



## **AGENDA**

### **MOLALLA CITY COUNCIL WORK SESSION**

**February 24, 2021**

**6:00 PM**

**Molalla Adult Center**

**315 Kennel Ave, Molalla, OR 97038**

***Mayor Scott Keyser***

***Council President Leota Childress***

***Councilor Elizabeth Klein***

***Councilor Terry Shankle***

***Councilor Jody Newland***

***Councilor Crystal Robles***

***Councilor Steve Deller***

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#### **1. CALL TO ORDER AND ROLL CALL**

#### **2. APPROVAL OF CONSENT AGENDA**

- A. Work Session Meeting Minutes – January 27, 2021

#### **3. DISCUSSION ITEMS**

- A. Planning Commission Applicants (Corthell)
- B. Transportation SDC's (Fisher)

#### **4. ADJOURN**

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*Agenda posted at City Hall, Library, and the City Website at <http://www.cityofmolalla.com/meetings>. This meeting location is wheelchair accessible. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-829-6855.*



## Minutes of the Molalla City Council Work Session

**Molalla Adult Community Center  
315 Kennel Ave., Molalla, OR 97038  
January 27, 2021**

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### **CALL TO ORDER AND FLAG SALUTE**

The Molalla City Council Work Session of January 27, 2021 was called to order by Mayor Scott Keyser at 6:30pm.

### **COUNCIL ATTENDANCE**

Mayor Scott Keyser, Council President Leota Childress, Councilor Elizabeth Klein, Councilor Terry Shankle, Councilor Jody Newland (late), Councilor Crystal Robles (late), Councilor Steve Deller.

### **STAFF IN ATTENDANCE**

Dan Huff, City Manager; Gerald Fisher, Public Works Director; Christie DeSantis, City Recorder.

### **DISCUSSION ITEM**

Public Works Director Fisher shared information regarding the Transportation SDC's. This is an item that Council directed Staff to revisit in November 2020. Council agreed to review current procedure and make a decision regarding changes by June 30, 2021. This Work Session was held for that purpose.

### **ADJOURN**

The Work Session was adjourned by Mayor Keyser at 6:55pm.

\_\_\_\_\_  
Scott Keyser, Mayor

\_\_\_\_\_  
Date

ATTEST:

\_\_\_\_\_  
Christie DeSantis, City Recorder

# City of Molalla

## City Council Meeting



### Agenda Category: Appointments

**Subject:** Appointing a Planning Commissioner to fill a Vacancy

**Recommendation:** N/A

**Date of Meeting to be Presented:** February 24, 2021

**Fiscal Impact:** N/A

**Background:**

A single vacancy on the Planning Commission was created by the Election of Councilor Deller to the City Council in January of 2021.

Under MMC 2.06.110 the term of a Planning Commissioner is 4 years, and vacancies are to be filled by “appoint[ment] of the Mayor with consent of the City Council for the remaining portion of the term.” The remaining term for the seat in question will end on 8/22/2022, the remainder of Commissioner Deller’s term.

**Qualifications:**

Maximum Voting Members – 7, Current Voting Members – 6;

Maximum 2 non-resident (of Molalla) voting members, Current non-resident voting members - 2

**Applicants:**

Sarah Schoen, Eric Vermillion, Keith Swigart

**SUBMITTED BY:** Mac Corthell, Planning Director

**Public Works Department**

117 N Molalla Avenue

PO Box 248

Molalla, Oregon 97038

Phone: (503) 829-6855

Fax: (503) 829-3676

**January 26, 2021**

TO: Dan Huff, City Manager

FROM: Gerald Fisher, Public Works Director

**RE: Transportation SDC Review**

Council directed staff to prepare materials for the January 27, 2021 Council Work Session to discuss options for reductions in system development charge (SDC) fees. After reviewing the transportation component of the capital improvement plan, we determined that the only way to allow for adjustments of the fees it to respecify funding mechanisms for individual projects by eliminating SDC's as a funding component of individual projects. We ran this scenario by removing all projects that would be constructed by development or redevelopment on OR 211, OR 213, and other areas through commercial/industrial lands.

Since SDC's would no longer be eligible for these projects, it also excludes the use of SDC as matching funds if the City Council wanted to pursue state or federal funding for those projects. Matching funds would have to be drawn from gas tax or urban renewal funds not already committed to existing projects, general obligation (property tax) bonds, special revenue (street capital improvement fee), or a local improvement district.

The net result of this change to SDC funding for projects described above results in a reduction of the improvement SDC from \$11,932 to \$6,809. To put this change into perspective We have generated the table below as a comparison. The fee changes took effect on April 24, 2019, July 01, 2020 and the proposed option with the changes described above.

| Type of Use                           | 04/24/19  | 07/01/20    | Proposed  |
|---------------------------------------|-----------|-------------|-----------|
| Grocery Outlet (18KSI, #850)          | \$185,911 | \$569,916   | \$340,047 |
| Dollar Tree (9.6KSI, #814)            | \$280,339 | \$859,416   | \$512,770 |
| Dollar General (9.1KSI, #814)         | \$265,738 | \$814,654   | \$486,063 |
| Single Family Home (#210)             | \$4,185   | \$12,826    | \$7,199   |
| Drive-In Bank (5.0KSI, #912)          | \$188,743 | \$578,612   | \$345,225 |
| Fast Food Restaurant (3.5KSI, #934)   | \$137,196 | \$420,594   | \$250,944 |
| Home Improvement Store (135KSI, #862) | \$448,733 | \$1,375,346 | \$820,685 |
| Small Office Building (2.5KSI, #712)  | \$25,886  | \$79,351    | \$47,345  |
| Elementary School (56KSI, #520)       | \$324,235 | \$993,965   | \$593,032 |
| Manufacturing (6KSI, #140)            | \$16,991  | \$52,084    | \$31,076  |

See attached to this memo is a copy of the proposed transportation Capital Improvement Plan (CIP), copy of the select projects from the 2018 Transportation Master Plan (TSP), and a copy of the Urban Renewal Boundary Map.

The proposed CIP shows the projects in green that were removed from SDC eligibility and projects in peach that are high priority projects still eligible for SDC's based on their percent share. At the end of the spreadsheet is a calculation of the total revised SDC need, estimate of SDC's on hand at the end of fiscal year 2020-2021, the balance of vehicle trips left from the original TSP minus projects trips that have paid SDC's, and the revised improvement SDC cost for the projects left in the CIP list. It also shows the projects completed to date from the CIP.

The 2018 TSP has been highlighted to show which projects were removed from the CIP as well as the impact of the removed projects denoted in red dashes and circles on the master plan figures. We provided this to show visually what the changes were to the transportation system.

The Urban Renewal Boundary Map has been provided to show where urban renewal funds are eligible as full funding for projects or match share for state and federally funded projects. It should be noted though that the urban renewal funds cannot fully fund all the projects.

We look forward to answering City Council's questions at the upcoming work session. Thank you.

Transportation Capital Improvement Program

| 2018 Transportation Capital Improvement Plan |                   |                     |                                                                                                                                                                 |                                |                                |                                |                            |        |                                     |                |                               |                                           |                   |
|----------------------------------------------|-------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|--------------------------------|--------------------------------|----------------------------|--------|-------------------------------------|----------------|-------------------------------|-------------------------------------------|-------------------|
| 2018 CIP<br>Project<br>Number                | Project<br>Source | Project Name        | Project Description                                                                                                                                             | New Priority Year<br>2019-2023 | New Priority Year<br>2024-2028 | New Priority Year<br>2029-2038 | Master<br>Plan<br>Priority | Length | SDC<br>Funding<br>Eligible<br>(Y/N) | SDC Share<br>% | 2018 Master<br>Plan Cost Est. | Inflated 2021<br>Master Plan Cost<br>Est. | SDC Eligible Cost |
| Pedestrian Projects                          |                   |                     |                                                                                                                                                                 |                                |                                |                                |                            |        |                                     |                |                               |                                           |                   |
| Arterial Street Improvements                 |                   |                     |                                                                                                                                                                 |                                |                                |                                |                            |        |                                     |                |                               |                                           |                   |
| P1                                           | TSP               | OR 213 <sup>1</sup> | Fill in gaps on both sides of the roadway from the north city limits to OR 211 with sidewalks of appropriate width. (East Side 1,900 LF, West Side 3,750 LF)    | 2019-2023                      |                                |                                | High                       | N/A    | Y                                   | 0%             | \$ 1,240,000                  | \$ 1,322,018                              | \$ -              |
| P2                                           | TSP               | OR 213 <sup>1</sup> | Fill in gaps on both sides of the roadway from OR 211 to the south city limits with sidewalks of appropriate width. (East Side 1,710 LF, West Side 1,800 LF)    |                                | 2024-2028                      |                                | Medium                     | N/A    | Y                                   | 0%             | \$ 870,000                    | \$ 927,545                                | \$ -              |
| P3                                           | TSP               | OR 211 <sup>1</sup> | Install sidewalks on both sides of the roadway from the west city limits to OR 213. (North Side 1,615 LF, South Side 920 LF)                                    | 2019-2023                      |                                |                                | High                       | N/A    | Y                                   | 0%             | \$ 750,000                    | \$ 799,608                                | \$ -              |
| P4                                           | TSP               | OR 211 <sup>1</sup> | Fill in the gaps on both sides of the roadway from OR 213 to Molalla Avenue with sidewalks of appropriate width. (North Side 5,240, South Side 4,770)           | 2019-2023                      |                                |                                | High                       | N/A    | Y                                   | 0%             | \$ 1,710,000                  | \$ 1,823,106                              | \$ -              |
| P5                                           | TSP               | OR 211 <sup>1</sup> | Install sidewalks on both sides of the roadway from Mathias Road to the east city limits. (North Side 2,035 LF, South Side 2,200 LF)                            | 2019-2023                      |                                |                                | High                       | N/A    | Y                                   | 0%             | \$ 940,000                    | \$ 1,002,175                              | \$ -              |
| P6                                           | TSP               | OR 211 <sup>1</sup> | Evaluate light levels and install new street lighting as necessary. <sup>2</sup>                                                                                |                                |                                | 2029-2038                      | Low                        | N/A    | Y                                   | 0%             | \$ 450,000                    | \$ 479,765                                | \$ -              |
| P7                                           | TSP               | N Molalla Avenue    | Fill in gaps on both sides of the roadway from the north city limits to Heintz Street with sidewalks of appropriate width. (West Side 590 LF, East Side 970 LF) | 2019-2023                      |                                |                                | High                       | N/A    | Y                                   | 31%            | \$ 485,000                    | \$ 517,080                                | \$ 160,048        |
| P8                                           | TSP               | S Molalla Avenue    | Fill in gaps on both sides of the roadway from 5th Street to the south city limits with sidewalks of appropriate width. (West Side 785 LF, East Side 780 LF)    |                                | 2024-2028                      |                                | Medium                     | N/A    | Y                                   | 59%            | \$ 955,000                    | \$ 1,018,167                              | \$ 599,034        |
| P9                                           | TSP               | Molalla Avenue      | Evaluate light levels and install new street lighting as necessary. <sup>2</sup>                                                                                |                                |                                | 2029-2038                      | Low                        | N/A    | Y                                   | 0%             | \$ 450,000                    | \$ 479,765                                | \$ -              |
| Collector Street Improvements                |                   |                     |                                                                                                                                                                 |                                |                                |                                |                            |        |                                     |                |                               |                                           |                   |
| P10                                          | TSP               | Toliver Road        | Fill in gaps on both sides of the roadway from the west city limits to OR 213 with sidewalks of appropriate width. (North Side 1,950 LF, South Side 1,145 LF)   |                                | 2024-2028                      |                                | Medium                     | N/A    | Y                                   | 79%            | \$ 575,000                    | \$ 613,033                                | \$ 486,496        |
| P11                                          | TSP               | Toliver Road        | Fill in gaps on both sides of the roadway from OR 213 to Molalla Avenue with sidewalks of appropriate width. (North Side 5,160 LF, South Side 1,660)            | 2019-2023                      |                                |                                | High                       | N/A    | Y                                   | 47%            | \$ 1,730,000                  | \$ 1,844,428                              | \$ 872,330        |
| P12                                          | TSP               | Shirley Street      | Fill in gaps on both sides of the roadway from N Molalla Avenue to OR 211 with sidewalks of appropriate width. (North Side 3,120 LF, South Side 1,810 LF)       |                                | 2024-2028                      |                                | Medium                     | N/A    | Y                                   | 52%            | \$ 1,240,000                  | \$ 1,322,018                              | \$ 689,688        |
| P13                                          | TSP               | Ridings Avenue      | Fill in gaps on both sides of the roadway from Toliver Road to OR 211 with sidewalks of appropriate width. (West Side 1,815 LF, East Side 1,625 LF)             |                                | 2024-2028                      |                                | Medium                     | N/A    | Y                                   | 87%            | \$ 795,000                    | \$ 847,584                                | \$ 736,285        |
| P14                                          | TSP               | Leroy Avenue        | Fill in gaps on the east side of the roadway from Toliver Road to West Lane with sidewalks of appropriate width. (West Side 75 LF, East Side 1,295 LF)          |                                | 2024-2028                      |                                | Medium                     | N/A    | Y                                   | 35%            | \$ 295,000                    | \$ 314,512                                | \$ 109,361        |
| P15                                          | TSP               | E 5th Street        | Install sidewalks on both sides of the roadway from Stower Road to Mathias Road. (North Side 700 LF, South Side 700 LF)                                         |                                | 2024-2028                      |                                | Medium                     | N/A    | Y                                   | 100%           | \$ 330,000                    | \$ 351,827                                | \$ 351,827        |
| P16                                          | TSP               | Cole Avenue         | Fill in gaps on both sides of the roadway from Frances Street to OR 211 with sidewalks of appropriate width. (West Side 0 LF, East Side 1,150 LF)               |                                | 2024-2028                      |                                | Medium                     | N/A    | Y                                   | 25%            | \$ 270,000                    | \$ 287,859                                | \$ 72,279         |

Transportation Capital Improvement Program

|                                  |     |                                               |                                                                                                                                                                                 |           |           |           |        |     |   |      |              |              |              |
|----------------------------------|-----|-----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|--------|-----|---|------|--------------|--------------|--------------|
| P17                              | TSP | Mathias Road                                  | Install sidewalks on both sides of the roadway from OR 211 to the south city limits. (West Side 2,950 LF, East Side 2,785)                                                      |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$ 1,405,000 | \$ 1,497,932 | \$ 1,497,932 |
| P18                              | TSP | Francis Street                                | Fill in gaps on the south side of the roadway from N Molalla Avenue to Christopher Street with sidewalks of appropriate width. (South Side 1,530 LF)                            |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$ 350,000   | \$ 373,150   | \$ 373,150   |
| Neighborhood Street Improvements |     |                                               |                                                                                                                                                                                 |           |           |           |        |     |   |      |              |              |              |
| P19                              | TSP | Toliver Drive                                 | Fill in gaps on both sides of the roadway from north of Berwick Court to Toliver Road with sidewalks of appropriate width. (West Side 645 LF, East Side 575 LF)                 |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 280,000   | \$ 298,520   | \$ 298,520   |
| P20                              | TSP | Kennel Avenue                                 | Fill in gaps on both sides of the roadway from Ross Street to OR 211 with sidewalks of appropriate width. (West Side 310 LF, East Side 295 LF)                                  |           | 2024-2028 |           | Medium | N/A | Y | 87%  | \$ 130,000   | \$ 138,599   | \$ 120,651   |
| P21                              | TSP | E Heintz Street                               | Fill in gaps on both sides of the roadway from N Molalla Avenue to Fenton Avenue with sidewalks of appropriate width. (North Side 790 LF, South Side 745 LF)                    |           | 2024-2028 |           | Medium | N/A | Y | 54%  | \$ 385,000   | \$ 410,465   | \$ 221,854   |
| P22                              | TSP | Industrial Way                                | Fill in gaps on the east side of the roadway from Toliver Road to the southern roadway terminus with sidewalks of appropriate width. (East Side 525 LF)                         |           | 2024-2028 |           | Medium | N/A | Y | 60%  | \$ 110,000   | \$ 117,276   | \$ 70,770    |
| P23                              | TSP | Industrial Way                                | Fill in gaps on both sides of the roadway from the northern roadway terminus to OR 211 with sidewalks of appropriate width. (West Side 330 LF, East Side 490 LF)                |           | 2024-2028 |           | Medium | N/A | Y | 81%  | \$ 170,000   | \$ 181,244   | \$ 146,105   |
| P24                              | TSP | Stowers Road                                  | Fill in gaps on both sides of the roadway from OR 211 to E 7th Street with sidewalks of appropriate width.                                                                      |           | 2024-2028 |           | Medium | N/A | Y | 40%  | \$ 470,000   | \$ 501,088   | \$ 200,908   |
| P25                              | TSP | E 7th Street                                  | Install sidewalks on both sides of the roadway from Stowers Road to Mathias Road. (North Side 705 LF, South Side 705 LF)                                                        |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 335,000   | \$ 357,158   | \$ 357,158   |
| Intersection Improvements        |     |                                               |                                                                                                                                                                                 |           |           |           |        |     |   |      |              |              |              |
| P26                              | TSP | OR 213/Meadow Drive <sup>1</sup>              | Install an enhanced pedestrian crossing at the OR 213/Meadow Drive intersection to increase access to transit stop on west side of OR 213. <sup>3</sup>                         |           | 2024-2028 |           | Medium | N/A | Y | 0%   | \$ 150,000   | \$ 159,922   | \$ -         |
| P27                              | TSP | OR 213/Toliver Road <sup>1</sup>              | Install an enhanced pedestrian crossing at the OR 213/Toliver Road intersection. <sup>3</sup>                                                                                   |           | 2024-2028 |           | Medium | N/A | Y | 0%   | \$ 150,000   | \$ 159,922   | \$ -         |
| P28                              | TSP | OR 211/Hezzie Lane <sup>1</sup>               | Install an enhanced pedestrian crossing at the OR 211/Hezzie Lane intersection. <sup>3</sup>                                                                                    | 2019-2023 |           |           | High   | N/A | Y | 0%   | \$ 150,000   | \$ 159,922   | \$ -         |
| P29                              | TSP | OR 211/Molalla Forest Road <sup>1</sup>       | Install an enhanced pedestrian crossing at the OR 211/Molalla Forest Road intersection. <sup>3</sup>                                                                            | 2019-2023 |           |           | High   | N/A | Y | 0%   | \$ 150,000   | \$ 159,922   | \$ -         |
| P30                              | TSP | OR 211/Grange & Berkeley Avenues <sup>1</sup> | Install an enhanced pedestrian crossing at the OR 211/Grange Avenue/Berkley Avenue intersection. <sup>3</sup>                                                                   |           | 2024-2028 |           | Medium | N/A | Y | 0%   | \$ 150,000   | \$ 159,922   | \$ -         |
| P31                              | TSP | OR 211/N. Cole Avenue <sup>1</sup>            | Install an enhanced pedestrian crossing at the OR 211/Cole Avenue intersection. <sup>3</sup>                                                                                    | 2019-2023 |           |           | High   | N/A | Y | 0%   | \$ 150,000   | \$ 159,922   | \$ -         |
| P32                              | TSP | OR 211/Stowers Road <sup>1</sup>              | Install an enhanced pedestrian crossing at the OR 211/Stowers Road intersection. <sup>3</sup>                                                                                   |           | 2024-2028 |           | Medium | N/A | Y | 0%   | \$ 150,000   | \$ 159,922   | \$ -         |
| P33                              | TSP | OR 211/Metzler Avenue <sup>1</sup>            | Install curb extensions with American’s with Disabilities Act (ADA) accessible curb ramps with tactile warning strips on the north and south sides of the roadway. <sup>3</sup> |           | 2024-2028 |           | Medium | N/A | Y | 0%   | \$ 150,000   | \$ 159,922   | \$ -         |
| P34                              | TSP | Toliver Road/Industrial Way <sup>1</sup>      | Install an enhanced pedestrian crossing at the Toliver Road/Industrial Way intersection. <sup>3</sup>                                                                           |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$ 50,000    | \$ 53,307    | \$ 53,307    |
| P35                              | TSP | Toliver Road/Zimmerman Lane                   | Install an enhanced pedestrian crossing at the Toliver Road/Zimmerman Lane intersection. <sup>3</sup>                                                                           |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 50,000    | \$ 53,307    | \$ 53,307    |
| P36                              | TSP | Toliver Road/Leroy Avenue                     | Install an enhanced pedestrian crossing at the Toliver Road/Leroy Avenue intersection. <sup>3</sup>                                                                             |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$ 50,000    | \$ 53,307    | \$ 53,307    |
| P37                              | TSP | Toliver Road/Ridings Avenue                   | Install an enhanced pedestrian crossing at the Toliver Road/Ridings Avenue intersection. <sup>3</sup>                                                                           |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$ 50,000    | \$ 53,307    | \$ 53,307    |

