



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Transportation Project Sponsors

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

Organization Name:	City of Wilsonville		
Contact Person Name:	Nancy Kraushaar	Title:	Comm. Dev. Director
Street Address:	29799 SW Town Center Loop East	Phone:	503.570.1562
City, State Zip:	Wilsonville, OR 97070		
E-mail:	kraushaar@ci.wilsonville.or.us		

2. Co-Sponsor(s)

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

West Linn/Wilsonville School District

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Kinsman Road: Boeckman Rd - Barber Street (Wilsonville)

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

	Project Funds	% of Project Costs
Total Costs	\$4,730,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$4,730,000	100%
Matching Funds	\$2,500,000	52.85%
Requested Funds	\$2,230,000	47.15%

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

The project will construct the next segment of Kinsman Road between Barber Street and Boeckman Road in Wilsonville, OR. The segment completes a critical arterial link in this growing community's developing west side multi-modal grid. Parallel to I-5, it provides an alternative route to I-5 and two interchanges for local trips. Kinsman Road connects residential, industrial, and commercial land uses and accesses the WES commuter rail and SMART Central (bus) stations. It is the next link on a designated freight route (Metro RTP) and is needed to serve existing haulers and over 260 acres of vacant industrial lands west of I-5. Design and right-of-way acquisition are underway, and the project will be ready for construction in 2016.



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6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

This project continues an existing STIP project (Key #14429: Kinsman Rd – Boeckman Road to Barber St). That project will complete the design, acquire right-of-way, and bid the project to prepare for contract award and the construction phase. This work will be completed within the allocated STIP budget in 2014. At one time, the City had hoped to complete the construction phase with local (urban renewal) funds as stated in the MTIP funding application for the design phase. Unfortunately, two other priority projects in the West Side Urban Renewal Plan cost far more than the plan had estimated, and sufficient urban renewal funds are no longer available to complete the construction.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

The project will construct the current STIP project (Key #14429) as noted in #6. In addition, the project is intended to work with other STIP projects that together will provide a more complete solution to enhance local system connectivity in the area and reduce reliance on the interstate system for local trips. Related STIP projects include:
Key #15108: I-5/Wilsonville Rd Interchange (completed)
Key #16967: I-5/I-205 NB Aux Lane (between Exit 286 and I-205) (completed)
Key #16605: Wilsonville Transit Station Imp. (completed)
Key #16515: Barber Street – Boones Ferry Rd to Boberg (completed)
Key #12400: Boeckman Road – 95th to Tooze Rd (completed)
Key #17212: Tooze Road – 110th Ave to Grahams Ferry Rd (existing STIP)

8. Project Problem Statement–REQUIRED

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

Wilsonville is a growing community on I-5 with two interchanges (Exits 283 and 286). There are no direct north-south arterial connections between these interchanges on the west side of I-5. The north-south arterial gaps must be filled for freight mobility and to connect existing businesses, households, and transit. The Wilsonville Road IAMP requires capacity preservation so better utilization of east-west freeway crossing alternatives is needed. System capacity is needed for future development of over 291 acres of regionally significant industrial area (RSIA) lands, Metro 2040 Town Center implementation, and mixed use Villebois Village build out. TVF&R Fire Station #52 needs to reduce response times, and the school district wants more efficient travel to its schools.

9. Transportation Project Location–REQUIRED

City: <input type="text" value="Wilsonville"/>	County: <input type="text" value="Clackamas"/>
MPO: <input type="text" value="Metro"/>	Special District: <input type="text"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

The project is in ODOT Region 1, specifically in Wilsonville between the Kinsman Road/Barber Street intersection on the south and Boeckman Road on the north (GPS South Project Point: 45.310481,-122.778697; GPS North Project Point: 45.317196,-122.779899). The WES Commuter Rail Station and SMART transit center are at the south end of project; the nearby rail crossing is at GPS = 45.310179,-122.77521. The attached maps show: bus routes connecting to the WES station and transit center, nearby existing and planned multi-purpose path locations, land uses that will be connected by the project, and the fire station and schools that will benefit from the project.

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)
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11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

The Phase 1 Kinsman Road extension between Barber Street and Boeckman Road will construct (design is being completed by a current STIP project) approximately 2800 feet of a three-lane, minor arterial, concrete roadway that includes two 6-ft wide bike lanes, a 5-ft wide concrete sidewalk on the east side, a 10-ft wide concrete multi-use path on the west side, and water quality swales (one each side) for low impact stormwater management. Concrete will be used for the pavement for optimum durability and material efficiency of the pavement structural section given the regional freight route designation.

The north and south travel lanes will be 12 feet wide. The center lane will vary from 0 to 14 feet wide with no center lane for approximately 350 feet of the project. This configuration was selected to minimize wetland impacts and was allowed for this portion as a modification to the standard section because limited driveway access eliminated demand for a center turn lane. To the west lies a single large parcel with significant wetlands that limit potential development and roadway construction by a private entity. To the east, approximately 1/3 of the project fronts the WES commuter rail property. Therefore, it is important that public funds be found to construct this project.

