



2022-2024 Regional Flexible Funds Project Application

INTRODUCTION

This application is organized to consider, assess, screen, and select Regional Flexible Fund Allocation (RFFA) projects. The assessment is focused on first determining a candidate project's applicability to the RFFA program and their technical feasibility. Upon that assessment, promising projects will be assessed on the merits of their intended project outcomes that will be used for project scoring.

To be applicable to the RFFA program, a project must be at least one of the following project types:

- **Active Transportation and Complete Streets, or**
- **Freight and Economic Development Initiatives**

Each project should demonstrably support the four 2018 Regional Transportation Plan (RTP) investment priorities:

- Advancing **Equity**
- Improving **Safety**
- Implementing the region's **Climate Smart Strategy**
- Managing **Congestion**

Although information from the entire application may be used to inform project scoring, the questions presented in the section, "Project Outcomes" are directly related to scoring and evaluation criteria and the answers to these questions will directly inform the project scoring.

After all relevant questions are completed, please secure the required signatures as indicated at the end of this application form, and email it, along with other required information and supporting documentation to rffa@oregonmetro.gov. Applications MUST be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.

APPLICANT INFORMATION

1. Jurisdiction name: **City of Tigard**
2. Contact info: Name, phone #, email **Dave Roth, Senior Transportation Planner, 503-718-2457, daver@tigard-or.gov**
3. Funding category (check one) : **Active Transportation** Freight Both
4. Project name. **Bull Mountain Complete Street**
5. Describe the project purpose. What problems or issues is the project intended to address? **This project would fill critical gaps in Tigard's pedestrian and bicycle network by completing missing bike lane/shoulder sections and by filling in missing sidewalk gaps and bike lanes on Bull Mountain Road. Additionally, the project would provide pedestrian crossing safety improvements in key high demand locations near parks and schools.**

PROJECT READINESS

The following questions intend to gather information about how developed the project is and the steps that will still be required to complete the project. This section will be used for screening project feasibility.

Project Detail

6. Is this project on the 2018 RTP Constrained list?¹ **Yes** No
7. What is the RTP Project ID #? **12002**
8. In which RTP network and policy map(s) is the project included? Check all that apply, indicate specific functional classification.
 - High Injury Corridor (or ODOT ARTS Hotspot map) [Click here to enter text.](#)
 - Bicycle Regional Bikeway**
 - Pedestrian Regional Pedestrian Corridor**
 - Freight [Click here to enter text.](#)
 - Transit [Click here to enter text.](#)
9. List the project beginning and ending points. What specific streets/intersections are included in the project area? **Bull Mountain Road between Pacific Highway to the east and Benchview Terrace to the west.**
10. Is the project included in an adopted local transportation safety plan or audit? **Yes** No
Please describe. **This project is identified in Tigard's adopted Transportation System Plan (B18 & P6).**
11. Describe the non-RFFA funding sources available and amounts necessary for the project to be completed. How secured is the funding for each funding source (Certain, Probable, or Competitive?) **Tigard requested and was awarded \$513,500 in Washington County MSTIP Opportunity Funds to cover the local match requirement (10.27%) of the overall \$5,000,000 project cost. Award was made at the WCCC meeting on 6/17/19. Additional local match will come from Tigard internal staff time.**
12. Which Project Development Stages are to be considered for RFFA funding?² **Engineering, Construction, and ROW.**

¹ Project must be on the 2018 RTP Constrained list, available for download at: oregonmetro.gov/RTP or oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Master-Project-List-All-Projects-20190315.xls

² Please refer to guidance found in the RFFA nomination process handbook.

13. If your project is found to not be as far along as indicated or has specific challenges that need to be (re)addressed to improved technical feasibility, are you interested in RFFA funding for project development activities? **Yes** No
14. Attach or describe the project schedule and include information about important schedule considerations or drivers. **If awarded RFFA funding, project would be amended into Tigard's Capital Improvement Plan (CIP). City-staff led public engagement would begin in late FY20. Engineering work would begin in FY21, with construction to follow in FY22/23.**