Transportation Capital Improvement Program

|                                                                                                                                                                                                                                                                                                                                                                             |     |                              |                                                                                                                                                                                        |           |           |           |        |     |   |      |              |               |              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|--------|-----|---|------|--------------|---------------|--------------|
| P38                                                                                                                                                                                                                                                                                                                                                                         | TSP | Toliver Road/Kennel Avenue   | Install and enhanced pedestrian crossing at the Toliver Road/Kennel Avenue intersection. <sup>3</sup>                                                                                  |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$ 50,000    | \$ 53,307     | \$ 53,307    |
| P39                                                                                                                                                                                                                                                                                                                                                                         | TSP | Leroy Avenue/Heintz Street   | Install an enhanced pedestrian crossing at the Leroy Avenue/Heintz Street intersection. <sup>3</sup>                                                                                   |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 50,000    | \$ 53,307     | \$ 53,307    |
| P40                                                                                                                                                                                                                                                                                                                                                                         | TSP | E 5th Street/May Street      | Install an enhanced pedestrian crossing at the E 5th Street/May Street intersection. <sup>3</sup>                                                                                      |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 50,000    | \$ 53,307     | \$ 53,307    |
| P41                                                                                                                                                                                                                                                                                                                                                                         | TSP | E 5th Street/Stowers Road    | Install an enhanced pedestrian crossing at the E 5th Street/Stowers Road intersection. <sup>3</sup>                                                                                    |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 50,000    | \$ 53,307     | \$ 53,307    |
| Off-Street Improvements                                                                                                                                                                                                                                                                                                                                                     |     |                              |                                                                                                                                                                                        |           |           |           |        |     |   |      |              |               |              |
| P42                                                                                                                                                                                                                                                                                                                                                                         | TSP | Molalla Forest Road          | Install a shared-use path along the former Molalla Forest Road right-of-way from Toliver Road to OR 211.                                                                               |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$ 720,000   | \$ 767,623    | \$ 767,623   |
| P43                                                                                                                                                                                                                                                                                                                                                                         | TSP | Molalla Forest Road          | Install a shared-use path along Molalla Forest Road from OR 211 to Mathias Road. <sup>4</sup>                                                                                          |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ -         | \$ -          | \$ -         |
| P44                                                                                                                                                                                                                                                                                                                                                                         | TSP | Molalla Western Railway Spur | Install a shared-use path along the former Molalla Western Railway Spur right-of-way from the north city limits to OR 211.                                                             |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 1,965,000 | \$ 2,094,972  | \$ 2,094,972 |
| Subtotal High Priority Costs                                                                                                                                                                                                                                                                                                                                                |     |                              |                                                                                                                                                                                        |           |           |           |        |     |   |      |              | \$ 2,361,508  |              |
| Subtotal Medium Priority Costs                                                                                                                                                                                                                                                                                                                                              |     |                              |                                                                                                                                                                                        |           |           |           |        |     |   |      |              | \$ 9,115,528  |              |
| Subtotal Low Priority Costs                                                                                                                                                                                                                                                                                                                                                 |     |                              |                                                                                                                                                                                        |           |           |           |        |     |   |      |              | \$ 3,443,644  |              |
| Subtotal Program Costs (22 Years)                                                                                                                                                                                                                                                                                                                                           |     |                              |                                                                                                                                                                                        |           |           |           |        |     |   |      |              | \$ 14,920,680 |              |
| Subtotal SDC Eligible Costs (22 Years)                                                                                                                                                                                                                                                                                                                                      |     |                              |                                                                                                                                                                                        |           |           |           |        |     |   |      |              | \$ 10,653,450 |              |
| 1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.<br>2. Street lighting will require an intergovernmental agreement (IGA) with the City for maintenance.<br>3. The types of enhanced crossing treatments are to be determined at the design/implementation stage.<br>4. Project cost included in Motor Vehicle Plan. |     |                              |                                                                                                                                                                                        |           |           |           |        |     |   |      |              |               |              |
| Bicycle Projects                                                                                                                                                                                                                                                                                                                                                            |     |                              |                                                                                                                                                                                        |           |           |           |        |     |   |      |              |               |              |
| Arterial Street Improvements                                                                                                                                                                                                                                                                                                                                                |     |                              |                                                                                                                                                                                        |           |           |           |        |     |   |      |              |               |              |
| B1                                                                                                                                                                                                                                                                                                                                                                          | TSP | OR 213 <sup>1</sup>          | Install buffered bike lanes on both sides of the roadway from the north city limits to OR 211. <sup>3</sup> (West Side 3,485 LF, East Side 1,820 LF)                                   |           | 2024-2028 |           | Medium | N/A | Y | 0%   | \$ -         | \$ -          | \$ -         |
| B2                                                                                                                                                                                                                                                                                                                                                                          | TSP | OR 213 <sup>1</sup>          | Install buffered bike lanes on both sides of the roadway from OR 211 to the south city limits. <sup>3</sup> (West Side 1,545 LF, East Side 1,705 LF)                                   |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ -         | \$ -          | \$ -         |
| B3                                                                                                                                                                                                                                                                                                                                                                          | TSP | OR 211 <sup>1</sup>          | Install buffered bike lanes on both sides of the roadway from the west city limits to OR 213. <sup>3</sup> (North Side 1,185 LF, South Side 540 LF)                                    |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ -         | \$ -          | \$ -         |
| B4                                                                                                                                                                                                                                                                                                                                                                          | TSP | OR 211 <sup>1</sup>          | Install buffered bike lanes on both sides of the roadway from OR 213 to Shaver Avenue. <sup>3</sup> (North Side 5,095 LF, South Side 5,130 LF)                                         |           | 2024-2028 |           | Medium | N/A | Y | 0%   | \$ -         | \$ -          | \$ -         |
| B5                                                                                                                                                                                                                                                                                                                                                                          | TSP | OR 211 <sup>1</sup>          | Install priority shared-lane pavement markings (super sharrows) and signs on both sides of the roadway from Shaver Avenue to Fenton Avenue. (North Side 2,370 LF, South Side 2,370 LF) | 2019-2023 |           |           | High   | N/A | Y | 0%   | \$ 15,000    | \$ 15,992     | \$ -         |
| B6                                                                                                                                                                                                                                                                                                                                                                          | TSP | OR 211 <sup>1</sup>          | Install buffered bike lanes on both sides of the roadway from Fenton Avenue to Mathias Road (Striping only). (North Side 5,600 LF, South Side 5,600 LF)                                | 2019-2023 |           |           | High   | N/A | Y | 0%   | \$ 5,000     | \$ 5,331      | \$ -         |
| B7                                                                                                                                                                                                                                                                                                                                                                          | TSP | OR 211                       | Install buffered bike lanes on both sides of the roadway from Mathias Road to the east city limits. <sup>3</sup> (North Side 1,805 LF, South Side 1,805 LF)                            |           | 2024-2028 |           | High   | N/A | Y | 0%   | \$ -         | \$ -          | \$ -         |
| B8                                                                                                                                                                                                                                                                                                                                                                          | TSP | N Molalla Avenue             | Install bike lanes on both sides of the roadway from the north city limits to Heintz Street. (West Side 2,320 LF, East Side 2,720 LF)                                                  |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 855,000   | \$ 911,553    | \$ 911,553   |

Transportation Capital Improvement Program

|                                  |     |                    |                                                                                                                                                                                                    |           |           |           |        |     |   |      |           |           |           |
|----------------------------------|-----|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|--------|-----|---|------|-----------|-----------|-----------|
| B9                               | TSP | N Molalla Avenue   | Install shared-lane pavement marking (sharrows) and signs on both sides of the roadway from Heintz Street to OR 211. (West Side 1,370 LF, East Side 1,370 LF)                                      |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$20,000  | \$21,323  | \$21,323  |
| B10                              | TSP | S Molalla Avenue   | Install shared-lane pavement marking (sharrows) and signs on both sides of the roadway from OR 211 to 5th Street. (West Side 1,340 LF, East Side 1,340 LF)                                         |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$10,000  | \$10,661  | \$10,661  |
| B11                              | TSP | S Molalla Avenue   | Install bike lanes on both sides of the roadway from the 5th Street to the south city limits. (West Side 1,370 LF, East Side 1,370 LF)                                                             |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$520,000 | \$554,395 | \$554,395 |
| Collector Street Improvements    |     |                    |                                                                                                                                                                                                    |           |           |           |        |     |   |      |           |           |           |
| B12                              | TSP | Toliver Road       | Install bike lanes on both sides of the roadway from the west city limits to OR 213. (North Side 1,960 LF, South Side 1,960 LF)                                                                    | 2019-2023 |           |           | High   | N/A | Y | 100% | \$815,000 | \$868,907 | \$868,907 |
| B13                              | TSP | Toliver Road       | Install bike lanes on both sides of the roadway from OR 213 to Zimmerman Lane. (North Side 2,260 LF, South Side 2,260 LF)                                                                          | 2019-2023 |           |           | High   | N/A | Y | 100% | \$930,000 | \$991,514 | \$991,514 |
| B14                              | TSP | Shirley Street     | Install bike lanes on both sides of the roadway from N Molalla Avenue to OR 211. <sup>3</sup> (North Side 4,730 LF, South Side 4,730 LF)                                                           |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$-       | \$-       | \$-       |
| B15                              | TSP | Mathias Road       | Install bike lanes on both sides of the roadway from OR 211 to the south city limits. <sup>3</sup> (West Side 2,845 LF, East Side 2,830 LF)                                                        |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$-       | \$-       | \$-       |
| B16                              | TSP | Leroy Avenue       | Install bike lanes on both sides of the roadway from Toliver Road to OR 211. <sup>3</sup> (West Side 1,980 LF, East Side 1,980 LF)                                                                 |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$-       | \$-       | \$-       |
| B17                              | TSP | E 5th Street       | Install bike lanes on the south side of the roadway from May Street to Eckerd Avenue and on both sides from Stowers Road to Mathias Road (Striping only). (North Side 720 LF, South Side 1,595 LF) |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$5,000   | \$5,331   | \$5,331   |
| B18                              | TSP | W 5th Street       | Install bike lanes on both sides of the roadway from Hart Street to S Molalla Avenue (Striping only). (North Side 600 LF, South Side 600 LF)                                                       |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$5,000   | \$5,331   | \$5,331   |
| B19                              | TSP | Ridings Avenue     | Install shared-lane pavement markings sharrows) and signs on both sides of the roadway from Toliver Road to OR 211. (West Side 1,985 LF, East Side 1,985 LF)                                       |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$15,000  | \$15,992  | \$15,992  |
| B20                              | TSP | Cole Avenue        | Install shared-lane pavement markings (sharrows) and signs on both sides of the roadway from Frances Street to OR 211. (West Side 2,300 LF, East Side 2,300 LF)                                    |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$20,000  | \$21,323  | \$21,323  |
| B21                              | TSP | Frances Street     | Install shared-lane pavement markings (sharrows) and signs on both sides of the roadway from N Molalla Avenue to Cole Avenue. (North Side 2,230 LF, South Side 2,230 LF)                           |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$15,000  | \$15,992  | \$15,992  |
| Neighborhood Street Improvements |     |                    |                                                                                                                                                                                                    |           |           |           |        |     |   |      |           |           |           |
| B22                              | TSP | Meadow Drive       | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from OR 213 to Meadowlawn Place. (North Side 3,580 LF, South Side 3,580 LF)                                |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$25,000  | \$26,654  | \$26,654  |
| B23                              | TSP | Village Drive      | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Meadowlawn Place to Toliver Road. (West Side 775 LF, East Side 775 LF)                                |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$10,000  | \$10,661  | \$10,661  |
| B24                              | TSP | Thunderbird Street | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from N Molalla Avenue to Bronco Avenue. (North Side 505 LF, South Side 505 LF)                             |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$10,000  | \$10,661  | \$10,661  |
| B25                              | TSP | Bronco Avenue      | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Thunderbird Street to Toliver Drive. (West Side 330 LF, East Side 330 LF)                             |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$5,000   | \$5,331   | \$5,331   |