There is an existing traffic signal at the Kinsman/Barber Street intersection. At the north end of the project, where Kinsman intersects Boeckman Road, there will be a roundabout. The roundabout treatment was selected because there is an existing series of either planned or constructed roundabouts on Boeckman Road, promoting a consistent look and feel to the corridor while enhancing safety. BPA transmission lines also precluded signal poles and mast arms.

The multi-use path is included in this project because it will connect to other multi-use paths in the area, including the regional Tonquin Trail. The path will provide opportunity for viewing the wetland, and signage will enhance public education regarding this valuable natural resource.

The roadway alignment was carefully designed to avoid nearby BPA transmission lines and towers, avoid poor soils, facilitate access to utilities, and minimize wetland impacts. Only four driveways will serve six properties, including the commuter rail parking lot expansion and SMART transit center, two existing industrial business, and two undeveloped properties. (The driveway for one existing business and one undeveloped property will be shared).



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There are three phases of the Kinsman Road extension project envisioned in the City's TSP, and practical design considerations have been used to plan the entire project. The City recognizes that the project must be phased to make strategic investments when most timely needed for growth and economic development. This project is Phase 1. Phase 2 (Ridder Road to Day Road) is included in the Financially Constrained TSP project list, but it is most practical to pursue its completion in the future as the Coffee Creek Industrial Area develops and the Basalt Creek Industrial Plan becomes more of a reality. Phase 3 lies between Phase 1 and Phase 2. While it will complete the arterial, the environmental impacts and railroad crossing cost must be weighed before investing in this segment. An existing parallel route (95th Street) may provide an alternate solution.

Practical design considerations are being used in the design of Phase 1. It was important to apply context sensitive design in determining the typical sections and horizontal alignment. BPA lines, the wetland, best management practices for stormwater, vehicle loadings, and nearby multi-use paths were all unique circumstances that were integrated into the project development and design. In addition, safety and traffic operations at intersections impacted by the Kinsman extension have been coordinated with the project outcome.

12. Primary Project Mode(s)

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

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
July 2015	Bid Let Date
October 2015	Construction Contract Award
June 2016	Construction Complete
n/a	Capital Equipment Purchase
n/a	Operations/Service Begin
August 2016	Other Major Milestone: Offsite wetland mitigation
September 2016	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No



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Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

For the past decade, the City of Wilsonville has diligently included the Kinsman Road extension project in major city-wide modal master plans. Reference to the project is found in the following documents.

Transportation System Plan (2003): The Kinsman Road extension is identified in the 2003 TSP as a key connectivity link. The city is currently updating the 2003 TSP (adoption in spring 2013). This project is identified as needed to fill a critical gap in the city's street, bicycle, sidewalk, and freight systems. It will improve freight reliability and mobility as well as link residential and employment areas.

West Side Urban Renewal Plan (2003): Construction of the Kinsman Road extension is included in the Plan as part of a series of roadway connections that create an east-west grid system connecting Villebois to the remainder of the City.

Bicycle and Pedestrian Master Plan (2006): The Kinsman Road extension is identified in the Bicycle and Pedestrian Master Plan as a community walkway/bikeway which links important land uses and areas of interest. This roadway will connect to the WES/SMART Central commuter rail station, as well as to the future Tonquin Regional Trail.

Transit Master Plan (2008): Due to the close proximity of the Kinsman Road extension to the SMART central commuter rail station, this project can provide opportunities for redundant transit service delivering employees to their place of employment.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?—REQUIRED

- Yes No



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Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

The project is consistent with OTP Strategy 1.1.4 and OHP Action 1G.1. Constructing Phase 1 of the Kinsman Road extension will allow for community and economic growth while protecting the capacity of the existing transportation system.

Kinsman Road is clearly identified in the Wilsonville TSP as a future minor arterial and freight route. If the link is not completed, other parts of the local system will fail. The project will also preserve I-5 capacity by providing an alternate parallel route for local trips.

Transportation demand management: The project will provide more direct access to WES and SMART which will strengthen ridership and bring return on past public investment in these projects. The project also provides an important link for bikes and peds – providing much shorter, direct, and more attractive connections between mass transit, services, schools, other neighborhoods, and employment/industrial areas.

The new capacity for all modes strategically fills a significant gap in the local multi-modal grid that safely links a variety of land uses and transportation modes in a growing community that has been carefully planned for residential and industrial/employment lands to offer future economic stability to the region. The new capacity will mitigate future congestion that will otherwise occur with the related negative impacts on travel costs, livability, system reliability, and businesses and residents in Wilsonville and the Portland metro area.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

The Kinsman Road extension will provide an alternative to travel on I-5 for local trips. High level model evaluations have shown a reduction in traffic volumes at both of the I-5/Wilsonville interchanges (Wilsonville Road and Elligsen Road) as well as on I-5.

The Kinsman Road extension is one of key local roadway connections identified in the IAMP as needed to protect the function of the recent \$20 million dollar investment made by ODOT and the City of Wilsonville at the I-5/Wilsonville Road interchange. The Kinsman Road extension was assumed in the long-range model assumptions and is identified as a key north/south connector roadway in the adopted Interstate 5/Wilsonville Road IAMP (see p. 30).

