

# TIGER III Grant Application Proposals

Project	Applicant	Cost	Request	Threshold Requirements	Primary Selection Criteria						Secondary Selection Criteria	Primary Total	Secondary Total	Grand Total			
					Long Term Outcomes										Job Creation/	Innovation	Partnership
					Good Repair	Economic Competitiveness	Livability	Environmental Sustainability	Safety	Economic Stimulus							
Sellwood Bridge Replacement	Multnomah County	\$268,800,000	\$22,700,000	High	3	0.5	3	2	1.5	3	2	2	13	4	17		
Troutdale Reynolds Industrial Park Road Improvements	Port of Portland	\$35,167,416	\$10,967,893	Medium	2	3	1	1.5	1	1.5	2	2	10	4	14		
Highway 212 to Lawnfield, Phase 3 Connector and Sunrise Corridor Multiuse Paths	Clackamas County	\$210,500,000	\$10,500,000	High	1.5	3	1	1	0.5	1.5	1.5	0.5	8.5	2	10.5		
Oleson Road Realignment	Washington County	\$31,200,000	\$24,960,000	Medium	0.5	0.5	1	1.5	2.5	1	1	1	7	2	9		
US 26 Helvetia/Brookwood Interchange	Hillsboro	\$72,350,000	\$15,000,000	Medium	0	3	0.5	0.5	1.5	0.5	1	1	6	2	8		
Criteria:				<p>1. Project is eligible for federal funding.</p> <p>2. Receipt (or reasonably anticipated receipt) of all environmental approvals necessary for the project to proceed to construction on the timeline specified.</p> <p>3. Project included in state, metropolitan and local planning docs.</p> <p>4. Project expects to be ready to obligate all TIGER funds no later than June 30, 2013.</p> <p>5. Local matching funds to support 20 percent or more of the costs for the project are identified and committed.</p>	<p>Improve condition of existing facilities/system</p> <p>1. consistent w/ maint plans.</p> <p>2. poor maint condition threaten efficiency, mobility or economic development?</p> <p>3. approp capitalized and use of asset mgmt?</p> <p>4. long term O&amp;M sustainably funded?</p>	<p>Contribute to long-term productivity of US economy.</p> <p>1. long term improvement to good &amp; worker access</p> <p>2. increase efficiency through integrative use of all existing trans infrastructure</p>	<p>Further Partnership for Sustainable Communities principles, particularly:</p> <p>1. reduce ave. cost of user mobility</p> <p>2. improve existing trans choices (by enhancing modal connectivity, increase number of accommodated modes and/or reduce congestion) on existing facilities</p> <p>3. improve accessibility of disadvantaged pops.</p> <p>4. coordinated trans and land use planning - contribute significantly to broader travel mobility.</p>	<p>Promote environmentally sustainable trans system.</p> <p>1. Improve energy efficiency (including scale of use of new facilities/TSMO reducing auto trips)</p> <p>2. environmental benefits or avoidance of adverse impacts</p>	<p>Improve Safety.</p> <p>1. Ability to reduce number, rate and consequences of crashes, injuries and fatalities</p>	<p>Creation or preservation of jobs.</p> <p>1. # and type of jobs created or preserved (emphasize efforts to support opportunities for low-income &amp; disadvantaged pops)</p> <p>2. Project readiness (NEPA approvals, legislative approvals, in required planning documents, technical feasibility, financial feasibility)</p>	<p>1. Use of innovative technology.</p> <p>2. Use of innovative finance, contracting, project delivery, congestion management, safety management, asset management, O&amp;M.</p>	<p>1. Jurisdiction &amp; Stakeholder collaboration (involvement of non-Federal entities and non-Federal funds, use of TIGER to complete a finance package)</p> <p>2. Disciplinary Integration (support by non-transportation public agencies, e.g. public housing, economic development, historic pres., energy, etc.)</p>					
Description of how points are awarded:				<p>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.</p>	<p>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.</p>	<p>Score based on potential contribution to US economy and efficiency of complete trans system.</p>	<p>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 &amp; basic public involvement per Oregon Comp Plan processes - only extraordinary efforts noted/scored.</p>	<p>Judgement on relative use and benefits of sustainable trans system investments is used. Projects that decrease trips by SOV's given priority.</p>	<p>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.</p>	<p>Relative points for direct construction related jobs. Higher score for NEPA approval, less points relative to degree of risk for potential delays to NEPA approvals.</p>	<p>Points awarded based on judgement of relative use of innovative techniques.</p>	<p>Judgement on scale of partnership effort utilized in score. Points awarded for TIGER completing a significant and committed finance package.</p>					
Summary of elements leading to the score applied to each project as provided in project application:																	
Sellwood Bridge Replacement				<p>NEPA ROD and committed funding (JTA, County VRF, local pass through of state gas tax).</p>	<p>Bridge replacement on structurally deficient, weight limited bridge w/ 30,000 vehicle trips.</p>	<p>Increase in trans system efficiency by re-opening bridge to truck/bus commute traffic.</p>	<p>Add bike &amp; pedestrian on only river crossing along 8 miles of Willamette River, connecting to two regional trails and main street (large base of potential users), allows restoration of bus transit service and prepares for potential streetcar.</p>	<p>Reduced out of direction travel for freight and transit, increased use by ped/bike will reduce energy use. New stormwater management.</p>	<p>Replacing occluded 4-foot sidewalk with complete bike lanes and sidewalks, and improving vehicle sight distance &amp; turning radii deficiencies. No current crash data provided.</p>	<p>1,700 direct job years. Maintaining access during construction to support local businesses. NEPA ROD completed.</p>	<p>First use of Construction Manager / General Contractor project delivery. Developing Sustainability Plan that supports the County's and the City of Portland's Climate Action Plan. Award winning collaborative decision making process in planning phase.</p>	<p>Citizen Advisory and Public Stakeholder groups guiding project development. City, County, Region and State have provided resources to project on joint City-County-State facility. Innovative &amp; extensive public outreach utilized. Completes large, leveraged finance package.</p>					