Transportation Capital Improvement Program

|                                        |     |                                    |                                                                                                                                                                                                                   |           |           |           |        |     |   |      |           |              |           |
|----------------------------------------|-----|------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|--------|-----|---|------|-----------|--------------|-----------|
| B26                                    | TSP | Toliver Drive                      | Install shared lane pavement markings (sharrows) and sign on both sides of the roadway from Bronco Avenue to Toliver Road. (West Side 1,070 LF, East Side 1,070 LF)                                               |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 10,000 | \$ 10,661    | \$ 10,661 |
| B27                                    | TSP | Kennel Avenue                      | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Toliver Road to OR 211. (West Side 2,010 LF, East Side 2,010 LF)                                                     |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 15,000 | \$ 15,992    | \$ 15,992 |
| B28                                    | TSP | Heintz Street                      | Install bicycle boulevard treatments, including shared lane pavement markings (sharrows) and signs on both sides of the roadway from N Molalla Avenue to Cole Avenue. (North Side 2,235 LF, South Side 2,235 LF)  |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$ 15,000 | \$ 15,992    | \$ 15,992 |
| B29                                    | TSP | Center Avenue                      | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Heintz Street to OR 211. (West Side 1,330 LF, East Side 1,330 LF)                                                    |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 10,000 | \$ 10,661    | \$ 10,661 |
| B30                                    | TSP | Industrial Way                     | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Toliver Road to the southern roadway terminus. (West Side 880 LF, East Side 880 LF)                                  |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 5,000  | \$ 5,331     | \$ 5,331  |
| B31                                    | TSP | Industrial Way                     | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from the northern roadway terminus to OR 211. (West Side 325 LF, East Side 325 LF)                                        |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 5,000  | \$ 5,331     | \$ 5,331  |
| B32                                    | TSP | Stowers Road                       | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from OR 211 to E 7th Street. (West Side 2,125 LF, East Side 2,125 LF)                                                     |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 15,000 | \$ 15,992    | \$ 15,992 |
| B33                                    | TSP | E 7th Street                       | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Stowers Road to Mathias Road. (North Side 715 LF, South Side 715 LF)                                                 |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 5,000  | \$ 5,331     | \$ 5,331  |
| Local Street Improvements              |     |                                    |                                                                                                                                                                                                                   |           |           |           |        |     |   |      |           |              |           |
| B34                                    | TSP | Heintz Street                      | Install bicycle boulevard treatments, including shared lane pavement markings (sharrows) and signs on both sides of the roadway from Leroy Avenue to N Molalla Avenue. (North Side 3,200 LF, South Side 3,200 LF) |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$ 25,000 | \$ 26,654    | \$ 26,654 |
| Intersection Improvements              |     |                                    |                                                                                                                                                                                                                   |           |           |           |        |     |   |      |           |              |           |
| B35                                    | TSP | OR 213/Meadow Drive. <sup>1</sup>  | Install an enhanced bicycle crossing at the OR 213/Meadow Drive Intersection. <sup>2</sup>                                                                                                                        | 2019-2023 |           |           | High   | N/A | Y | 0%   | \$ 20,000 | \$ 21,323    | \$ -      |
| B36                                    | TSP | OR 213/Toliver Road. <sup>1</sup>  | Install an enhanced bicycle crossing at the OR 213/Toliver Road intersection. <sup>2</sup>                                                                                                                        | 2019-2023 |           |           | High   | N/A | Y | 100% | \$ 20,000 | \$ 21,323    | \$ 21,323 |
| B37                                    | TSP | OR 213/OR 211. <sup>1</sup>        | Install skip striping along OR 213 and OR 211 through the intersection. <sup>2</sup>                                                                                                                              | 2019-2023 |           |           | High   | N/A | Y | 0%   | \$ 20,000 | \$ 21,323    | \$ -      |
| B38                                    | TSP | OR 211/Ona Way <sup>1</sup>        | Install skip striping along OR 211 and consider other enhanced crossing treatments when signalized. <sup>2</sup>                                                                                                  | 2019-2023 |           |           | High   | N/A | Y | 0%   | \$ 20,000 | \$ 21,323    | \$ -      |
| B39                                    | TSP | OR 211/Leroy Avenue <sup>1</sup>   | Install skip striping along OR 211 and consider other enhanced crossing treatments when signalized. <sup>2</sup>                                                                                                  | 2019-2023 |           |           | High   | N/A | Y | 100% | \$ 20,000 | \$ 21,323    | \$ 21,323 |
| B40                                    | TSP | OR 211/Ridings Avenue <sup>1</sup> | Install skip striping along OR 211 and consider other enhanced crossing treatments when signalized. <sup>2</sup>                                                                                                  |           | 2024-2028 |           | Medium | N/A | Y | 0%   | \$ 20,000 | \$ 21,323    | \$ -      |
| B41                                    | TSP | N Molalla Avenue/Toliver Road      | Install an enhanced bicycle crossing at the N Molalla Avenue/Toliver Road intersection – coordinate with project B41. <sup>2</sup>                                                                                |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$ 15,000 | \$ 15,992    | \$ 15,992 |
| B42                                    | TSP | N Molalla Avenue/Shirley Street    | Install an enhanced bicycle crossing at the N Molalla Avenue/Shirley Street intersection – coordinate with project B40. <sup>2</sup>                                                                              |           | 2024-2028 |           | Medium | N/A | Y | 100% | \$ 15,000 | \$ 15,992    | \$ 15,992 |
| Subtotal High Priority Costs           |     |                                    |                                                                                                                                                                                                                   |           |           |           |        |     |   |      |           | \$ 1,903,066 |           |
| Subtotal Medium Priority Costs         |     |                                    |                                                                                                                                                                                                                   |           |           |           |        |     |   |      |           | \$ 639,686   |           |
| Subtotal Low Priority Costs            |     |                                    |                                                                                                                                                                                                                   |           |           |           |        |     |   |      |           | \$ 1,119,451 |           |
| Subtotal Program Costs (22 Years)      |     |                                    |                                                                                                                                                                                                                   |           |           |           |        |     |   |      |           | \$ 3,662,203 |           |
| Subtotal SDC Eligible Costs (22 Years) |     |                                    |                                                                                                                                                                                                                   |           |           |           |        |     |   |      |           | \$ 3,662,203 |           |

Transportation Capital Improvement Program

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. The types of enhanced crossing treatments are to be determined at the design/implementation stage.
3. Project cost included in Motor Vehicle Plan.

Transit Projects

|                                        |     |                                            |                                                                                                                                                                                               |  |           |  |        |     |   |    |           |            |      |
|----------------------------------------|-----|--------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------|--|--------|-----|---|----|-----------|------------|------|
| T1 <sup>2</sup>                        | TSP | City-wide                                  | Coordinate with SCTD to increase the frequency of morning and evening peak hour service on the Canby and CCC Buses. <sup>1</sup>                                                              |  | 2024-2028 |  | Medium | N/A | Y | 0% | \$ -      | \$ -       | \$ - |
| T2 <sup>2</sup>                        | TSP | City-wide                                  | Coordinate with SCTD to increase the hours of service on the Canby Bus. <sup>1</sup>                                                                                                          |  | 2024-2028 |  | Medium | N/A | Y | 0% | \$ -      | \$ -       | \$ - |
| T3 <sup>2</sup>                        | TSP | City-wide                                  | Coordinate with SCTD to reconfigure the Molalla City Bus to increase service coverage in the northeast and southeast parts of the city and increase the efficiency of the route. <sup>1</sup> |  | 2024-2028 |  | Medium | N/A | Y | 0% | \$ -      | \$ -       | \$ - |
| T4                                     | TSP | OR 213/Meadow Drive (northbound)           | Relocate existing sign to south side of the intersection to increase the visibility of the stop.                                                                                              |  | 2024-2028 |  | Medium | N/A | Y | 0% | \$ 5,000  | \$ 5,331   | \$ - |
| T5                                     | TSP | OR 213/Toliver Road                        | Install bus stops at the far side of the northbound and southbound approaches to the intersection.                                                                                            |  | 2024-2028 |  | Medium | N/A | Y | 0% | \$ 10,000 | \$ 10,661  | \$ - |
| T6                                     | TSP | OR 211/OR 213 (eastbound)                  | Install a shelter within the public right of way or obtain an easement from the adjacent property owner.                                                                                      |  | 2024-2028 |  | Medium | N/A | Y | 0% | \$ 50,000 | \$ 53,307  | \$ - |
| T7                                     | TSP | OR 211/Leroy Avenue (eastbound)            | Install a bus stop sign on the east side of the intersection to increase the visibility of the stop.                                                                                          |  | 2024-2028 |  | Medium | N/A | Y | 0% | \$ 5,000  | \$ 5,331   | \$ - |
| T8                                     | TSP | OR 211/Kennel Avenue (eastbound)           | Install a bus stop sign on the east side of the intersection to increase the visibility of the stop.                                                                                          |  | 2024-2028 |  | Medium | N/A | Y | 0% | \$ 5,000  | \$ 5,331   | \$ - |
| T9                                     | TSP | Meadow Drive/Meadowlawn Place/Toliver Road | Provide designated transit stop between OR 213 and Kennel Avenue (Seven potential stop locations are shown for illustrative purposes).                                                        |  | 2024-2028 |  | Medium | N/A | Y | 0% | \$ 35,000 | \$ 37,315  | \$ - |
| T10                                    | TSP | City-wide                                  | Identify the location for a new parkand-ride within the city (the existing parking and ride is shown for illustrative purposes).                                                              |  | 2024-2028 |  | Medium | N/A | Y | 0% | \$ 50,000 | \$ 53,307  | \$ - |
| Subtotal High Priority Costs           |     |                                            |                                                                                                                                                                                               |  |           |  |        |     |   |    |           | \$ -       |      |
| Subtotal Medium Priority Costs         |     |                                            |                                                                                                                                                                                               |  |           |  |        |     |   |    |           | \$ 170,583 |      |
| Subtotal Low Priority Costs            |     |                                            |                                                                                                                                                                                               |  |           |  |        |     |   |    |           | \$ -       |      |
| Subtotal Program Costs (22 Years)      |     |                                            |                                                                                                                                                                                               |  |           |  |        |     |   |    |           | \$ 170,583 |      |
| Subtotal SDC Eligible Costs (22 Years) |     |                                            |                                                                                                                                                                                               |  |           |  |        |     |   |    |           | \$ -       |      |

1. Project to be funded by others.
2. Project not shown on map.

Transportation System Management Projects

|      |     |                                |                                                                                                                                                                                                                                                 |           |           |           |        |     |   |    |           |           |      |
|------|-----|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|--------|-----|---|----|-----------|-----------|------|
| TSM1 | TSP | Signal System Improvements     | Update signal timing plans and coordinate signals to better match prevailing traffic conditions; implementing adaptive or active signal control, traffic responsive control, and/or truck signal priority.                                      | 2019-2023 |           |           | High   | N/A | Y | 0% | \$ 25,000 | \$ 26,654 | \$ - |
| TSM1 | TSP | Signal System Improvements     | Update signal timing plans and coordinate signals to better match prevailing traffic conditions; implementing adaptive or active signal control, traffic responsive control, and/or truck signal priority.                                      |           | 2024-2028 |           | Medium | N/A | Y | 0% | \$ 25,000 | \$ 26,654 | \$ - |
| TSM1 | TSP | Signal System Improvements     | Update signal timing plans and coordinate signals to better match prevailing traffic conditions; implementing adaptive or active signal control, traffic responsive control, and/or truck signal priority.                                      |           |           | 2029-2038 | Low    | N/A | Y | 0% | \$ 45,000 | \$ 47,976 | \$ - |
| TSM2 | TSP | Real-Time Traveler Information | Work with mobile and web applications to increase information on traffic and road conditions, general public transportation and parking information, interruptions due to roadway incidents, maintenance, construction, and weather conditions. |           | 2024-2028 |           | Medium | N/A | Y | 0% | TBD       | TBD       | \$ - |

Transportation Capital Improvement Program

|                                           |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               |            |
|-------------------------------------------|-----|----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|--------|-----|---|----|---------------|---------------|------------|
| TSM3                                      | TSP | Real-Time Traveler Information               | Work with transit agencies or third-party sources to disseminate schedule and system performance information to travelers through a variety of applications, such as in-vehicle, wayside, in-terminal dynamic message signs, live schedule arrival boards, as well as the internet or wireless devices. |           | 2024-2028 |           | Medium | N/A | Y | 0% | TBD           | TBD           | \$ -       |
| Subtotal High Priority Costs              |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               | \$ 26,654  |
| Subtotal Medium Priority Costs            |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               | \$ 26,654  |
| Subtotal Low Priority Costs               |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               | \$ 47,976  |
| Subtotal Program Costs (22 Years)         |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               | \$ 101,284 |
| Subtotal SDC Eligible Costs (22 Years)    |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               | \$ -       |
| Transportation Demand Management Projects |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               |            |
| TDM1                                      | TSP | Carpool Match Services Service               | Coordinate rideshare/carpool programs to allow regional commuters to find other commuters with similar routes to work.                                                                                                                                                                                  | 2019-2023 |           |           | High   | N/A | Y | 0% | \$ 25,000     | \$ 26,654     | \$ -       |
| TDM1                                      | TSP | Carpool Match Services Service               | Coordinate rideshare/carpool programs to allow regional commuters to find other commuters with similar routes to work.                                                                                                                                                                                  |           | 2024-2028 |           | Medium | N/A | Y | 0% | \$ 25,000     | \$ 26,654     | \$ -       |
| TDM1                                      | TSP | Carpool Match Services Service               | Coordinate rideshare/carpool programs to allow regional commuters to find other commuters with similar routes to work.                                                                                                                                                                                  |           |           | 2029-2037 | Low    | N/A | Y | 0% | \$ 45,000     | \$ 47,976     | \$ -       |
| TDM2                                      | TSP | Collaborative Marketing                      | Work with nearby cities, employers, transit service providers, and developers to collaborate on marketing for transportation options that provide an alternative to single-occupancy vehicles.                                                                                                          | 2019-2023 |           |           | High   | N/A | Y | 0% | \$ 25,000     | \$ 26,654     | \$ -       |
| TDM2                                      | TSP | Collaborative Marketing                      | Work with nearby cities, employers, transit service providers, and developers to collaborate on marketing for transportation options that provide an alternative to single-occupancy vehicles.                                                                                                          |           | 2024-2028 |           | Medium | N/A | Y | 0% | \$ 25,000     | \$ 26,654     | \$ -       |
| TDM2                                      | TSP | Collaborative Marketing                      | Work with nearby cities, employers, transit service providers, and developers to collaborate on marketing for transportation options that provide an alternative to single-occupancy vehicles.                                                                                                          |           |           | 2029-2037 | Low    | N/A | Y | 0% | \$ 45,000     | \$ 47,976     | \$ -       |
| TDM3                                      | TSP | Limited and/or Flexible Parking Requirements | Update the Molalla Municipal Code to limit and/or allow for flexible parking requirements.                                                                                                                                                                                                              |           | 2024-2028 |           | Medium | N/A | Y | 0% | \$ 25,000     | \$ 26,654     | \$ -       |
| TDM4                                      | TSP | Parking Management                           | Develop a parking management plan for downtown Molalla to impose time limits in commercial areas and allow for the potential to charge for parking.                                                                                                                                                     |           | 2024-2028 |           | Medium | N/A | Y | 0% | \$ 25,000     | \$ 26,654     | \$ -       |
| Subtotal High Priority Costs              |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               | \$ 53,307  |
| Subtotal Medium Priority Costs            |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               | \$ 106,614 |
| Subtotal Low Priority Costs               |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               | \$ 95,953  |
| Subtotal Program Costs (22 Years)         |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               | \$ 255,874 |
| Subtotal SDC Eligible Costs (22 Years)    |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               | \$ -       |
| Motor Vehicle Projects                    |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               |            |
| Arterial Street Improvements              |     |                                              |                                                                                                                                                                                                                                                                                                         |           |           |           |        |     |   |    |               |               |            |
| M1                                        | TSP | OR 213 <sup>1</sup>                          | Widen OR 213 from the north city limits to OR 211 to provide a continuous 3-lane cross section. (2,140 LF)                                                                                                                                                                                              |           | 2024-2028 |           | Medium | N/A | Y | 0% | \$ 8,825,000  | \$ 9,408,718  | \$ -       |
| M2                                        | TSP | OR 213 <sup>1</sup>                          | Widen OR 213 from OR 211 to the south city limits to provide a continuous 3-lane cross section. (2,050 LF)                                                                                                                                                                                              |           |           | 2029-2038 | Low    | N/A | Y | 0% | \$ 4,335,000  | \$ 4,621,733  | \$ -       |
| M3                                        | TSP | OR 211 <sup>1</sup>                          | Widen OR 211 from the west city limits to OR 213 to provide a continuous 3-lane cross section. (1,375 LF)                                                                                                                                                                                               |           |           | 2029-2038 | Low    | N/A | Y | 0% | \$ 1,365,000  | \$ 1,455,286  | \$ -       |
| M4                                        | TSP | OR 211 <sup>1</sup>                          | Widen OR 211 from OR 213 to Shaver Avenue to provide a continuous 3-lane cross section. (4,000 LF)                                                                                                                                                                                                      |           | 2024-2028 |           | Medium | N/A | Y | 0% | \$ 14,505,000 | \$ 15,464,413 | \$ -       |
| M5                                        | TSP | OR 211 <sup>1</sup>                          | Widen OR 211 from Mathias Road to the east city limits to provide a continuous 3-lane cross section. (2,500 LF)                                                                                                                                                                                         |           | 2024-2028 |           | Medium | N/A | Y | 0% | \$ 2,580,000  | \$ 2,750,651  | \$ -       |