Building the extension will also provide a key connection for pedestrian and bicycle travel to employment and commercial areas, schools, other neighborhoods, and the WES/Smart Transit Station on the corner of Barber and Kinsman Road.

The project will extend Kinsman to Boeckman Road which connects the east and west sides of the city via an overcrossing of I-5. This convenient new connection will attract trips that now use either of the two interchanges to complete their east/west trip.

This incremental step in completing a grid for all modes Wilsonville will improve access to transit, connect a freight gap, and reduce demand on I-5 and the interchanges.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

The Kinsman Road extension improves mobility for all users by completing a segment of a regional freight route, improving access to the WES and Smart Central Stations, and shortening travel distances for motorists, pedestrians, and bicycles. The project will also benefit travel distances and times for the school district, Tualatin Valley Fire and Rescue, and SMART routes.

The project will connect and expedite freight travel from Wilsonville Road to the industrial/warehouse area in northwest Wilsonville making goods and materials transport more efficient. This is a key freight route between I-5 and west Wilsonville and Washington County.

Improving access to the passenger rail and bus transit choices will offer this travel option to more users and attract more riders which will result in a more balanced and efficient transportation system. It is particularly important at this location because direct access to these transit options will be established for employees in the industrial/warehouse businesses in northwest Wilsonville.

The Kinsman extension is identified in the City's TSP as needed to fill a gap in the bicycle and pedestrian networks. The project will complete a link between southwest and northwest Wilsonville for more convenient bicycle mobility.

As noted, Kinsman project will fill another gap in Wilsonville's west side transportation grid which equates to more efficient and cost-effective trips.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

The project fills a significant gap in the local grid that will safely link various land uses and transportation modes in a growing community with promise of growth in planned industrial and employment areas and residential and mixed use areas.

The improved access provides travel ease for residents, students, goods, recreation, motorists, cyclists, and walkers by making new connections between such a variety of modes and places. The multi-use path on the west side of the new road allows users viewing access to adjacent open space.

The project will allow for more direct access to WES and SMART stations which will expand transportation choices. The project will also improve modal connections to Wilsonville schools on the west side of I-5 by connecting Kinsman to Boeckman Road via the I-5 overcrossing.

Access to employers, businesses, and goods and services is improved for all modes. Industrial/employment north of Boeckman will have better access to residential south of Boeckman, commercial near Wilsonville Road, and residential and schools east of I-5. Freight transport is improved by adding another link on this freight route. The fire district will have shorter response times with this roadway extension.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

The Kinsman Road extension is crucial for creating the City's only freight route on the west side of I-5 that connects to a major east-west arterial (Boeckman/Tooze Roads). Extending Kinsman Road is critical to freight destinations west of Wilsonville, include Tualatin, Sherwood and Washington County. Existing industrial employers with over 200 employees each, including Coca-Cola Bottling Northwest and Rite Aid Distribution Center, would use the Kinsman Road extension for both freight movement and commuting.

The project is the first of three phases that extends Kinsman Road north to 200+ acres of Metro-designated "Regionally Significant Industrial Area" (RSIA) lands in northwest Wilsonville. The Coffee Creek Employment Area is projected to generate 1,470 permanent, family-wage jobs, personal income of \$55M in direct payroll, and direct/indirect regional economic impact of approximately \$135M per year, over \$4M in annual state income tax revenues, \$6.5M in new annual property tax revenues for Washington County, and \$1.4 million for the City.

The project advances the ODOT objective of developing local arterials that provide inner/intra-city freight route options that remove "short-hop" trips on the interstate and maintain traffic capacity for through-trips. When complete, Kinsman Road will contribute to maintaining capacity on I-5, providing for safer, more efficient movement of freight for business, and encouraging development of the available industrial land.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The Kinsman Road extension is in a unique area with the Coffee Lake wetland complex to the west between Kinsman and Villebois Village. This natural resource was shaped by the Missoula Floods 10-12,000 years ago. Metro has purchased significant acreage in the area for natural resource protection and enhancement. This project will provide roadway users with contact with the natural resource values inherent to this area.

Existing degraded wetlands will be enhanced and better connected by the project's mitigation.

The project will include a 10-foot multi-use path along the wetland complex with interpretative signage for environmental learning. The path will access bicycle and pedestrian facilities at each end (some existing and some future) that will connect to the other side of the wetland complex (in Villebois) – creating an exciting loop.

Project stormwater will be managed with “low impact design” practices using water quality swales along both sides of the road.

The project fills a gap in a network and enhances movement between land uses that will contribute to greenhouse gas reduction and fuel conservation as the community grows. The new transportation link will directly connect transportation choices including WES commuter rail and SMART transit. The project also greatly improves the active transportation network on the west side of I-5. That network expansion is planned in the future with an I-5 bike/ped overcrossing that will connect to the Wilsonville Town Center.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

The City of Wilsonville has been planned and developed with careful consideration for integrating land uses with a transportation system that is robust for all modes. The transit system (SMART) links all parts of the city with reliable service. The Kinsman Road extension is a major thread in connecting the planned residential, employment, services, and the transit center (SMART and WES) for efficient travel by all modes. It specifically supports the following land use plans:

Villebois Village: Villebois is a compact, European inspired, mixed-use urban village. At 480 acres in size and with over 2,500 planned dwelling units, of which over 900 have been constructed, the Kinsman Road extension is an important system link that will provide benefits to the community by connecting Villebois residents with jobs and retail areas to the east.

