideas outlined in the 2011 Civic Plan strategies and through the HUD Sustainable Communities Challenge Grant work, my interest has only become greater.

With the success of recent developments in the area, such as the re-development of Cedar Hills Crossing, which is just off Canyon Road, and the retail redevelopment that has occurred around it, I believe these urban design and infrastructure investments are essential for the success of one Oregon's largest cities and a key job center. This area suffers from terrible north/south circulation challenges. Making the improvements suggested in the Civic Plan Strategies, including enhancements to Canyon Road, would have an immediate impact on providing development opportunities for developers like me to provide office and housing options in downtown Beaverton and giving it a much needed civic identity.

I ask you to, please, give Beaverton's proposal for a TIGER V grant project on Canyon Road careful thought. With the proven success of retailers at Cedar Hills Crossing, and close proximity to the largest employment base in the state, this project would have an immediate impact in an area already served by excellent light rail service. This is the missing piece. Everything else is already there.

Best regards,



Scott A. Eaton



May 6, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this letter to offer my support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

As the Member of the Washington County Coordinating Committee representing the City of Forest Grove, I am glad to lend my support to this effort and confident in the work and vision of the City of Beaverton. These kinds of partnerships between local and federal government agencies are well documented in their success at delivering vital services to the public. In addition, cooperation between local governments, as evidenced by letters such as this one, indicate a willingness of neighbors working with neighbors.

Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact me at (503) 351-4206, or by email at ptruax@forestgrove-or.gov, or pbtfgr@aol.com.

Sincerely,

Peter B. Truax
Mayor, City of Forest Grove



May 6, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this letter to offer my support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER5 program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

I support this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on improving the safety, congestion, and environment on Canyon and Farmington Roads.

As the Member of Washington County Coordinating Committee representing Sherwood, I am glad to lend my support to this effort and confident in the work and vision of the City of Beaverton.



2009 Top Ten Selection

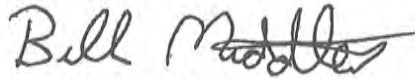


2007 18th Best Place to Live



Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact me at 503-625-4246 or by email at middletonb@sherwoodoregon.gov

Sincerely,

A handwritten signature in black ink that reads "Bill Middleton". The signature is written in a cursive style with a long horizontal stroke at the end.

Bill Middleton, Mayor
City of Sherwood

May 7, 2013



City of Tigard

The Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

I am writing this letter in support of the City of Beaverton's *Canyon Road Safety and Complete Corridor* project application for a TIGER V funding grant.

Beaverton's downtown, like our own, is expected to grow significantly over the next 25 years; by 10,000 people and almost 4,500 jobs. Tigard's Metro 2040-designated Town Center and Beaverton's Regional Center are directly connected by the Westside Express Service commuter rail line. Our cities will both benefit when people who live and work in either locale have a variety of housing and employment choices, connected to high-quality multimodal travel options. The *Canyon Road Safety and Complete Corridor* project exemplifies the kind of smart targeted multimodal investments we need to make in our region to prepare for our future growth.

Beaverton is applying for TIGER V funding to make the following improvements, and Tigard supports this project as it will:

- **Increase safety for all mode types and users** through sidewalk repair & enhancements, safer pedestrian crossings, fixing auto and freight turning conflicts, and traffic calming;
- **Provide better connectivity and access** with a low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with TriMet);
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

Please, accept this enthusiastic endorsement for Beaverton's *Canyon Road Safety and Complete Corridor* TIGER V grant application.

Sincerely,

A handwritten signature in black ink that reads "John L. Cook".

John L. Cook, Mayor
City of Tigard, Oregon



City of Tualatin

www.tualatinoregon.gov

May 10, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

I am writing this letter to offer the City of Tualatin's support for the City of Beaverton's *Canyon Road Safety and Complete Corridor* project application for a TIGER V funding grant.

Beaverton's downtown, like our own, is expected to grow significantly over the next 25 years, by 10,000 people and almost 4,500 jobs. Tualatin's Metro 2040-designated Town Center and Beaverton's Regional Center are directly connected by the Westside Express Service commuter rail line. Our cities will both benefit when people who live and work in either locale have a variety of housing and employment choices, connected to high-quality multimodal travel options. The *Canyon Road Safety and Complete Corridor* project exemplifies the kind of smart targeted multimodal investments we need to make in our region to prepare for our future growth.