Transportation Capital Improvement Program

|                                  |     |                                    |                                                                                                                                                                                                                                                                                                                                            |           |           |           |        |     |   |      |               |               |              |
|----------------------------------|-----|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|--------|-----|---|------|---------------|---------------|--------------|
| M6                               | TSP | N Molalla Avenue                   | Widen N Molalla Avenue from Toliver Road to Shirley Street to provide a continuous 3-lane cross section. (300 LF)                                                                                                                                                                                                                          |           |           | 2029-2038 | Low    | N/A | Y | 43%  | \$ 175,000    | \$ 186,575    | \$ 79,658    |
| Collector Street Improvements    |     |                                    |                                                                                                                                                                                                                                                                                                                                            |           |           |           |        |     |   |      |               |               |              |
| M7                               | TSP | Leroy Avenue                       | Widen Leroy Avenue from Toliver Road to OR 211 to provide a continuous 2-lane cross section per City standards. (1,330 LF)                                                                                                                                                                                                                 |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 580,000    | \$ 618,363    | \$ 618,363   |
| M8                               | TSP | Mathias Road                       | Widen Mathias Road from OR 211 to the south city limits to provide a continuous 3-lane cross section. (2,850 LF)                                                                                                                                                                                                                           |           |           | 2029-2038 | Low    | N/A | Y | 21%  | \$ 1,065,000  | \$ 1,135,443  | \$ 235,173   |
| M9                               | TSP | Shirley Street                     | Widen Shirley Street from N Molalla Avenue OR 211 to provide a continuous 2-lane cross section per City standards.                                                                                                                                                                                                                         |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 1,345,000  | \$ 1,433,963  | \$ 1,433,963 |
| M10                              | TSP | W 5th Street                       | Construct W 5th Street from Lowe Road terminus to Hart Avenue. (2,400 LF)                                                                                                                                                                                                                                                                  | 2019-2023 |           |           | High   | N/A | Y | 0%   | \$ 2,845,000  | \$ 3,033,179  | \$ -         |
| M11                              | TSP | E 5th Street                       | Construct E 5th Street from Mathias Road to Feyrer Park Road. (1,000 LF)                                                                                                                                                                                                                                                                   |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 1,675,000  | \$ 1,785,791  | \$ 1,785,791 |
| M15                              | TSP | Leroy Avenue                       | Construct Leroy Avenue from OR 211 to Lowe Road (east). (790 LF)                                                                                                                                                                                                                                                                           |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ 1,170,000  | \$ 1,247,388  | \$ -         |
| M16                              | TSP | Lowe Road (west)                   | Reconstruct and widen Lowe Road from OR 213 to Molalla Forest Road to City standards. (2,850 LF)                                                                                                                                                                                                                                           |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ 4,170,000  | \$ 4,445,819  | \$ -         |
| M17                              | TSP | Lowe Road (east)                   | Reconstruct and widen Lowe Road from Molalla Forest Road to roadway terminus. (1,560 LF)                                                                                                                                                                                                                                                   |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ 3,265,000  | \$ 3,480,959  | \$ -         |
| M18                              | TSP | Molalla Forest Road                | Reconstruct and widen Molalla Forest Road as a concrete street from OR 211 to Mathias Road to provide a continuous 3-lane cross section. (9,450 LF)                                                                                                                                                                                        |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ 10,740,000 | \$ 11,450,383 | \$ -         |
| Neighborhood Street Improvements |     |                                    |                                                                                                                                                                                                                                                                                                                                            |           |           |           |        |     |   |      |               |               |              |
| M12                              | TSP | Affolter Avenue                    | Construct Affolter Avenue from southern terminus to Frances Street and from Miller Street to north city limits. (425 LF)                                                                                                                                                                                                                   |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ 1,130,000  | \$ 1,204,742  | \$ -         |
| M13                              | TSP | Commercial Way                     | Construct Commercial Way from the roadway terminus to Lowe Road (west). (680 LF)                                                                                                                                                                                                                                                           |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ 365,000    | \$ 389,142    | \$ -         |
| M14                              | TSP | Hezzie Lane                        | Construct Hezzie Lane from the southern roadway terminus to the northern roadway terminus. (1,790 LF)                                                                                                                                                                                                                                      |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 1,180,000  | \$ 1,258,049  | \$ 1,258,049 |
| Intersection Improvements        |     |                                    |                                                                                                                                                                                                                                                                                                                                            |           |           |           |        |     |   |      |               |               |              |
| M19                              | TSP | OR 213/Meadow Road <sup>1</sup>    | Reconfigure the intersection to provide a center two-way left-turn lane along OR 213 – coordinate with Project M1 <sup>1</sup>                                                                                                                                                                                                             |           | 2024-2028 |           | Medium | N/A | Y | 0%   | \$ -          | \$ -          | \$ -         |
| M20-1                            | TSP | OR 213/Toliver Road <sup>1</sup>   | Widen OR 213 to provide a separate left-turn lane at the northbound and southbound approaches and install a traffic signal with protected or protected-permitted phasing when warranted – Coordinate with Project M1, the signal should be designed to accommodate potential for separate left-turn lanes along Toliver Road. <sup>2</sup> | 2019-2023 |           |           | High   | N/A | Y | 46%  | \$ 3,500,000  | \$ 3,731,503  | \$ 1,703,628 |
| M20-2                            | TSP | OR 213/Toliver Road <sup>1</sup>   | Widen Toliver Road to provide separate left-turn lanes at the eastbound and westbound approaches and modify the traffic signal to provide permitted phasing. <sup>2</sup>                                                                                                                                                                  |           |           | 2029-2038 | Low    | N/A | Y | 46%  | \$ 850,000    | \$ 906,222    | \$ 413,738   |
| M21                              | TSP | OR 213/OR 211 <sup>1</sup>         | Install a separate right-turn lane at the southbound approach if/when adjacent property redevelops. <sup>2</sup>                                                                                                                                                                                                                           |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ 150,000    | \$ 159,922    | \$ -         |
| M22                              | TSP | OR 211/Ona Way <sup>1</sup>        | Widen OR 211 to provide a westbound left-turn lane and install a traffic signal when warranted – Coordinate with Project M4. <sup>2</sup>                                                                                                                                                                                                  |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ 1,000,000  | \$ 1,066,144  | \$ -         |
| M23                              | TSP | OR 211/Leroy Avenue <sup>1</sup>   | Widen OR 211 to provide an eastbound left-turn lane and install a traffic signal when warranted – Coordinate with Project M4. <sup>2</sup>                                                                                                                                                                                                 |           |           | 2029-2038 | Low    | N/A | Y | 54%  | \$ 1,000,000  | \$ 1,066,144  | \$ 578,300   |
| M24                              | TSP | OR 211/Ridings Avenue <sup>1</sup> | Widen OR 211 to provide an eastbound left-turn lane – Coordinate with Project M4. <sup>3</sup>                                                                                                                                                                                                                                             |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ -          | \$ -          | \$ -         |

Transportation Capital Improvement Program

|                                                                                                                                                                                                                                                                            |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              |               |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|--------|-----|---|------|--------------|--------------|---------------|
| M25                                                                                                                                                                                                                                                                        | TSP | OR 211/Molalla Avenue <sup>1</sup>   | Install separate left-turn lanes at the eastbound and westbound approaches and a traffic signal with protected or protected-permitted phasing when warranted. <sup>2</sup>                                                                                                  | 2019-2023 |           |           | High   | N/A | Y | 57%  | \$ 750,000   | \$ 799,608   | \$ 455,527    |
| M26                                                                                                                                                                                                                                                                        | TSP | OR 211/Mathias Road <sup>1</sup>     | Install a roundabout when warranted. <sup>2</sup>                                                                                                                                                                                                                           |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ 2,500,000 | \$ 2,665,359 | \$ -          |
| M27                                                                                                                                                                                                                                                                        | TSP | N Molalla Avenue/Toliver Road        | Widen N Molalla Avenue to provide a center two-way left-turn lane along N Molalla Avenue and install an eastbound right-turn lane when warranted – coordinate with Project M5.                                                                                              |           |           | 2029-2038 | Low    | N/A | Y | 38%  | \$ 150,000   | \$ 159,922   | \$ 60,132     |
| M28                                                                                                                                                                                                                                                                        | TSP | N Molalla Avenue/Shirley Street      | Widen N Molalla Avenue to provide a center two-way left-turn lane along N Molalla Avenue and install a westbound right-turn lane when warranted – coordinate with Project M5.                                                                                               |           |           | 2029-2038 | Low    | N/A | Y | 57%  | \$ 150,000   | \$ 159,922   | \$ 91,028     |
| M31                                                                                                                                                                                                                                                                        | TSP | S Molalla Avenue/Molalla Forest Road | Install a roundabout when warranted.                                                                                                                                                                                                                                        |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ 2,500,000 | \$ 2,665,359 | \$ -          |
| M32                                                                                                                                                                                                                                                                        | TSP | Feyrer Park Road/Mathias Road        | Install a roundabout when warranted.                                                                                                                                                                                                                                        |           |           | 2029-2038 | Low    | N/A | Y | 100% | \$ 2,500,000 | \$ 2,665,359 | \$ 2,665,359  |
| Subtotal High Priority Costs                                                                                                                                                                                                                                               |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              | \$ 4,531,110  |
| Subtotal Medium Priority Costs                                                                                                                                                                                                                                             |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              | \$ -          |
| Subtotal Low Priority Costs                                                                                                                                                                                                                                                |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              | \$ 11,375,753 |
| Subtotal Program Costs (22 Years)                                                                                                                                                                                                                                          |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              | \$ 15,906,863 |
| Subtotal SDC Eligible Costs (22 Years)                                                                                                                                                                                                                                     |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              | \$ 11,378,709 |
| 1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.<br>2. Future evaluation may be required to determine the appropriate form of traffic control at this location.<br>3. Project cost included in Motor Vehicle Plan. |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              |               |
| Traffic Safety Projects                                                                                                                                                                                                                                                    |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              |               |
| S1                                                                                                                                                                                                                                                                         | TSP | OR 213 <sup>1</sup>                  | Widen OR 213 from north city limits to OR 211 to include a center turn-lane, bike lanes, and sidewalks – Coordinate with Project M1. <sup>3</sup>                                                                                                                           |           | 2024-2028 |           | Medium | N/A | Y | 0%   | \$ -         | \$ -         | \$ -          |
| S2                                                                                                                                                                                                                                                                         | TSP | OR 211 <sup>1</sup>                  | Widen OR 211 from OR 213 to Shaver Avenue to include a center turn-lane, bike lanes, and sidewalks – Coordinate with Project M4. <sup>3</sup>                                                                                                                               |           | 2024-2028 |           | Medium | N/A | Y | 0%   | \$ -         | \$ -         | \$ -          |
| S3                                                                                                                                                                                                                                                                         | TSP | OR 213/Toliver Road <sup>1</sup>     | Widen OR 213 to provide separate left-turn lanes at the north and southbound approaches and install a traffic signal with protected or protected-permitted phasing at the northbound and southbound approaches when warranted – Coordinate with Project M20. <sup>2,3</sup> | 2019-2023 |           |           | High   | N/A | Y | 0%   | \$ -         | \$ -         | \$ -          |
| S4                                                                                                                                                                                                                                                                         | TSP | OR 213/OR 211 <sup>1</sup>           | Install flashing beacons on the advanced warning signs at all approaches and improve the signal hardware (i.e. lenses, reflective back plates, size, and number) to improve the visibility of the signal heads.                                                             | 2019-2023 |           |           | High   | N/A | Y | 0%   | \$ 25,000    | \$ 26,654    | \$ -          |
| S5                                                                                                                                                                                                                                                                         | TSP | OR 211/Molalla Avenue <sup>1</sup>   | Install separate left-turn lanes at the eastbound and westbound approaches and a traffic signal with protected or protected/permitted phasing when warranted – Coordinate with Project M25. <sup>2,3</sup>                                                                  | 2019-2023 |           |           | High   | N/A | Y | 0%   | \$ -         | \$ -         | \$ -          |
| S6                                                                                                                                                                                                                                                                         | TSP | OR 211/Leroy Avenue <sup>1</sup>     | Widen OR 211 to provide a separate left-turn lane at the eastbound approach and install a traffic signal with protected or protected-permitted phasing at the eastbound approach when warranted – Coordinate with Project M23. <sup>2,3</sup>                               |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ -         | \$ -         | \$ -          |
| S7                                                                                                                                                                                                                                                                         | TSP | OR 211/Mathias Road <sup>1</sup>     | Install a single lane roundabout. <sup>2,3</sup>                                                                                                                                                                                                                            |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ -         | \$ -         | \$ -          |
| S8                                                                                                                                                                                                                                                                         | TSP | City-wide <sup>1</sup>               | Evaluate bicycle and pedestrian safety along OR 213, OR 211, Toliver Road, Molalla Avenue, and other key corridors to identify appropriate counter measures.                                                                                                                |           |           | 2029-2038 | Low    | N/A | Y | 0%   | \$ 50,000    | \$ 53,307    | \$ -          |
| Subtotal High Priority Costs                                                                                                                                                                                                                                               |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              | \$ -          |
| Subtotal Medium Priority Costs                                                                                                                                                                                                                                             |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              | \$ -          |
| Subtotal Low Priority Costs                                                                                                                                                                                                                                                |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              | \$ 53,307     |
| Subtotal Program Costs (22 Years)                                                                                                                                                                                                                                          |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              | \$ 53,307     |
| Subtotal SDC Eligible Costs (22 Years)                                                                                                                                                                                                                                     |     |                                      |                                                                                                                                                                                                                                                                             |           |           |           |        |     |   |      |              |              | \$ -          |

Transportation Capital Improvement Program

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. Future evaluation may be required to determine the appropriate form of traffic control at this location.
3. Project cost included in Motor Vehicle Plan.

| New Facilities and Master Plan Projects |       |                                          |                                                                                                           |           |           |  |        |     |   |      |            |            |            |
|-----------------------------------------|-------|------------------------------------------|-----------------------------------------------------------------------------------------------------------|-----------|-----------|--|--------|-----|---|------|------------|------------|------------|
| F2                                      | Staff | Public Works Decant Facility (\$60K)     | Construct new building to decant street sweeping and other debris prior to disposal. 50% Street/50% Storm | 2019-2023 |           |  | High   | N/A | Y | 100% | \$ 30,000  | \$ 31,984  | \$ 31,984  |
| MP1                                     | Staff | Update Transportation System Master Plan | Provide update to existing transportation system master plan                                              |           | 2024-2028 |  | Medium | N/A | Y | 100% | \$ 200,000 | \$ 213,229 | \$ 213,229 |
| Subtotal High Priority Costs            |       |                                          |                                                                                                           |           |           |  |        |     |   |      |            | \$ 31,984  |            |
| Subtotal Medium Priority Costs          |       |                                          |                                                                                                           |           |           |  |        |     |   |      |            | \$ 213,229 |            |
| Subtotal Low Priority Costs             |       |                                          |                                                                                                           |           |           |  |        |     |   |      |            | \$ -       |            |
| Subtotal Program Costs (22 Years)       |       |                                          |                                                                                                           |           |           |  |        |     |   |      |            | \$ 245,213 |            |
| Subtotal SDC Eligible Costs (22 Years)  |       |                                          |                                                                                                           |           |           |  |        |     |   |      |            | \$ 245,213 |            |

|                                     |  |  |  |  |  |  |  |  |  |  |  |               |  |
|-------------------------------------|--|--|--|--|--|--|--|--|--|--|--|---------------|--|
| TOTAL High Priority Costs           |  |  |  |  |  |  |  |  |  |  |  | \$ 8,907,630  |  |
| TOTAL Medium Priority Costs         |  |  |  |  |  |  |  |  |  |  |  | \$ 10,272,294 |  |
| TOTAL Low Priority Costs            |  |  |  |  |  |  |  |  |  |  |  | \$ 16,136,084 |  |
| TOTAL Program Costs (22 Years)      |  |  |  |  |  |  |  |  |  |  |  | \$ 35,316,008 |  |
| TOTAL SDC Eligible Costs (22 Years) |  |  |  |  |  |  |  |  |  |  |  | \$ 25,939,576 |  |

| Completed Projects |       |                                      |                                                                                                                                               |           |
|--------------------|-------|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| F1                 | Staff | Public Works Shops Facility (\$600K) | Construct new building to house vactor truck, street sweeper, crew shower/locker, crew and supervisor office.                                 | 2019-2023 |
| M29                | TSP   | N Molalla Avenue/Heintz Street       | Widen N Molalla Avenue to provide a center two-way left-turn lane along N Molalla Avenue and reconfigure the intersection as an all-way stop. | 2019-2023 |
| M30                | TSP   | S Molalla Avenue/E 5th Street        | Widen S Molalla Avenue to provide a center two-way left-turn lane along S Molalla Avenue and reconfigure the intersection as an all-way stop. | 2019-2023 |
| B43                | TSP   | N Molalla Avenue/Heintz Street       | Install an enhanced bicycle crossing at the N Molalla Avenue/Heintz Street intersection.2                                                     | 2024-2028 |
| B44                | TSP   | S Molalla Avenue/5th Street          | Install an enhanced bicycle crossing at the S Molalla Avenue/5th Street intersection.2                                                        | 2024-2028 |

|                                                                        |    |            | 2019 SDC                              | 2020 SDC   | Proposed     |            |
|------------------------------------------------------------------------|----|------------|---------------------------------------|------------|--------------|------------|
| Total Improvement Fee Eligible Costs for Future System Improvements    | \$ | 25,939,576 | Grocery Outlet (18KSI, #850)          | \$ 185,911 | \$ 569,916   | \$ 340,047 |
| less: Estimated Transportation SDC end of FY20-21                      | \$ | 1,038,104  | Dollar Tree (9.6KSI, #814)            | \$ 280,339 | \$ 859,416   | \$ 512,770 |
| Adjusted Improvement Fee Eligible Costs for Future System Improvements | \$ | 24,901,472 | Dollar General (9.1KSI, #814)         | \$ 265,738 | \$ 814,654   | \$ 486,063 |
|                                                                        |    |            | SF Home (#210)                        | \$ 4,185   | \$ 12,826    | \$ 7,199   |
| Future PM peak hour vehicle trips created by growth                    |    | 3657       | Drive-In Bank (5.0KSI, #912)          | \$ 188,743 | \$ 578,612   | \$ 345,225 |
| Transportation improvement fee per PM peak hour vehicle trip           | \$ | 6,809      | Fast Food Restaurant (3.5KSI, #934)   | \$ 137,196 | \$ 420,594   | \$ 250,944 |
|                                                                        |    |            | Home Improvement Store (135KSI, #862) | \$ 448,733 | \$ 1,375,346 | \$ 820,685 |
|                                                                        |    |            | Small Office Building (2.5KSI, #712)  | \$ 25,886  | \$ 79,351    | \$ 47,345  |
|                                                                        |    |            | Elementary School (56KSI, #520)       | \$ 324,235 | \$ 993,965   | \$ 593,032 |
|                                                                        |    |            | Manufacturing (6KSI, #140)            | \$ 16,991  | \$ 52,084    | \$ 31,076  |

A photograph of a street scene in Molalla, Oregon. The image shows a paved road with a green car parked on the side. A young tree in a green bag stands on the sidewalk. In the background, there are buildings, a red pickup truck, and a utility pole. The sky is blue with white clouds.

