



Active Transportation & Complete Streets Projects

Name of Project: ***Fanno Greenway Regional Trail (Bonita Rd to the Ki-a-Kuts Bridge over the Tualatin River)***

(project name will be adjusted to comply with ODOT naming convention if necessary)

Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at: <http://www.oregonmetro.gov/rffa>. Please complete the following:

Project Definition

Project Description

- Facility or area: street(s), intersection(s), path or area. ***Fanno Greenway Regional Trail***
- Beginning facility or milepost. ***Bonita Road***
- Ending facility or milepost. ***Ki-a-Kuts Bridge***
- Provide a brief description of the project elements. ***The project constructs 1.5 miles of regional trail, the final link of the 14-mile Fanno Greenway Regional Trail which serves Tigard, Tualatin, Beaverton, and the Garden Home neighborhood. Project elements include paved at grade trail, boardwalks/bridges as needed over sensitive areas, a proposed bridge underpass of Durham Road Bridge at Fanno Creek.***

- City (ies). ***City of Tigard***
- County (ies). ***Washington***

Base project information

- Corresponding RTP project number(s) for the nominated project. ***10766***
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).

See Attached, Appendix A

- Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area).

Purpose and Need Statement:

“Provide the Primary Active Transportation Alternative for Communities along the I-5 and Hwy 217 Corridors by Completing the Final Missing Link in the Fanno Greenway Regional Trail.

Provide Access to Essential Services in the Tigard, Tualatin, Beaverton, and Garden Home Town

Centers, for All Residents but Particularly for High Concentrations of Low English Proficiency, Low Income, and Non-white residents.”

Background:

The Fanno Greenway Trail, currently stretches from Garden Home west to Beaverton, and south into Tigard where it ends just south of the library. It is the parallel cycling and walking route to Interstate 5 and Hwy 217. The trail picks up again at the Ki-a-Kuts Bridge over the Tualatin River and extends into the City of Tualatin. Tigard has been the source of many missing links along the trail. However, all but one of these gaps will be eliminated following construction of an upcoming trail project funded through a 2013 RFFA grant. This 2013 grant will complete gaps in the trail from Woodard Park to Bonita Road. The last missing regional trail segment stretches from Bonita Road to the Tualatin River and is shown in Red on the attached map. It will connect the Fanno Creek Greenway Trail with the Tualatin River Greenway Trail. The result will be a contiguous trail 14 miles long, located in one of the most densely populated areas of Washington County, and currently supporting an estimated 460,000 visits per year. This connection of 2 regional trails will allow safe passage under Interstate 5 provided by Tualatin’s newly completed trail undercrossing. It may also provide passage under Durham Road via underpass. The project is expected to provide safe, comfortable, and direct active travel via a key off road trail through the heart of urbanized southern Washington County. See Appendix B for a map of the project.

- Attach a completed Active Transportation Design checklist (Appendix C). ***Attached See Appendix C.***
- Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). ***Current trail counts are available for trail segments north and south of the project. Post construction trail counts will be taken along the completed project and in historic locations north and south of the project. The completed trail segment is expected to significantly increase use along the entire trail which will be documented through these yearly trail count surveys. As mentioned above, current data show approximately 460,000 visits per year to the completed trail segments in the Tigard area. Census data show high concentrations of targeted users living within ½ mile of the proposed trail. It is assumed after extensive outreach and advertising that the project will attract their use but Tigard intends to implement an outreach program to targeted group should RFFA funding be awarded.***

Project Cost and Funding Request Summary

- Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology. Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support

Cost Estimate Methodology (Alternative Method) See Appendix E

Tigard Engineering prepared the attached project cost estimate. The estimate was based on recent trail development costs, design requirements for federalized facilities, and in-house data on the proposed sites for the new trail. The estimate includes significant contingencies that reflect the preliminary stage of the project. It also includes escalation costs to ensure the budget will be adequate to construct in 2020 and 2021.