Coffee Creek Industrial Area: Northern segments of the Kinsman Road extension (areas between Day and Ridder Road) are included as critical freight routes in the Coffee Creek Industrial Area Master Plan which is a 216-acre future regionally significant industrial area (RSIA) that is anticipated to contain over 1,500 living wage jobs at build out. The Coffee Creek segments of Kinsman Road will ultimately connect to the proposed section of road further enhancing connectivity and freight distribution in the community.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

The Kinsman Road extension furthers livability in a growing community by filling a health-friendly travel gap between households and employment, connecting multi-use trails, improving access to transit, and designing around wetland resources.

It is part of the grid that connects to Villebois Village which at build out will have over 5,000 residents. Active recreation is a key component of a high quality of life and active lifestyle. The Kinsman Road extension will tie in seamlessly with the Villebois community allowing residents to bike, walk or jog along a circular system of off-street paths in Villebois along the west side of the Coffee Lake wetland complex to the Kinsman Road extension on the eastern side of the Coffee Lake wetland complex providing a complete active transportation experience. The Kinsman extension will not only construct a link in this active transportation route, but will also provide opportunities for recreation, interpretation and environmental learning.

The same active transportation route, to which the project provides a link, will be used by the community to travel by mode of choice between the residential, industrial, and commercial zones, the WES commuter rail and SMART transit stations, and the regional Tonquin Trail. The project recognizes these livable attributes and will incorporate swales for stormwater management and 350 feet of reduced section to minimize wetland impacts.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

The Kinsman Road extension project will make a connection to Boeckman Road from the south and provide a convenient alternate east-west crossing of I-5 using an overpass. This will provide a safer and less intimidating crossing for bicycles and pedestrians than the only other routes via either the Elligson or Wilsonville Road interchanges.

The project will reduce response time for Tualatin Valley Fire and Rescue by providing a direct link from their station on Kinsman Road to Boeckman Road and the existing industrial uses in northwest Wilsonville.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

The residential neighborhoods to the south and southwest of the proposed Kinsman Road extension are among the lowest income and highest minority populations of the Wilsonville area according to census data. Income levels in the census tract area include 25% of the population below the poverty level. This includes 304 households that are living at 50% of poverty level (which is defined by the U.S. Federal government as \$23,050 for a family of four).

The percentage of the population in the census tract that is minorities is 10%. This may look low when examining the overall area, however, the majority of the people counted within that percentage likely are located within the Montebello/Montecino neighborhood. Residents of those neighborhoods will benefit by gaining improved access to the employment areas to the north and by having multi-modal transportation access to Boeckman Road (which is one of very few options for crossing I-5 from west to east). Residents of those neighborhoods currently rely on the highly congested Wilsonville Road and/or Boones Ferry Road to reach the community's prime employment areas.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

The Kinsman Road Extension project augments past STIP and local investments made to develop a robust multi-modal transportation system in this growing community (such as design for Kinsman Extension and construction of Boeckman Road and Barber Street). Such investments have emphasized the need for a local system that complements the interstate system, recognizing the importance of preserving its capacity and function.

The project supports prior investments made in capacity improvements at the two I-5 interchanges (Elligson and Wilsonville Road) with reduced need for future investments because the parallel arterial system will enhance local system connectivity and reduce traffic on I-5 and through the interchanges for local trips.

The project supports prior investment made in the Boeckman Road bridge that crosses over I-5 by improving its utilization when the Kinsman Road connection to Boeckman is funded. This alternate I-5 crossing will prolong the state and local investment made at the Wilsonville Road interchange by reducing reliance on the Wilsonville Road interchange for east-west connections.

The project also supports prior investments made in both the WES commuter rail and SMART transit systems by providing access to existing and future employers on the north via the Kinsman extension and attracting more riders.



Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$430,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE		
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$430,000
Utility Relocation		
Construction	\$4,300,000	
Construction Project Costs Total		\$4,300,000
Total Eligible Project Cost		\$4,730,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Wilsonville	\$2,500,000	53%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$2,500,000	53%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.