Troutdale Reynolds Industrial Park Road Improvements				<p>Pursuing CE, funding committed (JTA, local).</p>	<p>Bridge repair and verticle clearance to prevent future damage. Graham Rd reconstruction to support development and savings on lifecycle costs.</p>	<p>Supports development in an export corridor of national significance (could use more info on specific benefits expected with 235 acre development and netting out transfer of benefits from other US locations from new benefits). Increase system efficiency by reducing out-of-direction travel.</p>	<p>New 40-mile Loop and Graham Rd. ped/bike facilities provide worker access to industrial development.</p>	<p>Facilities support a brownfield redevelopment. Supporting development located near ocean ports and inland waterways, international air cargo (PDX), two Class 1 railroads, and two interstate highways in energy efficient location.</p>	<p>New ped/bike facilities on Graham Rd &amp; 40-mile Loop trail increases safety for these modes. Reduced truck miles through congested facility reduces exposure.</p>	<p>382 direct job years. Pursuing CE - per environmental and permit coordination work completed to date.</p>	<p>Completed IAMP. Utilizing ITS elements (advance signal control, variable message signs) Green Road elements on Graham Rd.</p>	<p>Port of Portland, City of Troutdale and ODOT partnering on project. Project part of larger collaboration with many agencies and non-profits on development of the Industrial Park and Sandy River Connections project. Completes finance package.</p>					
Highway 212 to Lawnfield, Phase 3 Connector and Sunrise Corridor Multiuse Paths				<p>NEPA ROD, JTA funding committed.</p>	<p>Re-establishes truck access from Clack Industrial area to I-205 after Sunrise constructed by addressing substandard widths, radii and slopes on Lawnfield Rd.</p>	<p>Supports development of RSIA with 5,900 current jobs (forecasted to double by 2025) and several international manufactures.</p>	<p>6,000 feet of new multi-use path will provide new commuter options to and through area.</p>	<p>Reduction in energy use from new path users and freight efficient signal timing.</p>	<p>Would allow safer operation of truck traffic and provide sidewalks on Lawnfield. Paths would provide safe options for bike/ped through area.</p>	<p>105 direct job years (job years do not credit whole Sunrise project as project can stand alone). NEPA ROD completed.</p>	<p>Truck sensors tied to signal system. Implementing practical design approach utilizing life-cycle cost analysis.</p>	<p>County and ODOT working with local impacted constituents. Completes large finance package.</p>					
Oleson Road Realignment				<p>Pursuing CE, local funding being sought.</p>	<p>Flood control - need more info on how often. Replacing 80 pci surface - no info on how this threatens future conditions relative to regular maint.</p>	<p>Increase in trans system efficiency by increasing system reliability with reduced accidents, reoccurring congestion and risk of flooding.</p>	<p>Provides new bike lanes and provides or widens sidewalks.</p>	<p>Addition of bike lanes &amp; improved sidewalks reduce energy use. Improvements to wetlands, stormwater mgmt &amp; Fanno Creek environment.</p>	<p>Safety project to address high vehicle crash location. Reduces conflicts with better intersection spacing, access mgmt., improved predictability and sight distance. New bike lanes provides separation from conflicts. Needs to provide ped crossing features as TriMet focus area.</p>	<p>138 direct job years. Identified by FHWA as CE - close-out documentation being prepared.</p>	<p>ITS elements to be included such as adaptive signal timing system hardware. Implementing techniques for longer lasting asphalt.</p>	<p>Development work partnership of local, regional and federal funds for integrated state/local facility. Primary project finance.</p>					
US 26 Helvetia/Brookwood Interchange				<p>Pursuing CE, JTA funding committed.</p>	<p>N/A - poor maintenance condition not an issue.</p>	<p>Supports development of RSIA, forecasted to accommodate 20,000 jobs and \$1.2 B private capital investment.</p>	<p>Adds bicycle and sidewalk facilities through interchange. Reduces congestion.</p>	<p>Reduction in energy use of new bike/ped facilities and reduced idling due to congestion.</p>	<p>Would address documented safety issues associated with congested conditions.</p>	<p>98 direct job years (488/5 - method not annualized into job years). Pursuing CE, schedule anticipates NEPA ROD in Spring 2013.</p>	<p>Completed IAMP. Considering ODOT Solar Highway project installation as gateway treatment.</p>	<p>Hillsboro, Washington County, ODOT and Hillsboro Chamber of Commerce leading development of project. Primary source of project finance.</p>					
						<p>RSIA = regionally significant industrial area</p>				<p>NEPA = National Environmental Policy Act  CE = Categorical Exclusion: federal acceptance of documentation that a project does not trigger need for a full Environmental Impact Statement  ROD = Record of Decision: federal acceptance of a completed CE or Environmental Impact Statement (defines impacts and acceptable avoidance &amp; mitigation of those impacts integrated into the scope of the project)</p>	<p>ITS = Intelligent Transportation Systems: technology to increase capacity &amp; safety of the transportation system.  IAMP = Interchange area management plan: planning effort to protect the transportation function of an interchange coordinated with the development of surrounding land.</p>						