# CITY OF MOLALLA TRANSPORTATION SYSTEM PLAN

VOLUME 1: TRANSPORTATION SYSTEM PLAN

*Adopted September 26, 2018 by Ordinance 2018-14*

## CHAPTER 3: PEDESTRIAN SYSTEM

- ▶ Rapid rectangular flashing beacons (RRFB)
- ▶ Pedestrian Hybrid Beacons (HAWK)
- ▶ Pedestrian countdown heads
- ▶ Leading Pedestrian interval

Many of the treatments listed above can be applied together at one crossing location to further alert drivers of the presence of pedestrians in the roadway. The pedestrian plan includes several projects that involve enhancing pedestrian crossings. See Attachment “A” for a detailed description of enhanced pedestrian crossing treatments.

## SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) programs are intended to encourage children to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution near schools. The Molalla River School District (MRSD) operates one elementary school, one middle school, and one high school in Molalla. The MRSD in partnership with the City of Molalla have developed a SRTS plan for the schools located in Molalla and have identified walking routes as well as critical intersections for crossings. Figure 4 illustrates the SRTS routes and critical intersections for crossing. Several projects are included in the pedestrian plan that will improve conditions along the SRTS routes.

## PEDESTRIAN PLAN

Table 3 identifies the pedestrian plan projects for the Molalla TSP update. As shown, the projects are separated into projects on arterials, collectors, and neighborhood streets as well as projects at intersections and in other locations throughout the city. The priorities shown in Table 3 are based on the project evaluation criteria and reflect input from the project team and the general public. The cost estimates are based on average unit costs for roadway improvements. The cost estimates do not include the cost of right-of-way or the cost of filling in the ditches. Right-of-way and ditch costs are included in the motor vehicle plan as applicable. Figure 5 illustrates the location of the pedestrian plan projects.

**Table 3: Pedestrian Plan Improvement Projects**

| Location  |                     | Type                        | Project                                                                                                            | Priority | Cost Estimate |
|-----------|---------------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------|----------|---------------|
| Arterials |                     |                             |                                                                                                                    |          |               |
| P1        | OR 213 <sup>1</sup> | Sidewalks –<br>Fill in gaps | Fill in gaps on both sides of the roadway from the north city limits to OR 211 with sidewalks of appropriate width | High     | \$1,240,000   |
| P2        | OR 213 <sup>1</sup> | Sidewalks –<br>Fill in gaps | Fill in gaps on both sides of the roadway from OR 211 to the south city limits with sidewalks of appropriate width | Medium   | \$870,000     |
| P3        | OR 211 <sup>1</sup> | Sidewalks                   | Install sidewalks on both sides of the roadway from the west city limits to OR 213                                 | High     | \$750,000     |

| Location             |                          | Type                        | Project                                                                                                                            | Priority | Cost Estimate |
|----------------------|--------------------------|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|
| P4                   | OR 211 <sup>1</sup>      | Sidewalks –<br>Fill in gaps | Fill in the gaps on both sides of the roadway from OR 213 to Molalla Avenue with sidewalks of appropriate width                    | High     | \$1,710,000   |
| P5                   | OR 211 <sup>1</sup>      | Sidewalks –<br>Fill in gaps | Install sidewalks on both sides of the roadway from Mathias Road to the east city limits                                           | High     | \$940,000     |
| P6                   | OR 211 <sup>1</sup>      | Lighting                    | Evaluate light levels and install new street lighting as necessary <sup>2</sup>                                                    | Low      | \$450,000     |
| P7                   | N Molalla Avenue         | Sidewalks –<br>Fill in gaps | Fill in gaps on both sides of the roadway from the north city limits to Heintz Street with sidewalks of appropriate width          | High     | \$485,000     |
| P8                   | S Molalla Avenue         | Sidewalks –<br>Fill in gaps | Fill in gaps on both sides of the roadway from 5 <sup>th</sup> Street to the south city limits with sidewalks of appropriate width | Medium   | \$955,000     |
| P9                   | Molalla Avenue           | Lighting                    | Evaluate light levels and install new street lighting as necessary <sup>2</sup>                                                    | Low      | \$450,000     |
| Collectors           |                          |                             |                                                                                                                                    |          |               |
| P10                  | Toliver Road             | Sidewalks –<br>Fill in gaps | Fill in gaps on both sides of the roadway from the west city limits to OR 213 with sidewalks of appropriate width                  | Medium   | \$575,000     |
| P11                  | Toliver Road             | Sidewalks –<br>Fill in gaps | Fill in gaps on both sides of the roadway from OR 213 to Molalla Avenue with sidewalks of appropriate width                        | High     | \$1,730,000   |
| P12                  | Shirley Street           | Sidewalks –<br>Fill in gaps | Fill in gaps on both sides of the roadway from N Molalla Avenue to OR 211 with sidewalks of appropriate width                      | Medium   | \$1,240,000   |
| P13                  | Ridings Avenue           | Sidewalks –<br>Fill in gaps | Fill in gaps on both sides of the roadway from Toliver Road to OR 211 with sidewalks of appropriate width                          | Medium   | \$795,000     |
| P14                  | Leroy Avenue             | Sidewalks –<br>Fill in gaps | Fill in gaps on the east side of the roadway from Toliver Road to West Lane with sidewalks of appropriate width                    | Medium   | \$295,000     |
| P15                  | E 5 <sup>th</sup> Street | Sidewalks                   | Install sidewalks on both sides of the roadway from Stowers Road to Mathias Road                                                   | Medium   | \$330,000     |
| P16                  | Cole Avenue              | Sidewalks –<br>Fill in gaps | Fill in gaps on both sides of the roadway from Frances Street to OR 211 with sidewalks of appropriate width                        | Medium   | \$270,000     |
| P17                  | Mathias Road             | Sidewalks                   | Install sidewalks on both sides of the roadway from OR 211 to the south city limits                                                | Medium   | \$1,405,000   |
| P18                  | Frances Street           | Sidewalks –<br>Fill in gaps | Fill in gaps on the south side of the roadway from N Molalla Avenue to Christopher Street with sidewalks of appropriate width      | Medium   | \$350,000     |
| Neighborhood Streets |                          |                             |                                                                                                                                    |          |               |

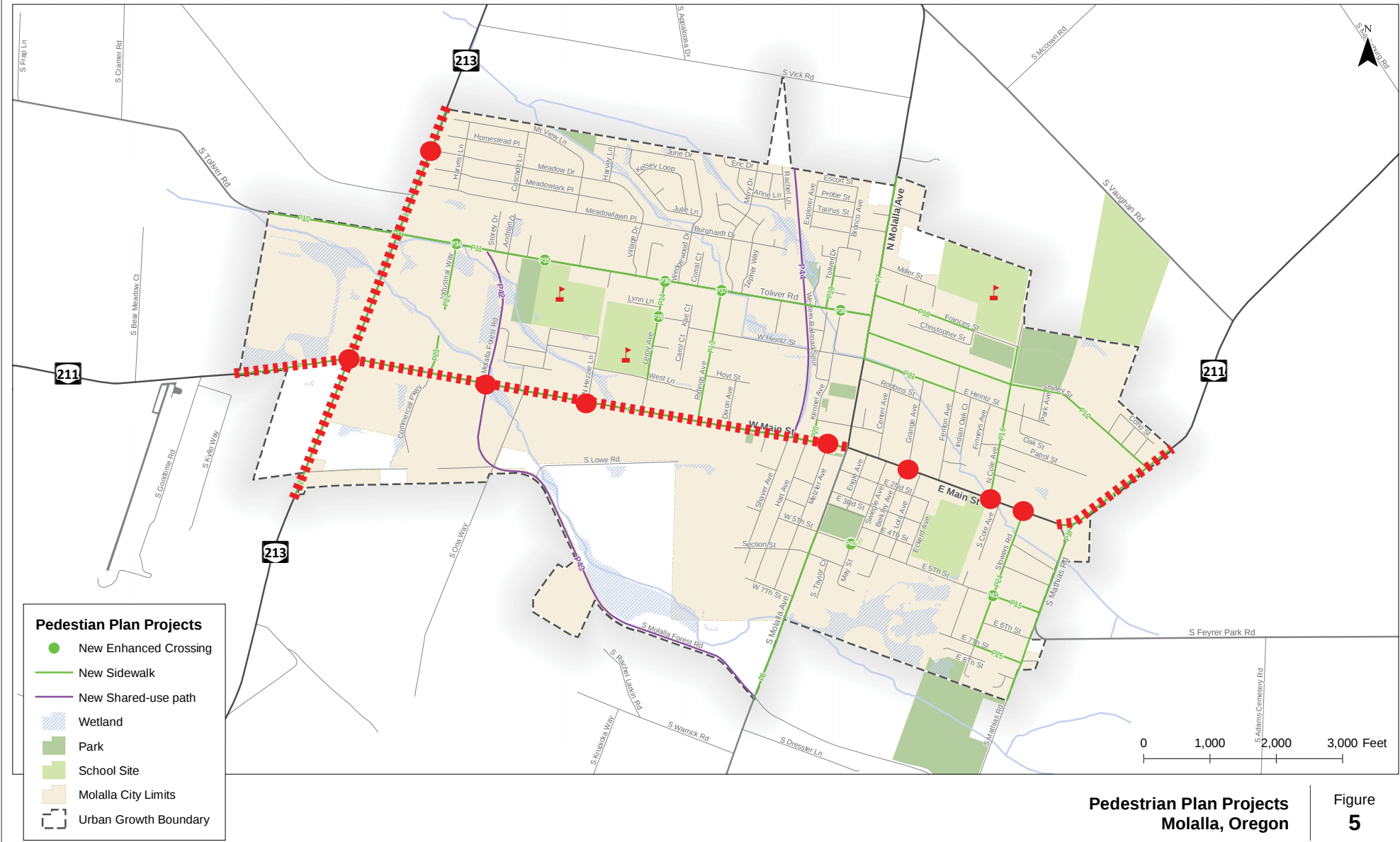
| Location      |                                                           | Type                     | Project                                                                                                                                                                        | Priority | Cost Estimate |
|---------------|-----------------------------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|
| P19           | Toliver Drive                                             | Sidewalks – Fill in gaps | Fill in gaps on both sides of the roadway from north of Berwick Court to Toliver Road with sidewalks of appropriate width                                                      | Low      | \$280,000     |
| P20           | Kennel Avenue                                             | Sidewalks – Fill in gaps | Fill in gaps on both sides of the roadway from Ross Street to OR 211 with sidewalks of appropriate width                                                                       | Medium   | \$130,000     |
| P21           | E Heintz Street                                           | Sidewalks – Fill in gaps | Fill in gaps on both sides of the roadway from N Molalla Avenue to Fenton Avenue with sidewalks of appropriate width                                                           | Medium   | \$385,000     |
| P22           | Industrial Way                                            | Sidewalks – Fill in gaps | Fill in gaps on the east side of the roadway from Toliver Road to the southern roadway terminus with sidewalks of appropriate width                                            | Medium   | \$110,000     |
| P23           | Industrial Way                                            | Sidewalks – Fill in gaps | Fill in gaps on both sides of the roadway from the northern roadway terminus to OR 211 with sidewalks of appropriate width                                                     | Medium   | \$170,000     |
| P24           | Stowers Road                                              | Sidewalks – Fill in gaps | Fill in gaps on both sides of the roadway from OR 211 to E 7 <sup>th</sup> Street with sidewalks of appropriate width                                                          | Medium   | \$470,000     |
| P25           | E 7 <sup>th</sup> Street                                  | Sidewalks                | Install sidewalks on both sides of the roadway from Stowers Road to Mathias Road                                                                                               | Low      | \$335,000     |
| Intersections |                                                           |                          |                                                                                                                                                                                |          |               |
| P26           | OR 213/<br>Meadow Drive <sup>1</sup>                      | Enhanced crossing        | Install an enhanced pedestrian crossing at the OR 213/Meadow Drive intersection to increase access to transit stop on west side of OR 213 <sup>3</sup>                         | Medium   | \$150,000     |
| P27           | OR 213/<br>Toliver Road <sup>1</sup>                      | Enhanced crossing        | Install an enhanced pedestrian crossing at the OR 213/Toliver Road intersection <sup>3</sup>                                                                                   | Medium   | \$150,000     |
| P28           | OR 211/<br>Hezzie Lane <sup>1</sup>                       | Enhanced crossing        | Install an enhanced pedestrian crossing at the OR 211/Hezzie Lane intersection <sup>3</sup>                                                                                    | High     | \$150,000     |
| P29           | OR 211/Molalla<br>Forest Road <sup>1</sup>                | Enhanced crossing        | Install an enhanced pedestrian crossing at the OR 211/Molalla Forest Road intersection <sup>3</sup>                                                                            | High     | \$150,000     |
| P30           | OR 211/<br>Grange Ave/<br>Berkeley<br>Avenue <sup>1</sup> | Enhanced crossing        | Install an enhanced pedestrian crossing at the OR 211/Grange Avenue/Berkeley Avenue intersection <sup>3</sup>                                                                  | Medium   | \$150,000     |
| P31           | OR 211/<br>N Cole Avenue <sup>1</sup>                     | Enhanced crossing        | Install an enhanced pedestrian crossing at the OR 211/Cole Avenue intersection <sup>3</sup>                                                                                    | High     | \$150,000     |
| P32           | OR 211/<br>Stowers Road <sup>1</sup>                      | Enhanced crossing        | Install an enhanced pedestrian crossing at the OR 211/Stowers Road intersection <sup>3</sup>                                                                                   | Medium   | \$150,000     |
| P33           | OR 211/<br>Metzler Street <sup>1</sup>                    | Enhanced crossing        | Install curb extensions with American's with Disabilities Act (ADA) accessible curb ramps with tactile warning strips on the north and south sides of the roadway <sup>3</sup> | Medium   | \$150,000     |
| P34           | Toliver Road/<br>Industrial Way                           | Enhanced crossing        | Install an enhanced pedestrian crossing at the Toliver Road/Industrial Way intersection <sup>3</sup>                                                                           | Medium   | \$50,000      |

| Location                       |                                           | Type              | Project                                                                                                                   | Priority | Cost Estimate    |
|--------------------------------|-------------------------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------------|----------|------------------|
| P35                            | Toliver Road/<br>Zimmerman Lane           | Enhanced crossing | Install an enhanced pedestrian crossing at the Toliver Road/Zimmerman Lane intersection <sup>3</sup>                      | Low      | \$50,000         |
| P36                            | Toliver Road/<br>Leroy Avenue             | Enhanced crossing | Install an enhanced pedestrian crossing at the Toliver Road/Leroy Avenue intersection <sup>3</sup>                        | Medium   | \$50,000         |
| P37                            | Toliver Road/<br>Ridings Avenue           | Enhanced crossing | Install an enhanced pedestrian crossing at the Toliver Road/Ridings Avenue intersection <sup>3</sup>                      | Medium   | \$50,000         |
| P38                            | Toliver Road/<br>Kennel Avenue            | Enhanced crossing | Install and enhanced pedestrian crossing at the Toliver Road/Kennel Avenue intersection <sup>3</sup>                      | Medium   | \$50,000         |
| P39                            | Leroy Avenue/<br>Heintz Street            | Enhanced crossing | Install an enhanced pedestrian crossing at the Leroy Avenue/Heintz Street intersection <sup>3</sup>                       | Low      | \$50,000         |
| P40                            | E 5 <sup>th</sup> Street/<br>May Street   | Enhanced crossing | Install an enhanced pedestrian crossing at the E 5 <sup>th</sup> Street/May Street intersection <sup>3</sup>              | Low      | \$50,000         |
| P41                            | E 5 <sup>th</sup> Street/<br>Stowers Road | Enhanced crossing | Install an enhanced pedestrian crossing at the E 5 <sup>th</sup> Street/Stowers Road intersection <sup>3</sup>            | Low      | \$50,000         |
| Off-street Improvements        |                                           |                   |                                                                                                                           |          |                  |
| P42                            | Molalla Forest Road                       | Shared-use Path   | Install a shared-use path along the former Molalla Forest Road right-of-way from Toliver Road to OR 211                   | Medium   | \$720,000        |
| P43                            | Molalla Forest Road                       | Shared-use Path   | Install a shared-use path along Molalla Forest Road from OR 211 to Mathias Road                                           | Low      | \$0 <sup>4</sup> |
| P44                            | Molalla Western Railway Spur              | Shared-use Path   | Install a shared-use path along the former Molalla Western Railway Spur right-of-way from the north city limits to OR 211 | Low      | \$1,965,000      |
| TOTAL High Priority Costs      |                                           |                   |                                                                                                                           |          | \$7,305,000      |
| TOTAL Medium Priority Costs    |                                           |                   |                                                                                                                           |          | \$10,020,000     |
| TOTAL Low Priority Costs       |                                           |                   |                                                                                                                           |          | \$3,680,000      |
| TOTAL Program Costs (22 years) |                                           |                   |                                                                                                                           |          | \$21,005,000     |

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. Street lighting will require an intergovernmental agreement (IGA) with the City for maintenance.
3. The types of enhanced crossing treatments are to be determined at the design/implementation stage.
4. Project cost included in Motor Vehicle Plan.

Other potential pedestrian projects include:

- ▶ Support Clackamas County's efforts to implement the Active Transportation Plan.
- ▶ Support MRSD and Clackamas County's efforts to implement the SRTS program.
- ▶ Identify opportunities to establish additional multi-use paths and trails that augment and support the pedestrian system.