n/a



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

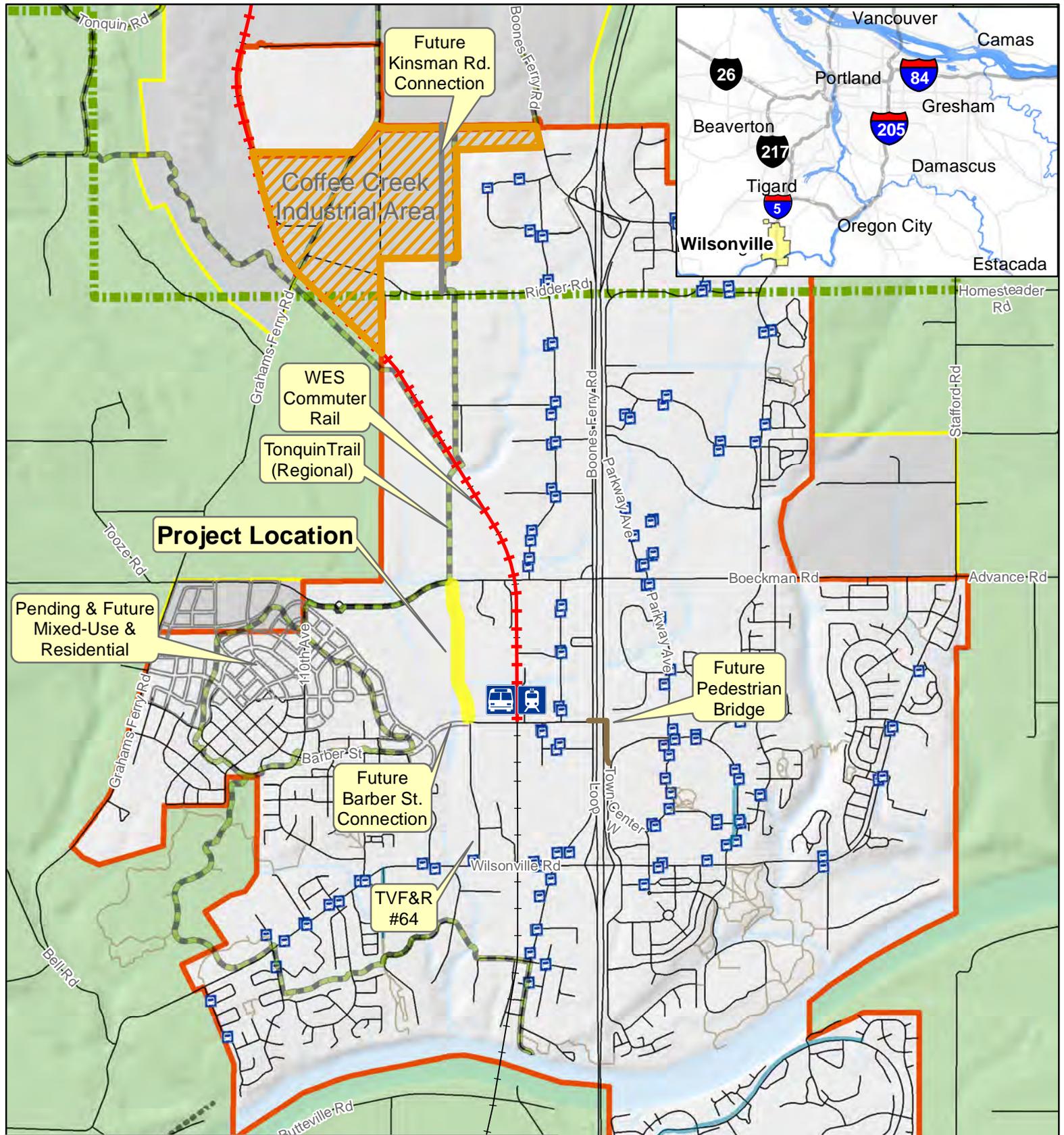
Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.