Project Completeness

15. At what stage of the project development process is the project, and what is the status of each project stage (refer to Defining Project Development Stages above)? **Of the 5 stages (Planning, Alternatives, Preliminary Design, Final Design, Construction), the project is in the Planning stage. If awarded, the City would commit to starting public engagement and alternatives analysis in late FY20.**
16. Is right of way (ROW) acquisition likely? Will the project need any unique ROW requirements such as temporary easements, special coordination with other agencies? What is the status of the ROW acquisition task of the project? **Yes, some ROW acquisition will be required depending on the results of the alternatives analysis. We've scoped up to 20 properties on the route for ROW purchase. The City will use a context-sensitive design process to minimize impacts to adjacent property owners and to natural resources, while also meeting City design guidelines & development code to effectively serve non-motorized transportation modes.**
17. What project development (project study reports, transportation safety plan, safety audit, feasibility studies) has been completed? How recent are these reports or this project development, and are they still relevant? Are they in digital format for possible transfer? **The project is identified in Tigard's Transportation System Plan. Further, Tigard's Safe Routes to School program has worked with nearby schools to identify barriers and opportunities for infrastructure improvements – specifically crossing needs and sidewalk gaps on the corridor.**
18. Does the project area intersect with Title 13 resource areas³, wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting? **No.**
19. To what extent has environmental permitting been scoped or completed? **None to date. If awarded, the grant would fund required permitting work.**

Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address? **The City frequently fields calls from residents adjacent to and taking access from Bull Mountain Road who are concerned about a lack of continuous pedestrian and bicycle facilities.**
21. Which community partners are involved? **Tigard-Tualatin School District (TTSD) Transportation Services, Tigard Transportation Advisory Committee (TTAC)**
22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. **If awarded, city staff will engage the surrounding neighborhoods and property owners working through a context-sensitive design**

³ Available for download at: oregonmetro.gov/urban-growth-management-functional-plan

process. We anticipate minimal, if any, opposition to this project. The project aligns with Tigard's Strategic Vision of being the most walkable community in the Pacific Northwest.

Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project? **The Washington County Coordinating Committee has shown strong support for this project by awarding MSTIP Opportunity Funds to the City of Tigard. The City is using a recently completed Washington County sidewalk project to the west of our project limits as an example/comparable.**
24. Is the project on or does it connect with a separate agency facility? Indicate all potentially involved agencies' awareness of and cooperation with the project. Potential agencies include Oregon Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland. **This project will connect with Washington County facilities. The City will coordinate closely with Washington County.**
25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation? **Some utilities may require relocation. The City will conduct meetings and coordinate with utilities once the project is initiated.**
26. Do you have design control consistently across the project area? If other agencies are affected by this project, do you have the necessary documentation of agreement regarding design elements reflected within this project? (Please obtain signatures as indicated on the Signature Page of this application.) **The City has design control over the roadway within project limits.**

PROJECT RISKS

The following questions intend to identify potential risks to project completion.

27. Has a person(s) with the proper authority reviewed and agreed to the project design, and signed off on this application?⁴ Yes No
28. Are there any anticipated risks for the following:
 - a. Right of way (ROW)
 - i. Are ROW acquisition costs included in the cost estimate? **Yes, the conceptual cost estimate scopes ROW acquisition for up to 20 properties.**
 - ii. Were the federal Right of Way Uniform Act's acquisition and negotiation processes performed during the ROW acquisition stage or considered in the schedule and budget, for those projects which have not yet performed ROW acquisition? **The project will comply with all Federal and State requirements for ROW acquisition.**
 - b. Utility Relocation
 - i. Are utility relocation costs included in the cost estimate? **The conceptual cost estimate includes utility relocation costs.**
 - c. Stormwater considerations
 - i. Water quantity **Project will meet Tigard and CWS requirements.**
 - ii. Water quality **Project will meet Tigard and CWS requirements.**
 - d. Environmental and Permitting

⁴ As indicated on final page of application.

- i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? **Not yet.**
- e. Schedule **If awarded RFFA funding, project would be amended into Tigard’s Capital Improvement Plan (CIP). City-staff led public engagement would begin in late FY20. Engineering work would begin in FY21, with construction to follow in FY22/23.**
- f. Budget **See attached conceptual cost estimate**
- g. Staff availability
 - i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. **Yes. City of Tigard Engineering and Community Development staff have demonstrated capacity to successfully lead, manage and deliver on Federal and State grant-funded projects.**

PROJECT DESIGN

Project designs will be scored on the level of safety and environmental improvements they can provide. A project that includes as many safety and environmental mitigation elements as feasible will more completely meet the criteria.