## CHAPTER 4: BICYCLE SYSTEM

## BICYCLE PLAN

Table 4 identifies the bicycle plan projects for the Molalla TSP update. As shown, the projects are separated into projects on arterials, collectors, neighborhood streets, and local streets as well as projects at intersections and in other locations throughout the city. The priorities shown in Table 4 are based on the project evaluation criteria and reflect input from the project team and the general public. The cost estimates are based on average unit costs for roadway improvements. The cost estimates do not include the cost of right-of-way or the cost of filling in the ditches. These costs are included in the motor vehicle plan as applicable. Figure 6 illustrates the location of the bicycle plan projects.

**Table 4: Bicycle Plan Improvement Projects**

| Location  |                     | Type               | Project                                                                                                                                    | Priority | Cost Estimate    |
|-----------|---------------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------|
| Arterials |                     |                    |                                                                                                                                            |          |                  |
| B1        | OR 213 <sup>1</sup> | Buffered Bike Lane | Install buffered bike lanes on both sides of the roadway from the north city limits to OR 211                                              | Medium   | \$0 <sup>3</sup> |
| B2        | OR 213 <sup>1</sup> | Buffered Bike Lane | Install buffered bike lanes on both sides of the roadway from OR 211 to the south city limits                                              | Low      | \$0 <sup>3</sup> |
| B3        | OR 211 <sup>1</sup> | Buffered Bike Lane | Install buffered bike lanes on both sides of the roadway from the west city limits to OR 213                                               | Low      | \$0 <sup>3</sup> |
| B4        | OR 211 <sup>1</sup> | Buffered Bike Lane | Install buffered bike lanes on both sides of the roadway from OR 213 to Shaver Avenue                                                      | Medium   | \$0 <sup>3</sup> |
| B5        | OR 211 <sup>1</sup> | Shared-lane        | Install priority shared-lane pavement markings (super sharrows) and signs on both sides of the roadway from Shaver Avenue to Fenton Avenue | High     | \$15,000         |
| B6        | OR 211 <sup>1</sup> | Buffered Bike Lane | Install buffered bike lanes on both sides of the roadway from Fenton Avenue to Mathias Road (Striping only)                                | High     | \$5,000          |
| B7        | OR 211              | Buffered Bike Lane | Install buffered bike lanes on both sides of the roadway from Mathias Road to the east city limits                                         | High     | \$0 <sup>3</sup> |
| B8        | N Molalla Avenue    | Bike Lane          | Install bike lanes on both sides of the roadway from the north city limits to Heintz Street                                                | Low      | \$855,000        |
| B9        | N Molalla Avenue    | Shared-lane        | Install shared-lane pavement marking (sharrows) and signs on both sides of the roadway from Heintz Street to OR 211                        | Low      | \$20,000         |
| B10       | S Molalla Avenue    | Shared-lane        | Install shared-lane pavement marking (sharrows) and signs on both sides of the roadway from OR 211 to 5 <sup>th</sup> Street               | Low      | \$10,000         |

| Location             |                          | Type        | Project                                                                                                                                                  | Priority | Cost Estimate    |
|----------------------|--------------------------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------|
| B11                  | S Molalla Avenue         | Bike Lane   | Install bike lanes on both sides of the roadway from the 5 <sup>th</sup> Street to the south city limits                                                 | Medium   | \$520,000        |
| Collectors           |                          |             |                                                                                                                                                          |          |                  |
| B12                  | Toliver Road             | Bike Lane   | Install bike lanes on both sides of the roadway from the west city limits to OR 213                                                                      | High     | \$815,000        |
| B13                  | Toliver Road             | Bike Lane   | Install bike lanes on both sides of the roadway from OR 213 to Zimmerman Lane                                                                            | High     | \$930,000        |
| B14                  | Shirley Street           | Bike Lane   | Install bike lanes on both sides of the roadway from N Molalla Avenue to OR 211                                                                          | Medium   | \$0 <sup>3</sup> |
| B15                  | Mathias Road             | Bike Lane   | Install bike lanes on both sides of the roadway from OR 211 to the south city limits                                                                     | Low      | 0 <sup>3</sup>   |
| B16                  | Leroy Avenue             | Bike Lane   | Install bike lanes on both sides of the roadway from Toliver Road to OR 211                                                                              | Medium   | \$0 <sup>3</sup> |
| B17                  | E 5 <sup>th</sup> Street | Bike Lane   | Install bike lanes on the south side of the roadway from May Street to Eckerd Avenue and on both sides from Stowers Road to Mathias Road (Striping only) | Medium   | \$5,000          |
| B18                  | W 5 <sup>th</sup> Street | Bike Lane   | Install bike lanes on both sides of the roadway from Hart Street to S Molalla Avenue (Striping only)                                                     | Medium   | \$5,000          |
| B19                  | Ridings Avenue           | Shared-lane | Install shared-lane pavement markings (sharrows) and signs on both sides of the roadway from Toliver Road to OR 211                                      | Low      | \$15,000         |
| B20                  | Cole Avenue              | Shared-lane | Install shared-lane pavement markings (sharrows) and signs on both sides of the roadway from Frances Street to OR 211                                    | Low      | \$20,000         |
| B21                  | Frances Street           | Shared-lane | Install shared-lane pavement markings (sharrows) and signs on both sides of the roadway from N Molalla Avenue to Cole Avenue                             | Low      | \$15,000         |
| Neighborhood Streets |                          |             |                                                                                                                                                          |          |                  |
| B22                  | Meadow Drive             | Shared lane | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from OR 213 to Meadowlawn Place                                  | Low      | \$25,000         |
| B23                  | Village Drive            | Shared lane | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Meadowlawn Place to Toliver Road                            | Low      | \$10,000         |
| B24                  | Thunderbird Street       | Shared lane | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from N Molalla Avenue to Bronco Avenue                           | Low      | \$10,000         |

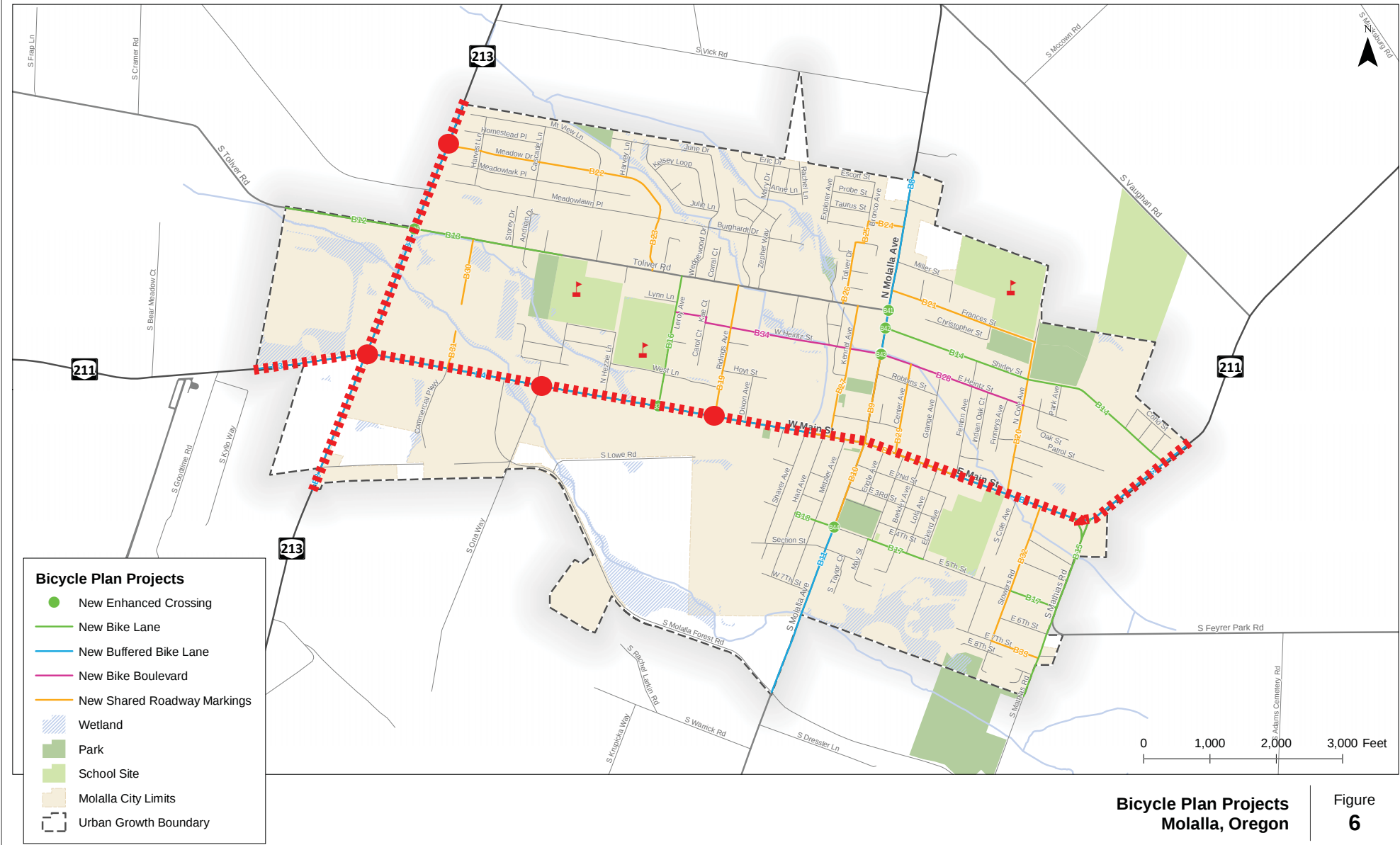
| Location      |                                      | Type                              | Project                                                                                                                                                               | Priority | Cost Estimate |
|---------------|--------------------------------------|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|
| B25           | Bronco Avenue                        | Shared lane                       | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Thunderbird Street to Toliver Drive                                      | Low      | \$5,000       |
| B26           | Toliver Drive                        | Shared lane                       | Install shared lane pavement markings (sharrows) and sign on both sides of the roadway from Bronco Avenue to Toliver Road                                             | Low      | \$10,000      |
| B27           | Kennel Avenue                        | Shared lane                       | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Toliver Road to OR 211                                                   | Low      | \$15,000      |
| B28           | Heintz Street                        | Bicycle Boulevard/<br>Shared lane | Install bicycle boulevard treatments, including shared lane pavement markings (sharrows) and signs on both sides of the roadway from N Molalla Avenue to Cole Avenue  | Medium   | \$15,000      |
| B29           | Center Avenue                        | Shared lane                       | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Heintz Street to OR 211                                                  | Low      | \$10,000      |
| B30           | Industrial Way                       | Shared lane                       | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Toliver Road to the southern roadway terminus                            | Low      | \$5,000       |
| B31           | Industrial Way                       | Shared lane                       | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from the northern roadway terminus to OR 211                                  | Low      | \$5,000       |
| B32           | Stowers Road                         | Shared lane                       | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from OR 211 to E 7 <sup>th</sup> Street                                       | Low      | \$15,000      |
| B33           | E 7 <sup>th</sup> Street             | Shared lane                       | Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Stowers Road to Mathias Road                                             | Low      | \$5,000       |
| Local Streets |                                      |                                   |                                                                                                                                                                       |          |               |
| B34           | Heintz Street                        | Bicycle Boulevard/<br>Share lane  | Install bicycle boulevard treatments, including shared lane pavement markings (sharrows) and signs on both sides of the roadway from Leroy Avenue to N Molalla Avenue | Medium   | \$25,000      |
| Intersections |                                      |                                   |                                                                                                                                                                       |          |               |
| B35           | OR 213/<br>Meadow Drive <sup>1</sup> | Enhanced Crossing                 | Install an enhanced bicycle crossing at the OR 213/Meadow Drive Intersection <sup>2</sup>                                                                             | High     | \$20,000      |
| B36           | OR 213/<br>Toliver Road <sup>1</sup> | Enhanced crossing                 | Install an enhanced bicycle crossing at the OR 213/Toliver Road intersection <sup>2</sup>                                                                             | High     | \$20,000      |
| B37           | OR 213/<br>OR 211 <sup>1</sup>       | Enhanced crossing                 | Install skip striping along OR 213 and OR 211 through the intersection <sup>2</sup>                                                                                   | High     | \$20,000      |

| Location                       |                                                | Type                 | Project                                                                                                                             | Priority | Cost Estimate |
|--------------------------------|------------------------------------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|
| B38                            | OR 211/<br>Ona Way <sup>1</sup>                | Enhanced<br>Crossing | Install skip striping along OR 211 and consider other enhanced crossing treatments when signalized <sup>2</sup>                     | High     | \$20,000      |
| B39                            | OR 211/<br>Leroy Avenue <sup>1</sup>           | Enhanced<br>crossing | Install skip striping along OR 211 and consider other enhanced crossing treatments when signalized <sup>2</sup>                     | High     | \$20,000      |
| B40                            | OR 211/<br>Ridings<br>Avenue <sup>1</sup>      | Enhanced<br>crossing | Install skip striping along OR 211 and consider other enhanced crossing treatments when signalized <sup>2</sup>                     | Medium   | \$20,000      |
| B41                            | N Molalla<br>Avenue/<br>Toliver Road           | Enhanced<br>Crossing | Install an enhanced bicycle crossing at the N Molalla Avenue/Toliver Road intersection – coordinate with project B41 <sup>2</sup>   | Medium   | \$15,000      |
| B42                            | N Molalla<br>Avenue/<br>Shirley Street         | Enhanced<br>Crossing | Install an enhanced bicycle crossing at the N Molalla Avenue/Shirley Street intersection – coordinate with project B40 <sup>2</sup> | Medium   | \$15,000      |
| B43                            | N Molalla<br>Avenue/<br>Heintz Street          | Enhanced<br>Crossing | Install an enhanced bicycle crossing at the N Molalla Avenue/Heintz Street intersection <sup>2</sup>                                | Medium   | \$15,000      |
| B44                            | S Molalla<br>Avenue/<br>5 <sup>th</sup> Street | Enhanced<br>Crossing | Install an enhanced bicycle crossing at the S Molalla Avenue/5 <sup>th</sup> Street intersection <sup>2</sup>                       | Medium   | \$15,000      |
| TOTAL High Priority Costs      |                                                |                      |                                                                                                                                     |          | \$1,865,000   |
| TOTAL Medium Priority Costs    |                                                |                      |                                                                                                                                     |          | \$650,000     |
| TOTAL Low Priority Costs       |                                                |                      |                                                                                                                                     |          | \$1,050,000   |
| TOTAL Program Costs (22 years) |                                                |                      |                                                                                                                                     |          | \$3,565,000   |

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. The types of enhanced crossing treatments are to be determined at the design/implementation stage.
3. Project cost included in Motor Vehicle Plan.

Other potential bicycle projects include:

- Support Clackamas County's efforts to implement the Active Transportation Plan.
- Support Clackamas County and Molalla River School District's efforts to implement the Safe Routes to School (SRTS) program.
- Identify opportunities to establish additional multi-use paths and trails that augment and support the bicycle system.



## CHAPTER 7: MOTOR VEHICLE SYSTEM

The cost estimates include the cost of right-of-way and the cost of filling in the ditches as appropriate. Figure 10 illustrates the location of the motor vehicle plan projects.