Kinsman Road Extension Vicinity Map The City of Wilsonville, Oregon

Clackamas and Washington Counties

-  City Limit
-  UGB
-  County Boundary



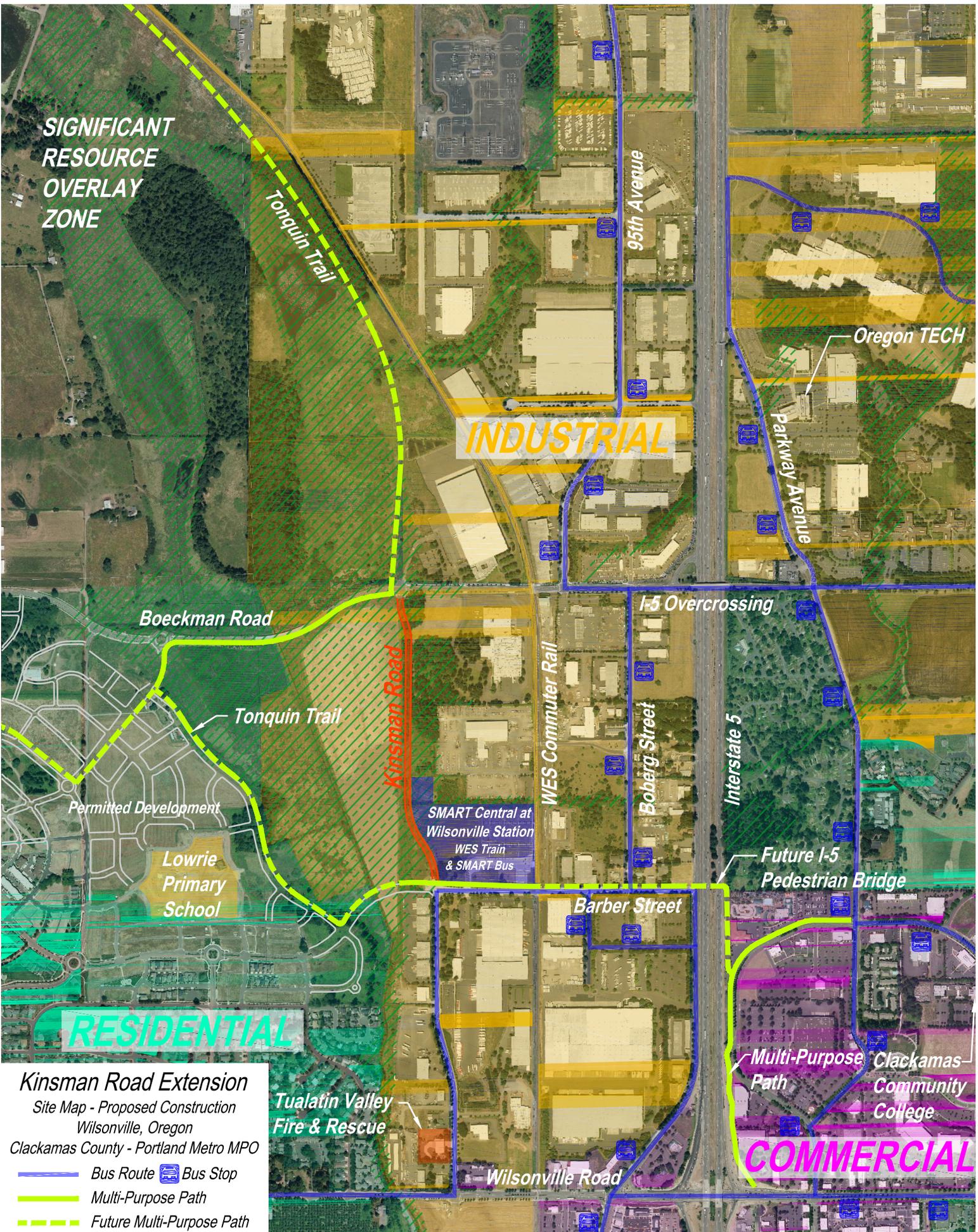
**SMART Central at
Wilsonville Station**
WES Train and SMART
Bus Service Park and Ride