Project Readiness and availability of Matching Funds

This trail project was identified in Tigard’s most recent budget as a Capital Improvement Project. The project was planned to begin in 2019. Revenue sources for matching funds are identified and secured as Parks System Development fees. Tigard planned to pursue grant funding to construct the trail in 2020 and 2021. A detailed trail alignment study is funded for this fiscal year and will identify the exact location of the trail and its design features, a list of required trail easements to be procured, and detailed construction costing. The trail alignment study will ensure that the project will be carefully planned and ready to begin in 2019.

Indicators of Political and Community Support

Tigard submitted and received \$565,000 of matching funding from Washington County’s Major Streets Transportation Improvement Program (MSTIP) MSTIP funding is reviewed and approved by a technical committee and then submitted to Washington County Coordinating Committee to determine which requests will be funded. The Coordinating Committee consists of elected officials from the County and Cities of Washington County. There was very strong support for this project. Washington County Visitors Assoc. has also publicly backed the project as a draw for tourism to our area cities.

- Total project cost
(Include and describe any cost elements beyond those funded by the request + match):

<i>Alignment Study (not a request or match)</i>	<i>\$ 140,000</i>
<i>Preliminary Engineering</i>	<i>\$1,080,000</i>
<i>Right of Way Acquisition</i>	<i>\$ 240,000</i>
<i>Construction</i>	<i>\$5,450,000</i>
<i>Escalation</i>	<i>\$ 845,600</i>
<i>Total Project Cost</i>	<i>\$7,755,600</i>

- RFFA funding request by project phase:
(e.g. Project Development, P.E., Environmental, ROW acquisition, Construction)

Total RFFA Funding Request is: \$6,700,600

Project Phase	Match	RFFA FUNDS	TIGARD (not match)
Project Development			\$140,000
Preliminary Engineering	\$100,000	\$1,080,000	
ROW Acquisition	\$150,000	\$ 240,000	
Construction	\$665,000	\$4,535,000	
Escalation	_____	\$ 845,600	
Totals	\$915,000	\$6,700,600	

- Local match or other funds (minimum match = 10.27% of funds requested + match):

Major Streets Transportation Improvement Funds (MSTIP)	\$565,000
Tigard Parks System Development Funds	\$350,000
Total	\$915,000

\$915,000 = 12% of funds requested + match

Map of project area

- Provide a map of the project consistent with GIS shapefile standards found in Appendix B

See Appendix B Attached.

Project sponsor agency

- Contact information (phone # & email) for:
- Application lead staff _ **Carla Staedter - (503) 718-2788 – carla@tigard-or.gov**
- Project Manager (or assigning manager)_**Lori Faha, Tigard City Engineer – (503) 718-2759 lorif@tigard-or.gov**
- Project Engineer (or assigning manager) **Mike McCarthy, Tigard Transportation Engineer – (503) 718-2462 – mikem@tigard-or.gov**
- Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why. **In 2014 the City of Tigard completed a \$2.5 million federally funded street upgrade in downtown Tigard known as Main Street Green Street. There were no budget or delivery issues with this project. Also wrapped up in 2015 the Hwy 99W/Gaarde/McDonald intersection project delivered**

on time and within budget, and Tigard is currently delivering on the 2013 RFFA funded Fanno Creek Trail Gap Project.

- Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects. ***Tigard employs a full-time financial analyst in its engineering department who administers all active project grants for the department and has experience with Federal grants. Tigard's finance department has set policies on the pursuit of grants that requires confirmation that matching funding is available and our City Council approves all grant efforts before they are allowed to move forward. Our city employs 6 licensed engineers, a transportation planner, and 2 engineering project coordinators that oversee all project tasks and processes and direct necessary consultant teams to ensure the project is successfully managed and constructed.***

Highest priority criteria

1. What communities will the proposed project serve? What are the estimated totals of low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations that will benefit from this project, and how will they benefit? ***Based on the most recent census data there are within 1 mile of the project: 2,818 persons living below the poverty line; 4,875 persons with a disability of some kind; 424 households where there are no fluent English Speakers; 3,572 persons who do not demographically identify as "White"; 4,279 people age 65 years or older; 5,506 people age 17 years or younger. These populations will benefit from this project by having close and immediate access to a regional trail that will provide great connections to job centers and recreation sites. This trail passes through a beautiful natural area and will provide access to nature and low cost recreation. The trail will be accessible and will provide traveling and walking routes for wheel chair movement and predictable surfacing for those with mobility issues. It will also provide a quiet off road walking route to the library, the Tigard transit station and to 6 of Tigard premier parks.***
2. What safety problem does the proposed project address in an area(s) with higher-than-average levels of fatal and severe crashes? How does the proposed project make people feel safer in an area with high walking and bicycling demand by removing vehicle conflicts? ***The existing routes in this area were rated poorly in the Bicycle Comfort Index because they follow busy high-speed roads like Bonita, Hall, 72nd Avenue, and Durham resulting in safety concerns and danger potential of people being hit by one of the many fast-moving vehicles. The existing route from the Tualatin Bridge meanders through Cook Park on its way to 85th Ave, and Tigard frequently fields complaints and reports of safety concerns about fast commuting cyclists sharing the trail with (and sometimes colliding with) slower walkers, kids, dogs, and wheelchair users of the park. This project could provide a direct route for regional cyclists while alleviating this safety problem.***

3. What priority destinations will the proposed project serve? How will the proposed project improve access to these destinations? ***This project as mentioned above, is the last link of a well-used regional trail in a highly populated corridor and opens connections through out Tigard, Tualatin, and Beaverton. Destinations in the immediate project vicinity include manufacturing/job areas along 72nd and 74th Avenues and Sequoia Parkway, Bridgeport Village, the Kruse Way area of Lake Oswego and the Tualatin and Tigard Town Centers. The project connects directly to area parks including Bonita Park, Cook Park, Durham City Park and farther north along the trail Woodard Park, and Dirksen Nature Park. It connects to a number of public schools including Tigard High School, Durham 21st Century School, and Durham Elementary.***

The project improves access to these areas by providing an off road route connected to well-developed sidewalk and bike lanes to these destinations. It also connects to multiple TriMet transit stations and WES.

4. How will the proposed project support the existing and planned housing/employment densities in the project area? ***The project connects a large Washington County Housin Authority complex immediately adjacent to its northern boundary with Bridgeport Village, Tualatin Town Center, Downtown Tigard and its associated transit center. The project also provides an active transportation alternative to an approximately 27,697 residences in Tigard that live within 1 mile of the trail. However, it should also be noted that this project has even farther reaching impacts to planned housing/employment connections because of its status as a last link in this regional trail. It connecting numerous employment, and transit centers throughout Beaverton, Tigard, and Tualatin, and because of its close proximity to Tualatin's recently competed trail undercrossing of I-5, links a number of housing and employment areas east of the interstate.***

Higher priority criteria

5. How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network? (See Appendix 1 of the Regional ATP: Network Completion, Gaps and Deficiencies). ***This project is identified as T12 in the ATP Network Completion, Gaps and Deficiencies. The project is expected to have profound impacts on active transportation in southern Washington County connecting multiple city centers (Tualatin, Tigard, Beaverton), transit stations, and regional trails (Tualatin Greenway Trail, Tigard to Lake Oswego, and the future Ice Age Trail).***
6. What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort? What barriers will be eliminated or mitigated? ***Tigard will complete a trail alignment study for the project this fiscal year which will tie down the final trail location. Per Tigard's current trail master plan, this trail segment is proposed to follow 74th Avenue, a street bordered by industrial development to the west and a rail line to the east. However, recent development and an impending right of way swap with a large landowner has created the opportunity to move the trail off-road and into the Fanno Creek corridor away from freight and auto traffic. This relocation will create nearly 2***