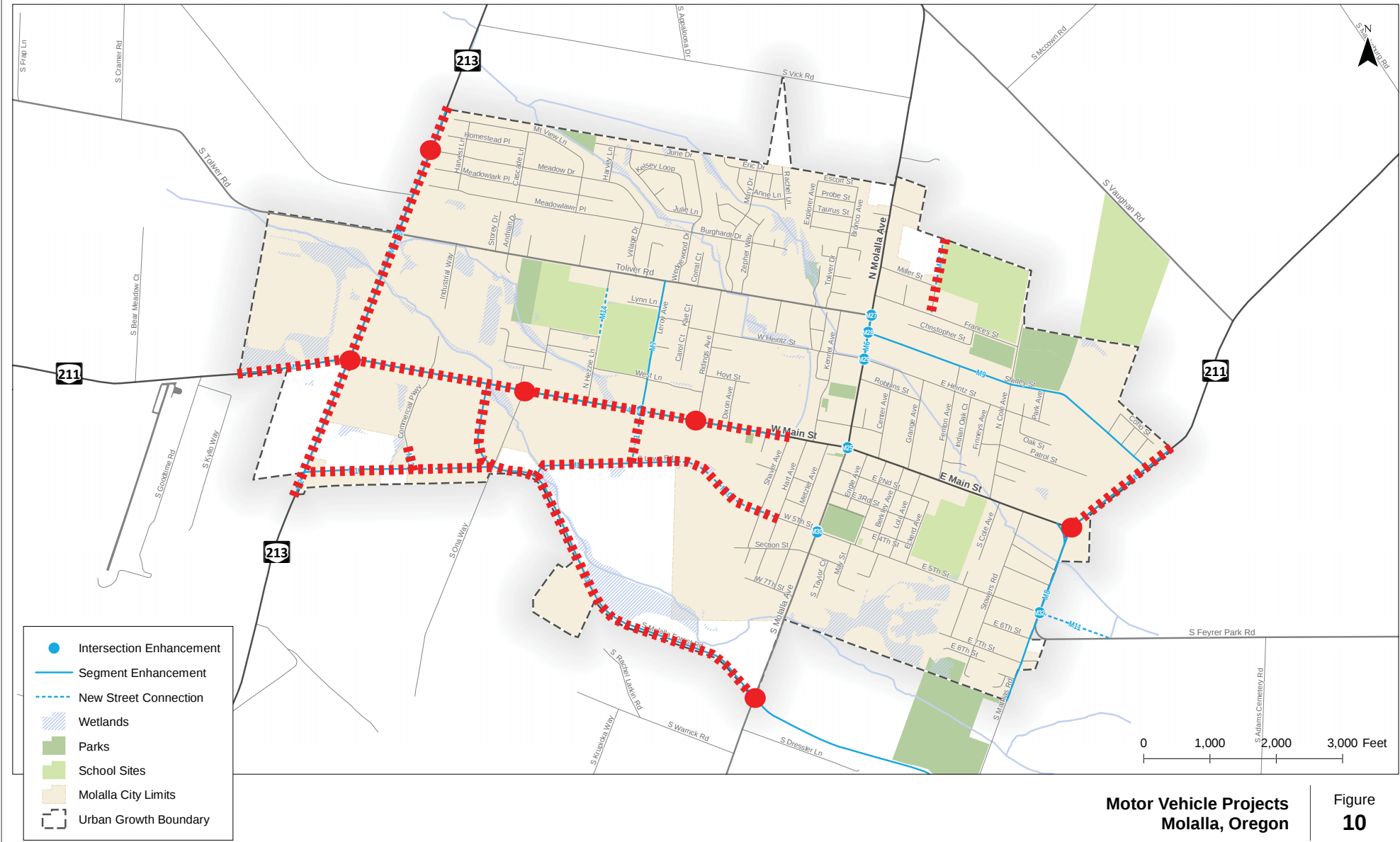
**Table 22: Motor Vehicle Plan Projects**

| Project Number | Location                 | Description                                                                                                       | Priority | Cost Estimate |
|----------------|--------------------------|-------------------------------------------------------------------------------------------------------------------|----------|---------------|
| M1             | OR 213 <sup>1</sup>      | Widen OR 213 from the north city limits to OR 211 to provide a continuous 3-lane cross section                    | Medium   | \$8,825,000   |
| M2             | OR 213 <sup>1</sup>      | Widen OR 213 from OR 211 to the south city limits to provide a continuous 3-lane cross section                    | Low      | \$4,335,000   |
| M3             | OR 211 <sup>1</sup>      | Widen OR 211 from the west city limits to OR 213 to provide a continuous 3-lane cross section                     | Low      | \$1,365,000   |
| M4             | OR 211 <sup>1</sup>      | Widen OR 211 from OR 213 to Shaver Avenue to provide a continuous 3-lane cross section                            | Medium   | \$14,505,000  |
| M5             | OR 211 <sup>1</sup>      | Widen OR 211 from Matias Road to the east city limits to provide a continuous 3-lane cross section                | Medium   | \$2,580,000   |
| M6             | N Molalla Avenue         | Widen N Molalla Avenue from Toliver Road to Shirley Street to provide a continuous 3-lane cross section           | Low      | \$175,000     |
| M7             | Leroy Avenue             | Widen Leroy Avenue from Toliver Road to OR 211 to provide a continuous 2-lane cross section per City standards    | Low      | \$580,000     |
| M8             | Mathias Road             | Widen Mathias Road from OR 211 to the south city limits to provide a continuous 3-lane cross section              | Low      | \$1,065,000   |
| M9             | Shirley Street           | Widen Shirley Street from N Molalla Avenue OR 211 to provide a continuous 2-lane cross section per City standards | Low      | \$1,345,000   |
| M10            | W 5 <sup>th</sup> Street | Construct W 5 <sup>th</sup> Street from Lowe Road terminus to Hart Avenue                                         | High     | \$2,845,000   |
| M11            | E 5 <sup>th</sup> Street | Construct E 5 <sup>th</sup> Street from Mathias Road to Feyrer Park Road                                          | Low      | \$1,675,000   |
| M12            | Affolter Avenue          | Construct Affolter Avenue from southern terminus to Frances Street and from Miller Street to north city limits    | Low      | \$1,130,000   |
| M13            | Commercial Way           | Construct Commercial Way from the roadway terminus to Lowe Road (west)                                            | Low      | \$365,000     |
| M14            | Hezzie Lane              | Construct Hezzie Lane from the southern roadway terminus to the northern roadway terminus                         | Low      | \$1,180,000   |
| M15            | Leroy Avenue             | Construct Leroy Avenue from OR 211 to Lowe Road (east)                                                            | Low      | \$1,170,000   |
| M16            | Lowe Road (west)         | Reconstruct and widen Lowe Road from OR 213 to Molalla Forest Road to City standards                              | Low      | \$4,170,000   |
| M17            | Lowe Road (east)         | Reconstruct and widen Lowe Road from Molalla Forest Road to roadway terminus                                      | Low      | \$3,265,000   |

|               |                                        |                                                                                                                                                                                                                                                                                                                                           |        |                  |
|---------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------------------|
| M18           | Molalla Forest Road                    | Reconstruct and widen Molalla Forest Road as a concrete street from OR 211 to Mathias Road to provide a continuous 3-lane cross section                                                                                                                                                                                                   | Low    | \$10,740,000     |
| Intersections |                                        |                                                                                                                                                                                                                                                                                                                                           |        |                  |
| M19           | OR 213/<br>Meadow Road <sup>1</sup>    | Reconfigure the intersection to provide a center two-way left-turn lane along OR 213 – coordinate with Project M <sup>1</sup>                                                                                                                                                                                                             | Medium | \$0              |
| M20-1         | OR 213/<br>Toliver Road <sup>1</sup>   | Widen OR 213 to provide a separate left-turn lane at the northbound and southbound approaches and install a traffic signal with protected or protected-permitted phasing when warranted – Coordinate with Project M1, the signal should be designed to accommodate potential for separate left-turn lanes along Toliver Road <sup>2</sup> | High   | \$1,000,000      |
| M20-2         | OR 213/<br>Toliver Road <sup>1</sup>   | Widen Toliver Road to provide separate left-turn lanes at the eastbound and westbound approaches and modify the traffic signal to provide permitted phasing <sup>2</sup>                                                                                                                                                                  | Low    | \$850,000        |
| M21           | OR 213/<br>OR 211 <sup>1</sup>         | Install a separate right-turn lane at the southbound approach if/when adjacent property redevelops <sup>2</sup>                                                                                                                                                                                                                           | Low    | \$150,000        |
| M22           | OR 211/Ona Way <sup>1</sup>            | Widen OR 211 to provide a westbound left-turn lane and install a traffic signal when warranted – Coordinate with Project M4 <sup>2</sup>                                                                                                                                                                                                  | Low    | \$1,000,000      |
| M23           | OR 211/<br>Leroy Avenue <sup>1</sup>   | Widen OR 211 to provide an eastbound left-turn lane and install a traffic signal when warranted – Coordinate with Project M4 <sup>2</sup>                                                                                                                                                                                                 | Low    | \$1,000,000      |
| M24           | OR 211/<br>Ridings Avenue <sup>1</sup> | Widen OR 211 to provide an eastbound left-turn lane – Coordinate with Project M4                                                                                                                                                                                                                                                          | Low    | \$0 <sup>3</sup> |
| M25           | OR 211/<br>Molalla Avenue <sup>1</sup> | Install separate left-turn lanes at the eastbound and westbound approaches and a traffic signal with protected or protected-permitted phasing when warranted <sup>2</sup>                                                                                                                                                                 | High   | \$750,000        |
| M26           | OR 211/<br>Mathias Road <sup>1</sup>   | Install a roundabout when warranted <sup>2</sup>                                                                                                                                                                                                                                                                                          | Low    | \$2,500,000      |
| M27           | N Molalla Avenue/<br>Toliver Road      | Widen N Molalla Avenue to provide a center two-way left-turn lane along N Molalla Avenue and install an eastbound right-turn lane when warranted – coordinate with Project M5                                                                                                                                                             | Low    | \$150,000        |
| M28           | N Molalla Avenue/<br>Shirley Street    | Widen N Molalla Avenue to provide a center two-way left-turn lane along N Molalla Avenue and install a westbound right-turn lane when warranted – coordinate with Project M5                                                                                                                                                              | Low    | \$150,000        |
| M29           | N Molalla Avenue/<br>Heintz Street     | Widen N Molalla Avenue to provide a center two-way left-turn lane along N Molalla Avenue and reconfigure the intersection as an all-way stop                                                                                                                                                                                              | High   | \$40,000         |

|                                |                                               |                                                                                                                                              |      |              |
|--------------------------------|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|------|--------------|
| M30                            | S Molalla Avenue/<br>E 5 <sup>th</sup> Street | Widen S Molalla Avenue to provide a center two-way left-turn lane along S Molalla Avenue and reconfigure the intersection as an all-way stop | High | \$40,000     |
| M31                            | S Molalla Avenue/<br>Molalla Forest Road      | Install a roundabout when warranted                                                                                                          | Low  | \$2,500,000  |
| M32                            | Feyrer Park Road/<br>Mathias Road             | Install a roundabout when warranted                                                                                                          | Low  | \$2,500,000  |
| TOTAL High Priority Costs      |                                               |                                                                                                                                              |      | \$4,675,000  |
| TOTAL Medium Priority Costs    |                                               |                                                                                                                                              |      | \$25,910,000 |
| TOTAL Low Priority Costs       |                                               |                                                                                                                                              |      | \$43,360,000 |
| TOTAL Program Costs (22 years) |                                               |                                                                                                                                              |      | \$73,945,000 |

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. Future evaluation may be required to determine the appropriate form of traffic control at this location.
3. Project cost included in Motor Vehicle Plan.



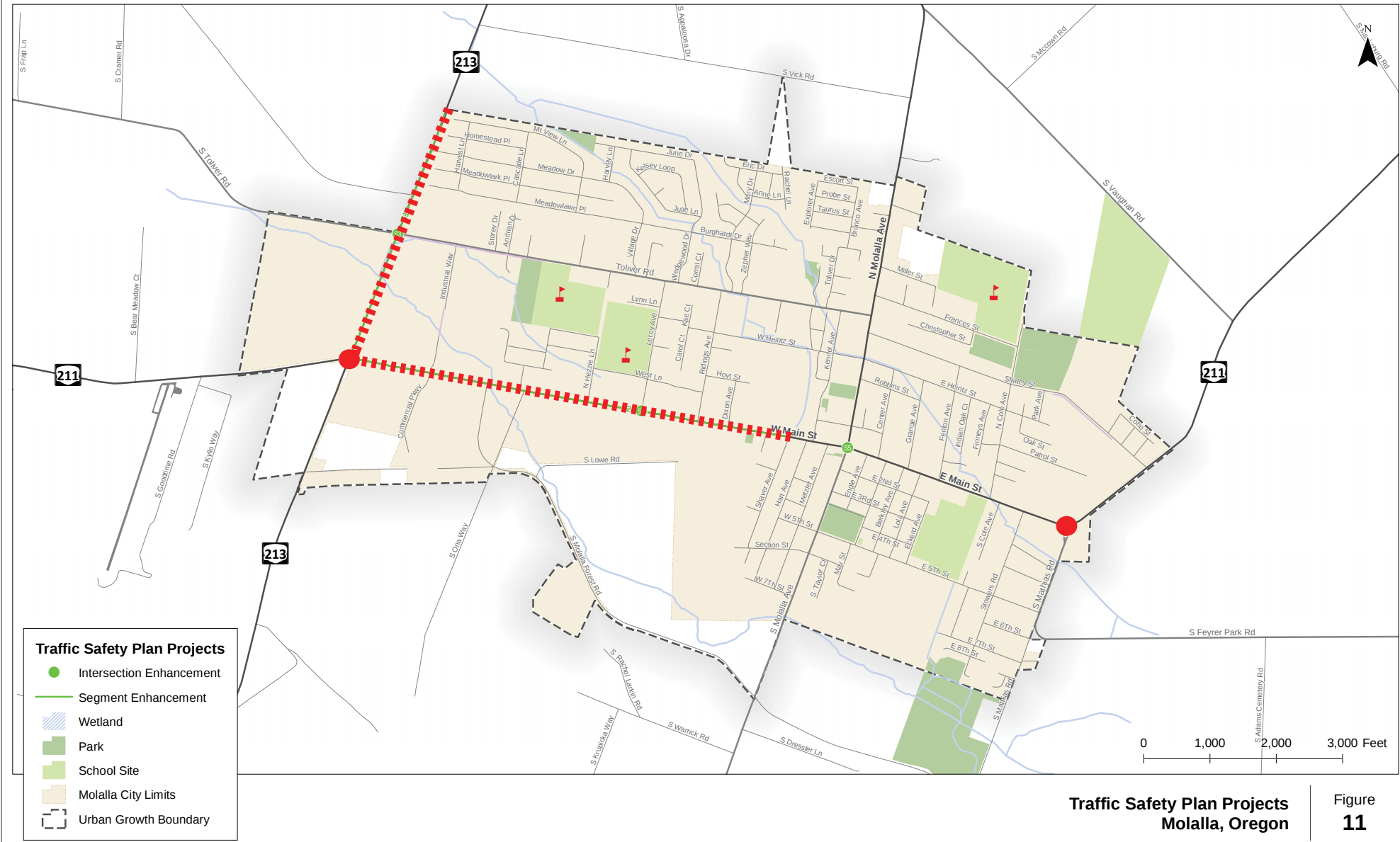
## TRAFFIC SAFETY PLAN

Traffic safety has a significant impact on how people use the transportation system within Molalla, particularly in areas where real or perceived safety risks may prevent people from using more active travel modes, such as walking, biking, and taking transit. The traffic safety solutions identified in TSP update process are largely focused on hotspot issues that occur along roadways and at intersections throughout the City. While projects that address systemic issues have not been identified for the TSP update, ODOT's All Roads Transportation Safety (ARTS) program has developed guidance on how to address various systemic issues, including roadway departures, intersection crashes, and pedestrian and bicycle-related crashes (See <https://www.oregon.gov/ODOT/Engineering/Pages/ARTS.aspx>). Table 23 identifies the traffic safety projects for the TSP update. Additional safety projects and improvements are identified as part of the pedestrian, bicycle, transit, and motor vehicle plans later in this memo. Figure 11 illustrates the traffic safety plan projects.

**Table 23: Traffic Safety Plan Projects**

| Project Number                 | Location                               | Description                                                                                                                                                                                                                                                              | Priority | Cost Estimate    |
|--------------------------------|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------|
| S1                             | OR 213 <sup>1</sup>                    | Widen OR 213 from north city limits to OR 211 to include a center turn-lane, bike lanes, and sidewalks – Coordinate with Project M1                                                                                                                                      | Medium   | 0 <sup>3</sup>   |
| S2                             | OR 211 <sup>1</sup>                    | Widen OR 211 from OR 213 to Shaver Avenue to include a center turn-lane, bike lanes, and sidewalks – Coordinate with Project M4                                                                                                                                          | Medium   | 0 <sup>3</sup>   |
| S3                             | OR 213/<br>Toliver Road <sup>1</sup>   | Widen OR 213 to provide separate left-turn lanes at the north and southbound approaches and install a traffic signal with protected or protected-permitted phasing at the northbound and southbound approaches when warranted – Coordinate with Project M20 <sup>2</sup> | High     | 0 <sup>3</sup>   |
| S4                             | OR 213/<br>OR 211 <sup>1</sup>         | Install flashing beacons on the advanced warning signs at all approaches and improve the signal hardware (i.e. lenses, reflective back plates, size, and number) to improve the visibility of the signal heads                                                           | High     | \$25,000         |
| S5                             | OR 211/<br>Molalla Avenue <sup>1</sup> | Install separate left-turn lanes at the eastbound and westbound approaches and a traffic signal with protected or protected-permitted phasing when warranted – Coordinate with Project M25 <sup>2</sup>                                                                  | High     | 0 <sup>3</sup>   |
| S6                             | OR 211/<br>Leroy Avenue <sup>1</sup>   | Widen OR 211 to provide a separate left-turn lane at the eastbound approach and install a traffic signal with protected or protected-permitted phasing at the eastbound approach when warranted – Coordinate with Project M23 <sup>2</sup>                               | Low      | 0 <sup>3</sup>   |
| S7                             | OR 211/<br>Mathias Road <sup>1</sup>   | Install a single lane roundabout <sup>2</sup>                                                                                                                                                                                                                            | Low      | \$0 <sup>3</sup> |
| S8                             | City-wide <sup>1</sup>                 | Evaluate bicycle and pedestrian safety along OR 213, OR 211, Toliver Road, Molalla Avenue, and other key corridors to identify appropriate counter measures                                                                                                              | Low      | \$50,000         |
| TOTAL High Priority Costs      |                                        |                                                                                                                                                                                                                                                                          |          | \$25,000         |
| TOTAL Low Priority Costs       |                                        |                                                                                                                                                                                                                                                                          |          | \$50,000         |
| TOTAL Program Costs (22 years) |                                        |                                                                                                                                                                                                                                                                          |          | \$75,000         |

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. Future evaluation may be required to determine the appropriate form of traffic control at this location.
3. Project cost included in Motor Vehicle Plan.