Beaverton is applying for TIGER V funding to make the following improvements, and Tualatin supports this project as it will:

- **Increase safety for all mode types and users** through sidewalk repair & enhancements, safer pedestrian crossings, fixing auto and freight turning conflicts, and traffic calming;
- **Provide better connectivity and access** with a low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with TriMet);
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

Please, accept this enthusiastic endorsement for Beaverton's *Canyon Road Safety and Complete Corridor* TIGER V grant application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lou Ogden'.

Lou Ogden
Mayor



BEAVERTON URBAN REDEVELOPMENT AGENCY BOARD

April 26, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Mr. Secretary:

I am writing as the Chair of the recently formed Beaverton Urban Redevelopment Authority (BURA) to express support for the proposed plan for improvement to Canyon Road in Beaverton.

As an executive of one of the city's largest companies, with extensive frontage on Canyon Road, I can verify the need for the proposed safety, pedestrian freight, and automobile traffic on Canyon.

As Chair of the agency, I can report that these improvements are in the urban renewal plan, adopted by our board, and also, by the City Council. In short, there is long-standing community support for making the changes necessary to unify our central district without compromising the need for a highway connection that serves many purposes.

The proposal is *ready for implementation*. All of the planning design and community participation elements have been satisfied. In short, we are ready to go, and the benefits will be immediate in assuring landowners, residents, and the users that we will solve the community's number one priority.

Sincerely,

Jerry Jones
Chair





Keeping the Community Involved

I am writing this letter to offer my support for the City of Beaverton's Canyon Road Safety & Complete Streets project application for the US Department of Transportation TIGER5 program.

The Beaverton Community Vision and subsequent Civic Plan process identified fixing Canyon Road as a top city priority, and Beaverton, in coordination with local government partners, is developing solutions that will alleviate roadway safety and access issues, as well as lay the groundwork for private redevelopment in the city's downtown core.

The City of Beaverton is applying for TIGER V funding to make the following improvements:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

As the Chair of the Beaverton Committee for Citizen Involvement, I support the city's efforts to improve access to Canyon Road and provide better multimodal connections throughout central Beaverton. It is our hope this project will enable transformative change in central Beaverton and will further city and regional goals by ensuring safer, more pleasant, and pedestrian-oriented access along and across Canyon Road, and by extension, unlock critical yet underutilized land for jobs and housing development.

Thank you,

David A. Harrison

Chair of Beaverton Committee for Citizen Involvement (BCCI)



Central Beaverton Neighborhood Association Committee

May 6, 2013

Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Mr. Secretary,

As the City of Beaverton continues to grow into a vibrant, safe, friendly and welcoming community, it's imperative that we make sure one of Beaverton's busiest roads—Canyon Road—is prepared to function beyond the 21st century. The city's request for \$10 million in Transportation Investment Generating Economic Recovery (TIGER) funding to support the Canyon Road Safety and Complete Street Project is vital to the livability of our community.

As a member of one of Beaverton's 11 Neighborhood Association Committees (NACs), I support the "Cross the Canyon" project. The project aims to improve transportation issues, create a more sustainable downtown and revitalize economic development.

Currently, Canyon Road is an outdated and accident-prone state highway in the heart of Beaverton. On average, 85 crashes occur per year and 45 percent of those accidents result in injuries. It's in the top five to 10 percent crash sites of Oregon.

In 2009, the city reached out to 5,000 residents asking what the city can do to make Beaverton more livable. Upgrading and enhancing Canyon Road was a recommendation by 5,000 of Beaverton's residents through the Community Vision and Civic Plan.

The Canyon Road Safety and Complete Street Project will establish downtown Beaverton as a sustainable and pedestrian-friendly regional destination fostering a vibrant retail and pedestrian street environment and additional investment in housing and employment.

The city has already begun working in partnership with the Oregon Department of Transportation (ODOT) and others to pursue the TIGER grant.

Improvement to Canyon Road would mean enhanced livability for Beaverton residents. When I drive down Canyon Road, I envision all the potential that is there—empty fields turned into new, thriving businesses, pedestrians, bikers and drivers sharing the road, and a roadway that truly reflects the welcoming and progressive city that Beaverton is.

As a resident and community leader of Beaverton, I fully support this project. Canyon Road has been on the top of our lists for years and this funding will finally provide the city with the resources we need to get this crucial project done.