-  Bus Stops



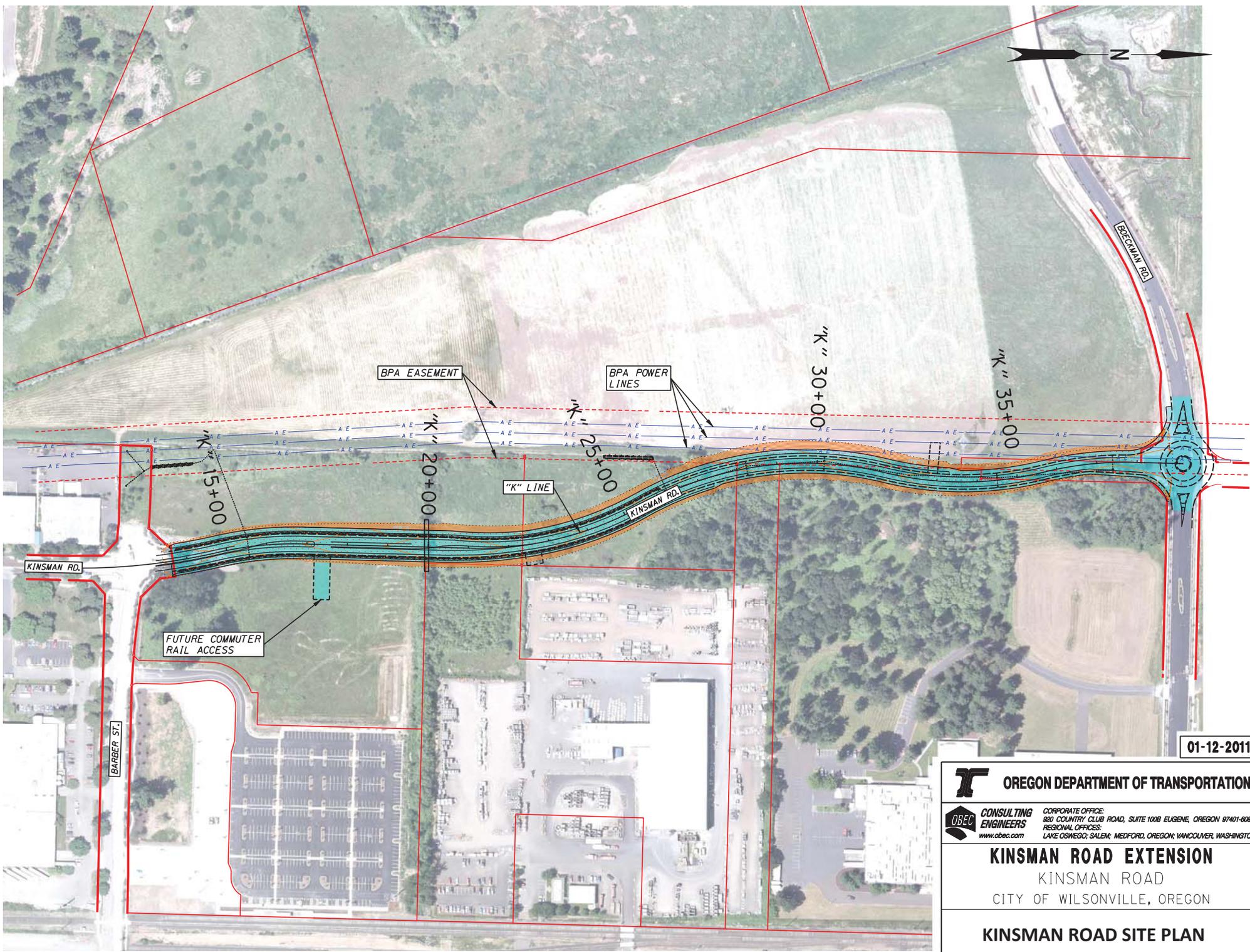
November, 2012





Kinsman Road Extension
 Site Map - Proposed Construction
 Wilsonville, Oregon
 Clackamas County - Portland Metro MPO

- Bus Route Bus Stop
- Multi-Purpose Path
- - - Future Multi-Purpose Path



01-12-2011

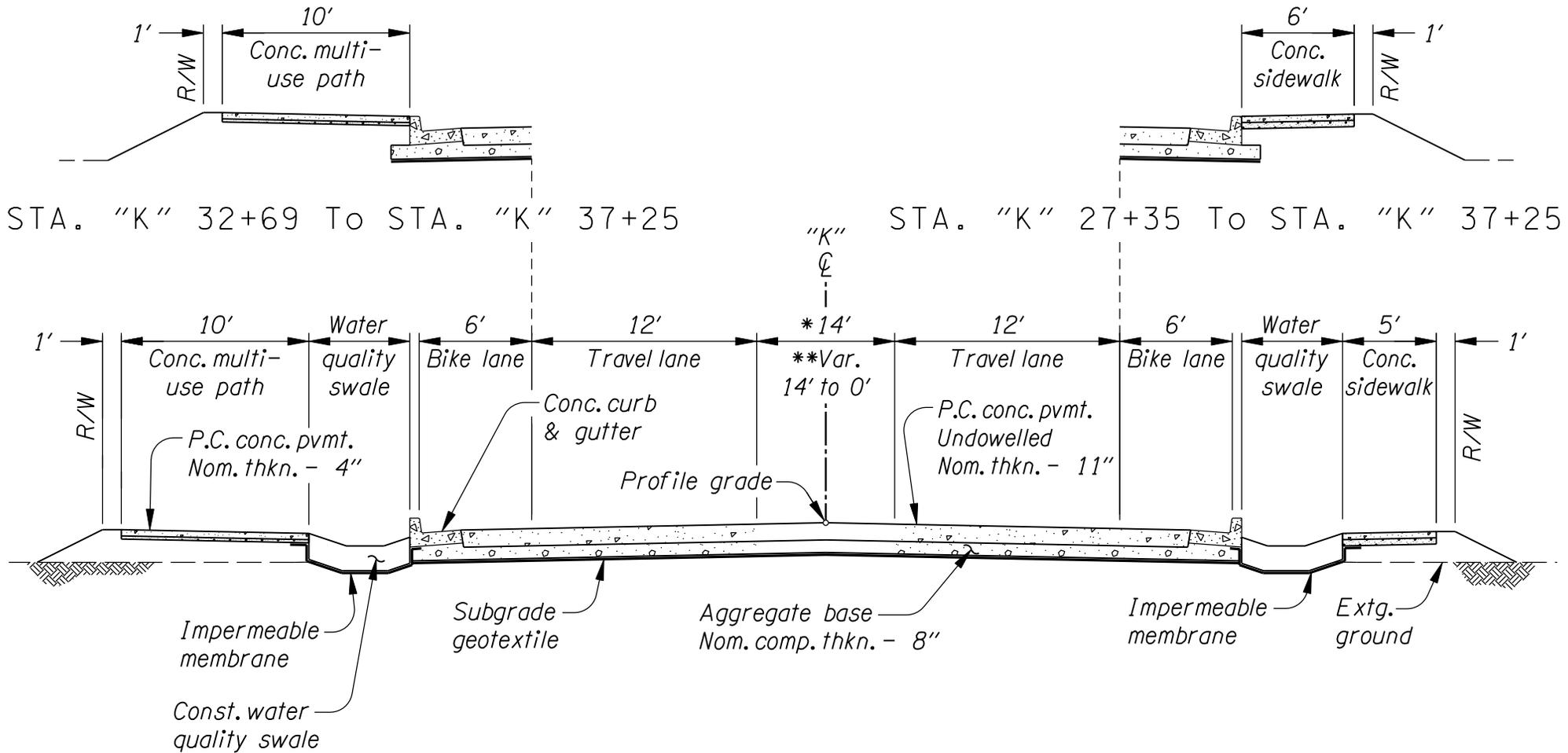
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KINSMAN ROAD EXTENSION
 KINSMAN ROAD
 CITY OF WILSONVILLE, OREGON