## CHAPTER 9: FUNDING, IMPLEMENTATION, AND MONITORING

**Table 26: Planned Transportation System Cost Summary**

| Project Type                         | High Priority       | Medium Priority     | Low Priority        | Total               |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|
| <b>Planned Transportation System</b> |                     |                     |                     |                     |
| TSM <sup>1</sup>                     | \$25,000            | \$25,000            | \$60,000            | <b>\$110,000</b>    |
| TDM <sup>1</sup>                     | \$50,000            | \$100,000           | \$120,000           | <b>\$270,000</b>    |
| Access Management                    | \$0                 | \$0                 | \$0                 | <b>\$0</b>          |
| Safety                               | \$25,000            | \$0                 | \$50,000            | <b>\$75,000</b>     |
| Pedestrian                           | \$7,305,000         | \$10,020,000        | \$3,680,000         | <b>\$21,005,000</b> |
| Bicycle                              | \$1,865,000         | \$650,000           | \$1,050,000         | <b>\$3,565,000</b>  |
| Transit                              | \$0                 | \$160,000           | \$0                 | <b>\$160,000</b>    |
| Motor Vehicle                        | \$4,675,000         | \$25,910,000        | \$43,360,000        | <b>\$73,945,000</b> |
| <b>Total</b>                         | <b>\$13,945,000</b> | <b>\$36,865,000</b> | <b>\$48,320,000</b> | <b>\$99,130,000</b> |

TSM: Transportation System Management

TDM: Transportation Demand Management

1: Includes annual costs occurred every year.

Given the lack of available funding, the City does not have a “financially constrained” or a “reasonably likely” plan. Funding for the projects identified in the TSP as high, medium, and low priority will likely come from a combination of private developers (i.e. street system improvements, frontage improvements, system development charges), the City (i.e. taxes, fees, bonds), and the State (i.e. Statewide Transportation Improvement Program, various other funding programs, grants).<sup>2</sup> A summary of these potential revenue sources is provided below.

## POTENTIAL REVENUE SOURCES

This section summarizes potential federal, state, and local funding sources the City could pursue to fund the planned transportation system, including projects identified in the likely to be funded plan.

### FEDERAL SOURCES

#### ***Fixing America’s Surface Transportation (FAST) Act***

Fixing America’s Surface Transportation (FAST) Act) funds surface transportation programs, including, but not limited to, Federal-aid highways. The FAST Act is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. The FAST Act

<sup>2</sup> Given the funding shortfalls identified in this Plan, none of the projects identified as high, medium, or low priority would be considered “financially constrained” or “reasonably likely” for purposes of compliance with section 0060 of the Oregon Transportation Planning Rule. The high, medium, and low designations will be used to guide the City’s efforts to pursue funding for the transportation system. Furthermore, inclusion of projects in this TSP and identification of state funding as a possible source of revenue does not ensure that state funding will be available or allocated to these projects.

improves mobility on highways by establishing and funding new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements.

More information is available at: <https://www.fhwa.dot.gov/fastact/summary.cfm>

### ***Congestion Mitigation and Air Quality (CMAQ)***

The Congestion Mitigation and Air Quality (CMAQ) program provides funding for projects that help reduce emissions and meet national air quality standards, such as transportation demand management programs, bicycle and pedestrian improvements, transit projects, diesel retrofits, and vehicle emissions reductions programs. States are required to provide a non-Federal match for program funds (which has not been the case historically for Federal lands highway funding).

More information is available at: [http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/)

### ***Surface Transportation Block Grant (STBG)***

In 2015, the FAST Act amended the Surface Transportation Program (STP) and changed the program name to the Surface Transportation Block Grant Program (STBG). STBG funds are contract authority. STBG funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Thus funds are available for obligation for up to 4 years. The Federal share is generally 80 percent and 90 percent for projects on the Interstate System unless the project adds lanes that are not high-occupancy-vehicle or auxiliary lanes. For projects that add single occupancy vehicle capacity, that portion of the project will revert to 80 percent. Safety improvements may have a Federal share of 100 percent.

More information is available at: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#c>

### ***Highway Safety Improvement Program (HSIP)***

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. Under the MAP-21, approximately seven percent of total Federal-aid highway funding is provided for HSIP, amounting to \$2.2 billion each year. Highway safety improvement projects can be either infrastructure or non-infrastructure projects. All highway safety improvement projects must meet HSIP eligibility criteria. The HSIP program requires a local match for projects where HSIP funding will be used. For Oregon, this local match is 7.78 percent of the project cost.

More information on the HSIP Program is available at: <https://safety.fhwa.dot.gov/hsip/>

## **STATE SOURCES**

### ***All Roads Transportation Safety (ARTS)***

The All Roads Transportation Safety (ARTS) program (formerly known as Jurisdictionally Blind Safety Program) is intended to address safety needs on all public roads in Oregon. By working collaboratively

with local jurisdictions (cities, counties, MPO's and tribes) ODOT expects to increase awareness of safety on all roads, promote best practices for infrastructure safety, compliment behavioral safety efforts and focus limited resources to reduce fatal and serious injury crashes in the state of Oregon. The program is *data driven* to achieve the greatest benefits in crash reduction and should be blind to jurisdiction. The ARTS program primarily uses federal funds from the HSIP with a required local match of 7.78 percent of the project cost

More information is available at: <http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS.aspx>

### **Connect Oregon**

Connect Oregon is an initiative to invest in air, rail, marine, and bicycle/pedestrian infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. As a result of the passage of House Bill (HB) 2017, the following important changes have been made to Connect Oregon. Public transit projects are no longer included in Connect Oregon, Connect Oregon now has a portion of the new vehicle dealer private fee and the new \$15 bicycle excise tax in addition to lottery-backed bonds as funding sources<sup>3</sup>, and the Oregon Transportation Commission is directed to distribute Connect Oregon funds to four specific projects:

- ▶ Mid-Willamette Valley Intermodal Facility (\$25 million)
- ▶ Treasure Valley Intermodal Facility (\$26 million)
- ▶ Rail expansion in east Beach Industrial Park at the Port of Morrow (\$6.55 million)
- ▶ Brooks rail siding extension (\$2.6 million)

As a result of the allocated funds associated with the projects listed above, the ODOT does not anticipate available funding in the 2017 – 2019 biennium for projects that would have previously been competitive for Connect Oregon program funds. After the four projects listed above have been funded, and if funding is available, ODOT will announce next steps for the competitive grant process which is expected to occur in the 2019 – 2021 or 2021 – 2023 biennia. Project's eligible for competitive grant funds may receive up to 70 percent of the project cost through Connect Oregon. A minimum of 30 percent cash match is required from the recipient for all grant funded projects (with the exception of Class | Railroads which has a 50 percent cash match). Project eligible for funding from state fuel tax revenues are not eligible for Connect Oregon funding.

More information is available at: <http://www.oregon.gov/ODOT/Programs/Pages/ConnectOregon.aspx>

### **Statewide Transportation Improvement Program**

The Statewide Transportation Improvement Program (STIP) is ODOT's four-year transportation capital improvement program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands. STIP project lists are developed through the

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<sup>3</sup> Bicycle excise tax will only go towards bicycle/pedestrian projects.

coordinated efforts of ODOT, federal and local governments, Area Commissions on Transportation, tribal governments, and the public.

The STIP is divided into two broad categories: Fix-It and Enhance. The Enhance category funds activities that enhance, expand, or improve the transportation system. The project selection process for the Enhance category has undergone significant changes in the last few years and reflects ODOT's goal to become a more multimodal agency and make investment decisions based on the system as a whole, not for each mode or project type separately. The agency has requested assistance from its local partners in developing Enhancement projects that assist in moving people and goods through the transportation system. The projects are selected through a competitive application process. The Fix-it category funds activities that fix or preserve the transportation system. These projects are developed mainly from ODOT management systems that help identify needs based on technical information for things like pavement and bridges.

More information is available at: <http://www.oregon.gov/ODOT/TD/STIP/Pages/default.aspx>

#### ***House Bill (HB) 2017 Transportation Investments***

In August 2017, Governor Kate Brown signed an eight-year transportation tax increase to raise roughly \$5 billion for roads, bridges, mass transit, electric vehicles, and other transit options. House Bill (HB) 2017 affects drivers, bicyclists and payroll employees by increasing the gas tax, weight-mile tax, and other transportation-related fees such as excise tax on the sale of bicycles, new vehicles, and instituting a statewide payroll tax equivalent to 1/10<sup>th</sup> of 1 percent of wages, deducted by employer from payment to employee. Though this funding source is one that can be used to finance multitude of project types, the City has stated that additional funds received from HB 2017 will be primarily allocated to *Materials and Services* i.e. maintenance of existing transportation facilities and operations.

More information is available at: <http://www.oregon.gov/ODOT/Documents/HB2017-FAQ.pdf>

#### ***Safe Routes to School***

Safe Routes to School programs are focused on getting more school-age children to walk and bike to school. ODOT provides Safe Routes to School grant funding for infrastructure programs, which help create and improve safe walking and biking routes to school, and non-infrastructure programs, which raise awareness by focusing on education and outreach. Non-motorized transportation projects related to getting schoolchildren to school safely are eligible for infrastructure program funding. HB 2017 reestablished dedicated funding to Safe Routes to School programs. The current funding cycle is focused on projects that address a safety risk factor, include a 20 percent cash match, and are within one mile of a Title I school.

More information is available at: <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

## LOCAL SOURCES

### ***Economic Improvement Districts (EIDs)***

Transportation improvements can often be included as part of larger efforts aimed at business improvement and retail district beautification. Economic Improvement Districts collect assessments or fees on businesses in order to fund improvements that benefit businesses and improve customer access within the district. Adoption of a mutually agreed upon ordinance establishing guidelines and setting necessary assessments or fees to be collected from property owners is essential to ensuring a successful EID.

### ***Local Improvement Districts (LID)***

Local Improvement Districts (LIDs) are most often used to construct projects such as streets, sidewalks, or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as trip generation. The costs of an LID project are borne primarily by property owners, moderate administrative costs must be factored in, and the public involvement process must still be followed. If the cost of the local improvement is not 100 percent funded by property owners, the City is required to contribute the remaining unfunded portion of the improvement.

### ***Urban Renewal District***

An Urban Renewal District (URD) is a tax-funded district within the City. An URD is normally funded by property taxes that are increased incrementally, which is a type of funding that has been used in Oregon since 1960. The taxes are increased as a result of construction of applicable improvements. The incremental taxes are used, rather than fees, to fund different types of improvements. Transportation projects are one type of potential funding use.

### ***Local Bond Measures***

Local bond measures, or levies, are usually initiated by voter-approved general obligation bonds for specific projects. Bond measures are typically limited by time, based on the debt load of the local government or the project under focus. Funding from bond measures can be used for right-of-way acquisition, engineering, design, and construction of transportation facilities. Transportation-specific bond measures have passed in other communities throughout Oregon. Though this funding source is one that can be used to finance a multitude of project types, it must be noted that the accompanying administrative costs are high and voter approval must be gained. In addition, local bonds for transportation improvements will compete with local bonds for other public needs, such as fire and rescue, parks and recreation, schools, libraries, etc.

### ***Optional Tax***

Optional taxes are taxes that a taxpayer elects to pay to fund projects and improvements. Usually not a legislative requirement to pay the tax and paid at the time other taxes are collected, optional taxes are usually less controversial and easily collected since they require the taxpayer to decide whether or not to pay the additional tax. The voluntary nature of the tax limits the reliability and stableness of the funding

source. In addition, optional taxes for transportation improvements will compete with optional taxes for other public needs, such as fire and rescue, parks and recreation, schools, libraries, etc.

### ***Local Fuel Tax***

A local tax assessed on fuel purchased within the jurisdiction that has assessed the tax. The taxes are paid to the city monthly by distributors of fuel. Voters would need to pass the tax, and the process for presenting such a tax to voters will need to be consistent with Oregon State law as well as the laws of the City. Nearby locations with a gas tax includes Milwaukie (two cents per gallon), Canby (three cents per gallon), Tigard (three cents per gallon), Multnomah County (three cents per gallon) and Washington County (one cent per gallon).

### ***User Fees***

Fees tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance to the street system. This may be a more equitable assessment given the varying fuel efficiency of vehicles. Regardless of fuel efficiency, passenger vehicles do equal damage to the street system. The cost of implementing such a system could be prohibitive given the need to track the number of vehicle miles traveled in every vehicle. Additionally, a user fee specific to a single jurisdiction does not account for the street use from vehicles registered in other jurisdictions.

### ***Street Utility Fees/Road Maintenance Fee***

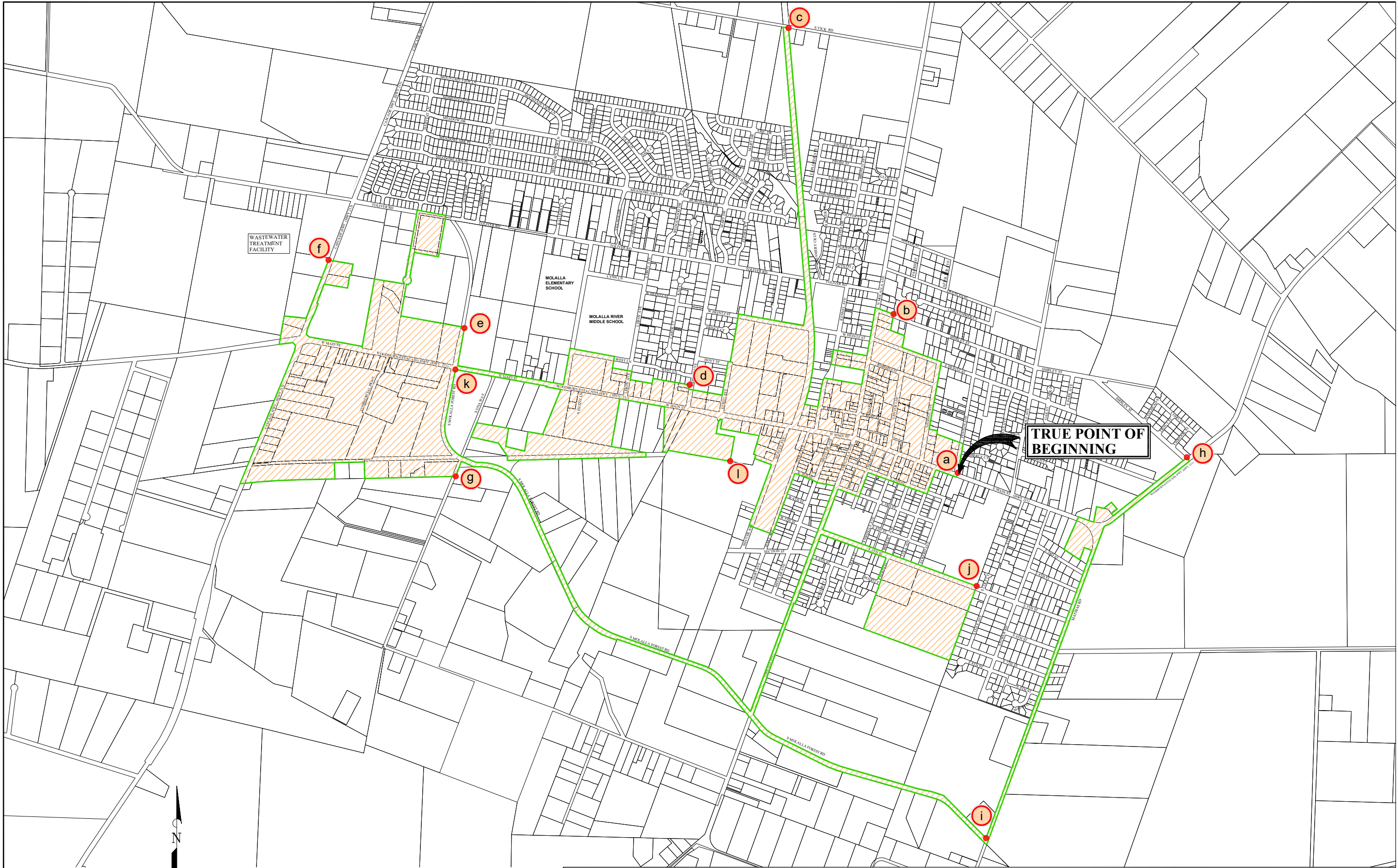
The fee is based a flat fee charged to each property, on the number of trips a particular land use generates, or some combination of both and is usually collected through a regular utility bill. For the communities in Oregon that have adopted this approach, it provides a stable source of revenue to pay for street maintenance allowing for safe and efficient movement of people, goods, and services. As indicated previously, the city is currently considering implementation of a street utility fee, which could provide the City with an additional funding over the 22 year period.

### ***General Fund (GF) Revenues***

Revenue from the City's GF can be allocated to transportation funding at the discretion of the City Council during the annual budget process. GF revenues primarily include property taxes, use taxes, and any other miscellaneous taxes and fees imposed by the City. GF resources have the potential to fund any type of transportation expenditures but would only be available if it had increased revenues or if the City Council directs funding that is traditionally allotted to other City expenditures and programs, such as Police Departments and other GF programs.

## **IMPLEMENTATION**

The Transportation Planning Rule (TPR), as codified in Oregon Administrative Rules (OAR) 660-012-0020(2) requires that local jurisdictions identify and adopt land use regulations and code amendments needed to implement the TSP. These land use regulations and code amendments are provided under separate cover in the staff report.



SCALE: 1" = 1200'

 URBAN RENEWAL  
BOUNDARY AREA

|                                                                                       |                                                          |
|---------------------------------------------------------------------------------------|----------------------------------------------------------|
|  | <b>THE DYER PARTNERSHIP<br/>ENGINEERS &amp; PLANNERS</b> |
|                                                                                       | DATE: JULY, 2020                                         |
|                                                                                       | PROJECT NO.: 198.24                                      |

|                                              |
|----------------------------------------------|
| <b>CITY OF MOLALLA</b>                       |
| <b>URBAN RENEWAL DISTRICT - BOUNDARY MAP</b> |