- 29. Describe the project elements and countermeasures that address safety. **This project will provide pedestrian and bicycle facilities on Bull Mtn Road between Highway 99W to the east and Benchview Terrace to the west. While not a complete upgrade to urban standards, completion of the project will allow pedestrians and bicyclists to safely use the roadway/corridor for transportation and recreational needs. In addition to sidewalks and bike lanes, the project will provide several designated marked crosswalks in high need locations with rectangular rapid flash beacons.**
- 30. What countermeasures are included that reduce conflicts between modes (vehicles, pedestrians, bicycles, railroad crossings) and improve safety? (Use Appendix C design checklist, check all that apply) **At present, there are significant gaps in the sidewalks and bike lanes on Bull Mtn road. These gaps force pedestrians and cyclists to mix with auto traffic – sometimes in areas with limited visibility and/or steep grades. Providing complete pedestrian and bicycling facilities will reduce potential conflict between modes. From Appendix C. Section A., the project will: add sidewalks and improve vertical delineation, remove obstructions and add missing curb ramps, add enhanced pedestrian crossings, narrow travel lanes, and add RRFBs. From Appendix C. Section B., buffered bikes lanes where possible, and other bicycle priority measures as required.**
- ~~31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?⁵~~
- 32. Are there additional design elements or countermeasures not on the checklist that are included in the project design that will improve safety and environmental outcomes? **Not envisioned today.**

PROJECT OUTCOMES

Projects will be scored in terms of their ability to create positive outcomes that align with RFFA priorities and regional goals. The following questions aim to gather details directly related to those potential

⁵ 2018 RTP Environmental Assessment and Potential Mitigation Strategies (Table 4 summarizes potential strategies by resource areas and pages 34 to 59 identify all RTP Projects that intersect with one or more environmental resource area) oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix_F_EnvironmentalAnalysisMitigationStrategies190301.pdf

outcomes. Please provide all relevant data to support your response, using Metro-provided data or additional sources. Metro staff will provide data to the scoring committee to confirm

Affordability/Equity

33. Is the project in an Equity Focus Area? Yes No Please indicate which Focus Area.
According to Metro staff and the RTP project list, this project is in a POC/LEP Equity Focus Area.
34. List the community places⁶, affordable housing, and Title 1 schools within ¼ mile of project.
Schools: Alberta Rider Elementary School, Bull Mountain Montessori School, Gaarde Christian School, Deer Creek Elementary School. Parks/Greenspaces: Elizabeth Price Park, Bull Mountain Park. Other Key Services/Places: Several churches, BottleDrop Redemption Center, Canterbury Square Shopping Center, TriMet Transit Stops on HWY99W
35. What are the estimated totals of low-income, low-English proficiency, non-white, seniors and youth, and persons with disabilities who will benefit from this project? **Directly to the south of Bull Mountain Road is a Metro-identified marginalized community with a significant number of Tigard taxlots specifically identified. This area is highlighted on the project map included with this application.**
36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project? **These communities are often transportation-disadvantaged and would stand to benefit from a complete roadway with facilities to safely accommodate pedestrians and bicyclists. At present, pedestrians and bicyclists are forced to walk in the roadway mixing with auto traffic. In addition to creating more walking and bicycling opportunities, the project would better provide safe walking access to transit stops on HWY99W.**
37. What contracting opportunities are available to Office for Business Inclusion and Diversity (COBID) firms through this project? What is your agency's policy, history, or removing of barriers to hire and advance COBID firms in infrastructure projects? **Tigard follows State and Federal rules and qualifications requirements for infrastructure projects.**

Safety

38. How many fatal or serious injury crashes have occurred in the project area in the last 5 years (or most recent 5 years of available crash data)? **There were 20 reported crashes on this section of roadway between 2012 and 2016, however they were all limited to minor injuries and/or property damage. There were no severe injuries or deaths during this period.**
39. How does the project aim to reduce the number of fatal or serious injury crashes? **Although there were no fatal or serious injury crashes, the project will provide preventative measures and safety improvements to reduce crashes in general with a focus on vulnerable roadway users.**
40. How does the project remove or mitigate conflicts, with (including) active transportation, railroad crossings, turning movements, and others? (Use Appendix C design checklist, indicate all that apply) **As previously described, the project will provide continuous bicycle and pedestrian facilities to reduce potential conflicts between users.**

System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved? **This roadway has been identified as a network gap in Tigard's**

⁶ Community places are defined as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, parks, greenspaces, and other places that provide key services and/or daily needs.

adopted TSP since at least 2010. Funding and completion of this project would fill an important gap in Tigard’s bicycle and pedestrian network.