miles of trail free from road crossings and completely removed from streets between Tualatin and stretching north to Bonita Road. The trail will provide a relatively flat route through the creek corridor and will accommodate walkers and bikers. Overlooks and resting stations will be included along the route. Clear signage will be provided to assist users in finding their way and connecting to attractions like Cook Park, Bridgeport Village Shopping Mall, and a number of schools along Durham Road. Distance markers will also be included to allow trail users to plan ahead. Watering stations will be provided where existing city water is available. The trail will be designed to a 12-foot width with 2 foot graded areas on each side. The only exception to this standard will be in the event of a need to lessen impact to natural resources in scattered areas between Bonita and Durham Roads or to respond to unmovable barriers.

7. How does the proposed project complete a so-called 'last-mile' connection between a transit stop/station and an employment area(s)? ***The project will link the Tigard Transit Station with Tualatin City Center, Bridgeport Village, industrial and commercial areas along 72nd, 74th, Bonita Road, and Sequoia Parkway. It will also link 3 schools along Durham Road.***

Priority criteria

8. How the public will be engaged relative to the proposed project? Include description of engagement during project development and construction, as well as demand management efforts to increase public awareness and utilization of the project post-construction. (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination). ***Engagement and outreach for the Fanno Creek Trail is a priority citywide. Tigard has an ongoing multiyear effort to engage the public in Fanno Creek Trail design and construction. Efforts are centered on celebrating the trail and promoting its use. A public involvement plan for an RFFA grant funded section of Fanno Creek Trail just north of this request includes a stakeholder committee, three public events, celebration of National Trails Day, a GIS story map website to collect feedback and share information, a redesigned trails section of the city's website and more. With added staff in the city's communications group, the events are planned to be interactive and festival-like, held at the project location. A successful grant application will allow the city to extend this engagement and outreach, likely culminating in a big celebration when the trail is complete. This will be a region-wide accomplishment. In this section of the city, specifically, the city has an opportunity to partner with Washington County Housing Authority, Community Partners for Affordable Housing, and Clean Water Services. Members of the Public who should be engaged include Tigard's Hispanic residents and Pacific Islanders who live in higher numbers in this area. Lastly, the city's Strategic Plan includes Goal 3, "Engage the community through dynamic communication." Tigard is committed to using new and fun ways to engage the public in making Tigard more walkable.***
9. What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project? ***The following funding will be leveraged toward the RFFA:***

Project Management Internal Staff Time	\$350,000	Tigard Parks SDC Funds
MSTIP Opportunity Funds	\$565,000	Washington County

Should the Metro Bond issue pass to continue Nature in Neighborhood Grants it is likely Tigard will pursue this funding using RFFA as a match to provide additional infrastructure along the trail that allows better connections to nature.

10. How will the proposed project provide people with improved options to driving in a congested corridor? **The project will provide the last link to an off-road regional trail that follows 2 of the most congested commuting routes in the Metro region, Interstate 5 and Hwy 217. It will tie to WES, a number of TriMet Transit Stations, and bus routes that accommodate bikes. There will be some commuters that will literally be able to ride a bike faster to work on this trail than to drive.**

Process

- Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A) **This project has been identified through several of Tigard’s planning processes – the Transportation System Plan, Downtown Connectivity Plan, Greenway Trails Plan, and others, each of which included significant public notification and engagement components and included work with standing citizen advisory committees, and project specific committees and working groups.**
- Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design. **The Fanno Greenway Regional Trail has long been identified by local regional and state agencies at the backbone of our areas active transportation network. This project would leverage past and current investments made by Tigard, Metro, Tualatin, Tualatin Hills Parks and Recreation District, Beaverton, Durham, ODOT, Washington County, and others working to develop the Fanno Creek Trail as a regional transportation facility.**