KINSMAN ROAD SITE PLAN



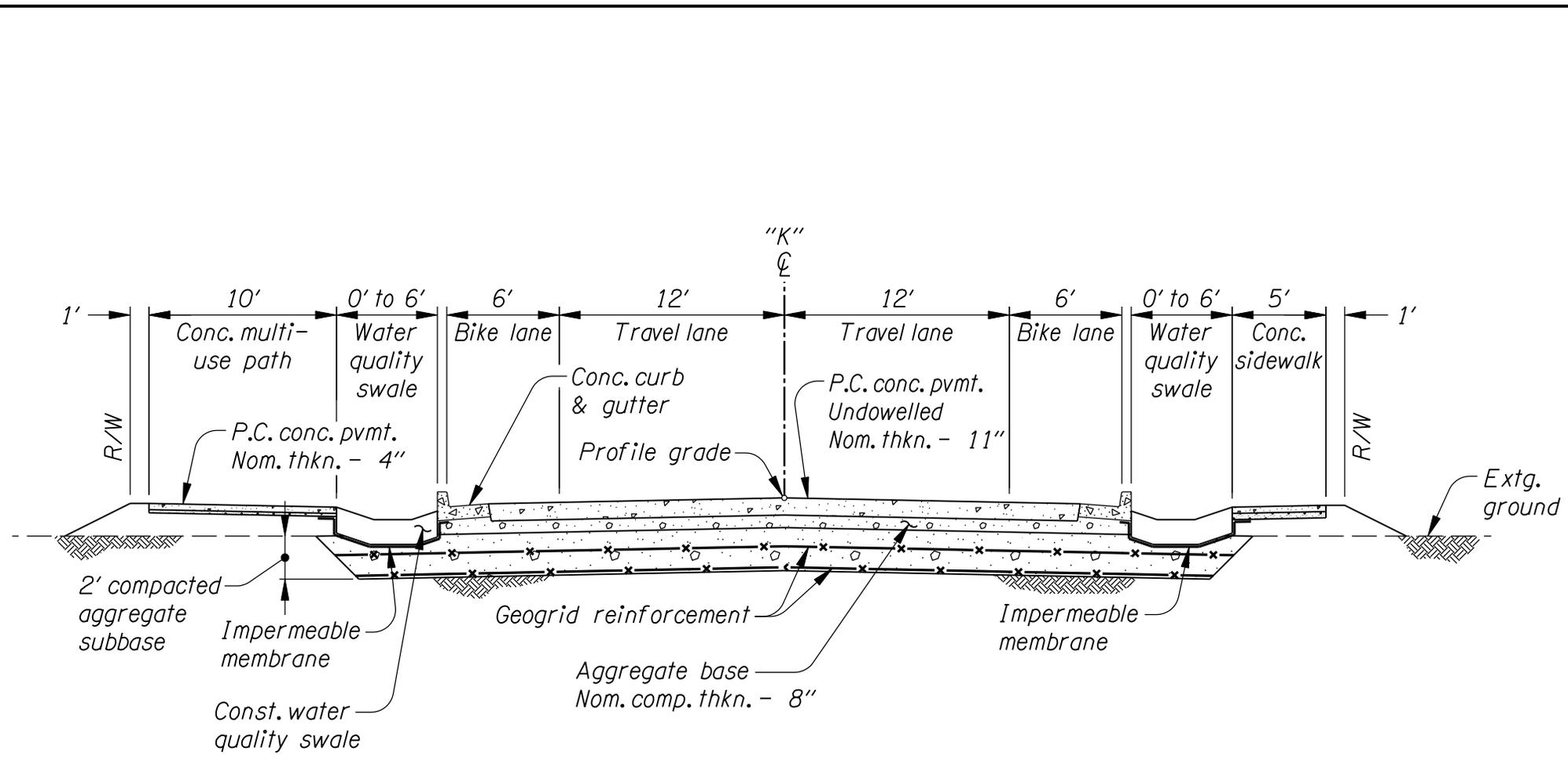
STA. "K" 32+69 To STA. "K" 37+25 STA. "K" 27+35 To STA. "K" 37+25

* STA. "K" 13+61.1 To STA. "K" 20+46
 ** "K" 20+46 To "K" 22+59.2 (Taper section)
 "K" 22+59.2 To "K" 24+50
 "K" 28+00 To "K" 37+25

NOTE:
 Side slopes are shown
 as vert. to horiz.

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KINSMAN ROAD EXTENSION			
KINSMAN ROAD CITY OF WILSONVILLE, OREGON			
TYPICAL SECTION			

FIGURE 1



STA. "K" 24+50 To STA. "K" 28+00

NOTE:
Side slopes are shown
as vert. to horiz.

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KINSMAN ROAD EXTENSION KINSMAN ROAD CITY OF WILSONVILLE, OREGON	
TYPICAL SECTION	

FIGURE 2