Sincerely,

A handwritten signature in dark ink that reads "Paul Roder". The signature is fluid and cursive.

Paul Roder
Central Beaverton NAC Chair



May 17, 2013

Mayor Denny Doyle
City of Beaverton
4755 SW Griffith Dr.
P.O. Box 4755
Beaverton, OR 97076

Re: Support TIGER Grant

Dear Mayor Doyle:

I am writing on behalf of the Beaverton Downtown Association (BDA) in support for the City of Beaverton's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER V program.

Oregon Highway 8 is a critical part of the local, regional, and state transportation network. The highway links employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway is adjacent to a light rail, commuter rail and bus transit center that serves low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road.

The BDA supports this project as it will:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming;
- **Provide better connectivity** and access with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet); and



- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The foregoing objectives align precisely with the BDA's mission and program objectives. The BDA's mission is to "enhance our community identity and heritage, foster a center of activity and ensure economic stability for the heart of downtown Beaverton."

Thank you for your time and for your consideration of our strong support for the City's *Canyon Road (OR 8) Safety & Complete Corridor Project* application for the US Department of Transportation TIGER V program.

Respectfully submitted,

BEAVERTON DOWNTOWN
ASSOCIATION, INC.


Jed Tomkins, Vice Chair of the Board



From: Ginger Rapport, Market Master
Beaverton Farmers' Market
P.O. Box 4
Beaverton, OR 97075

Regarding: City of Beaverton's Canyon Road Safety & Complete Streets project application for the U.S. Dept. of Transportation TIGER5 program.

April 24, 2013

We are excited about the City of Beaverton's plans to transform Canyon Road to improve safety, traffic flow, access for low impact bicycle alternatives and pedestrian enhancements. Canyon Road is one of the major feeder streets leading to the market and our customers expressed an interest in making these improvements during the surveying process of the City's Community Vision Project. A large portion of the surveying done for that project happened at the farmers market so we know that the concerns and interests of our customers were reflected in the results.

Once the opinion gathering portion of the survey was done, the City wasted no time in making progress towards addressing the concerns of our community – improving the highly trafficked Canyon Road being one of those concerns. Designs for a new and improved road have been completed and include solutions for chronic problems such as water quality, appearance, sustainable transportation and safety. As Beaverton continues to grow, these issues will only become more pressing so it is time to make targeted investments that will support the future welfare of our community.

It is now time to fund the project and make it a reality. This is where the Tiger Fund grant comes in. We urge you to consider awarding this grant for the Canyon Road project. We know that improving roads is not necessarily a "sexy" or "feel good" type of project, but it is one that will impact thousands of people on a daily basis. It will improve their quality of life in many ways every time they walk, bike, drive, build or operate a business on this busy highway.

Sincerely,

Ginger Rapport
Market Master



May 8, 2013

To Whom it may Concern:

I am writing this letter to offer the Mayor's Youth Advisory Board's (MYAB) support for the City of Beaverton's Canyon Road Safety & Complete Streets project application for the US Department of Transportation TIGER5 program.

The Beaverton Community Vision and subsequent Civic Plan process identified fixing Canyon Road as a top city priority, and Beaverton, in coordination with local government partners, is developing solutions that will alleviate roadway safety and access issues, as well as lay the groundwork for private redevelopment in the city's downtown core.

The City of Beaverton is applying for TIGER V funding to make the following improvements:

- **Increase safety** for all mode types and users through sidewalk repair & enhancements, safer pedestrian crossings, correction of auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity and access** with low-stress bicycle alternatives to Canyon Road, improved amenities at transit stops (in collaboration with the regional transit provider, TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers and stormwater quality facilities.

The Mayor's Youth Advisory Board supports the city's efforts to improve access to Canyon Road and provide better multimodal connections throughout central Beaverton. Having met with staff members involved with this project, MYAB sees the value of these potential improvements. It is our hope this project will enable transformative change in central Beaverton and will further city and regional goals by ensuring safer, more pleasant, and pedestrian-oriented access along and across Canyon Road, and by extension, unlock critical yet underutilized land for jobs and housing development.

Thank you for your consideration of the City of Beaverton's application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Elaine Orcutt".

Elaine Orcutt
MYAB Staff Liaison
503.526.2299

MYAB

mayor's youth advisory board