42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate? **In addition to providing specific complete facilities for pedestrians and bicyclists, the project will also provide safer roadway crossing opportunities and ADA accessible curb ramps.**

Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability? **This project will have no impact to transit operations.**
44. How does the project improve connections to transit and employment or residential sites/areas? **This project will provide better 1st/last mile pedestrian connectivity to transit on HWY 99W by offering a complete sidewalk to residents on and nearby Bull Mtn Road.**
45. How will the project reduce vehicle trips or VMT (other than freight-related trips)? **The City of Tigard fields many complaints from residents on and nearby Bull Mtn Road about their inability to walk on or along the roadway due to gaps in the sidewalk. By providing complete sidewalks and bike lanes, residents will be offered a legitimate alternative to driving whereas many people feel there is no alternative today.**
46. How does the project reduce the need for throughway expansion? **Roadway capacity will be increased for pedestrians and bicyclists thus reducing future need to expand this corridor.**

Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project’s greenhouse gas emissions and environmental impact. **The context-sensitive nature of this project is minimizing the overall footprint and thus the climate impacts of the overall project. Further, the project has the potential to reduce VMT by offering residents a safe alternative to driving.**
48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? **The project will include natural stormwater treatment and will attempt to minimize impacts to trees and other natural features. Where possible, the project will use pervious concrete to reduce runoff impacts.**

Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement? **There is no impact to freight.**
50. Is this project on a “Reduction Review Route” (defined and stipulated by statute; OAR 731-012 and ORS 366.215) and to what extent has coordination occurred with the freight industry? **No.**
51. If there is freight delay along the corridor, when does this delay occur, to what extent is there delay, and how does this project address that delay? **No freight delays.**

Employment/Economic Development

52. Describe the employment area(s) served by this project. What is the number of current and projected jobs in traded sectors?⁷ **Bull Mtn Road is the dividing line between two tracts. The northern tract includes 61 tradable jobs and the southern tract includes 111 tradable jobs.**

⁷ Traded sector industries as indicated in the Economic Value Atlas, available at: oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas

53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.⁸ **The project could potentially positively impact and certainly would not preclude Clean Technology Industry Clusters as defined by the Oregon Business Plan.**

Project Leverage

54. How does this project leverage other funding sources? **A successful RFFA grant award for this project would leverage \$513,000 from Washington County's MSTIP Opportunity Fund.**
55. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain. **With Tigard's track record of successful grant-funded project implementation, the receipt of RFFA funding for this project would reflect well on the City and on Metro. This project would efficiently use funds to support local and regional goals around multi-modal transportation systems and facilities.**
56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies? **Not as a standalone project. This project is not on Tigard's TSMO priority project list.**
57. Is this project on the Regional Emergency Transportation Network?⁹ Will this project help improve resiliency of the transportation network? If so, describe how. **No, it is not.**

PROJECT COST ESTIMATE

58. What is the source of the project cost estimate?
- Conceptual:** These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.
- Planning level:** These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).
- Engineering level:** These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)
59. During what project development stage (refer to page 9 of the RFFA application guidebook) was the cost estimate created?
- Planning
- Alternatives Identification and Evaluation
- Preliminary Design
- Final Design
60. What year was the cost estimate created? Does it include any escalation factors and to what year? **The RTP cost estimate was updated during the development of Metro's 2018 RTP (in 2016/17). In creating a more detailed cost estimate for this RFFA grant application, City staff reached out to Washington County to use their recently constructed sidewalk project (spring**

⁸ Clean Technology industry sectors as defined in the Oregon Business Plan, <https://oregonbusinessplan.org/about-the-plan/industry-clusters/>

⁹ oregonmetro.gov/sites/default/files/2019/04/05/Regional_Emergency_Transportation_Routes_2006.pdf

2019) on Bull Mountain Road between SW Nemarnik Dr. to Grandview Ln. as a comparable project.

61. To what extent were the following considered during cost estimating? **All the below items were included in the development of the conceptual cost estimate for this project.**
 - a. Right of way (ROW)
 - b. Utility relocation or underground
 - c. Stormwater considerations
 - d. Environmental mitigation strategies
 - e. Bridge, railroad, or major facility impacts
 - f. Retaining walls
 - g. Clearing and grading
 - h. Removal of current pavement or facilities
 - i. Signing and pavement markings
 - j. Sidewalk and street furniture
 - k. Street trees, landscaping, irrigation
 - l. Mobilization, staging, and traffic control
 - m. Staff availability or need for outside services
62. Please attach your cost estimate. Verify that it includes the following items:
 - a. Unit cost assumptions
 - b. Contingency assumptions

SIGNATURE PAGE

All relevant applicant agency and other agency staff with authority must attest to the design and cost estimates of the project, and that proper coordination and cooperation exists between all parties. Please attach additional signature pages as warranted.

Applicant agency staff signatures:

Project manager  Dave Roth, Senior Transportation Planner

Engineering  Lori Faha, City Engineer

Right of Way _____

Environmental _____

Other agency signatures (as required):

ODOT Highway _____

ODOT Rail _____

TriMet _____

SMART _____

Utilities _____

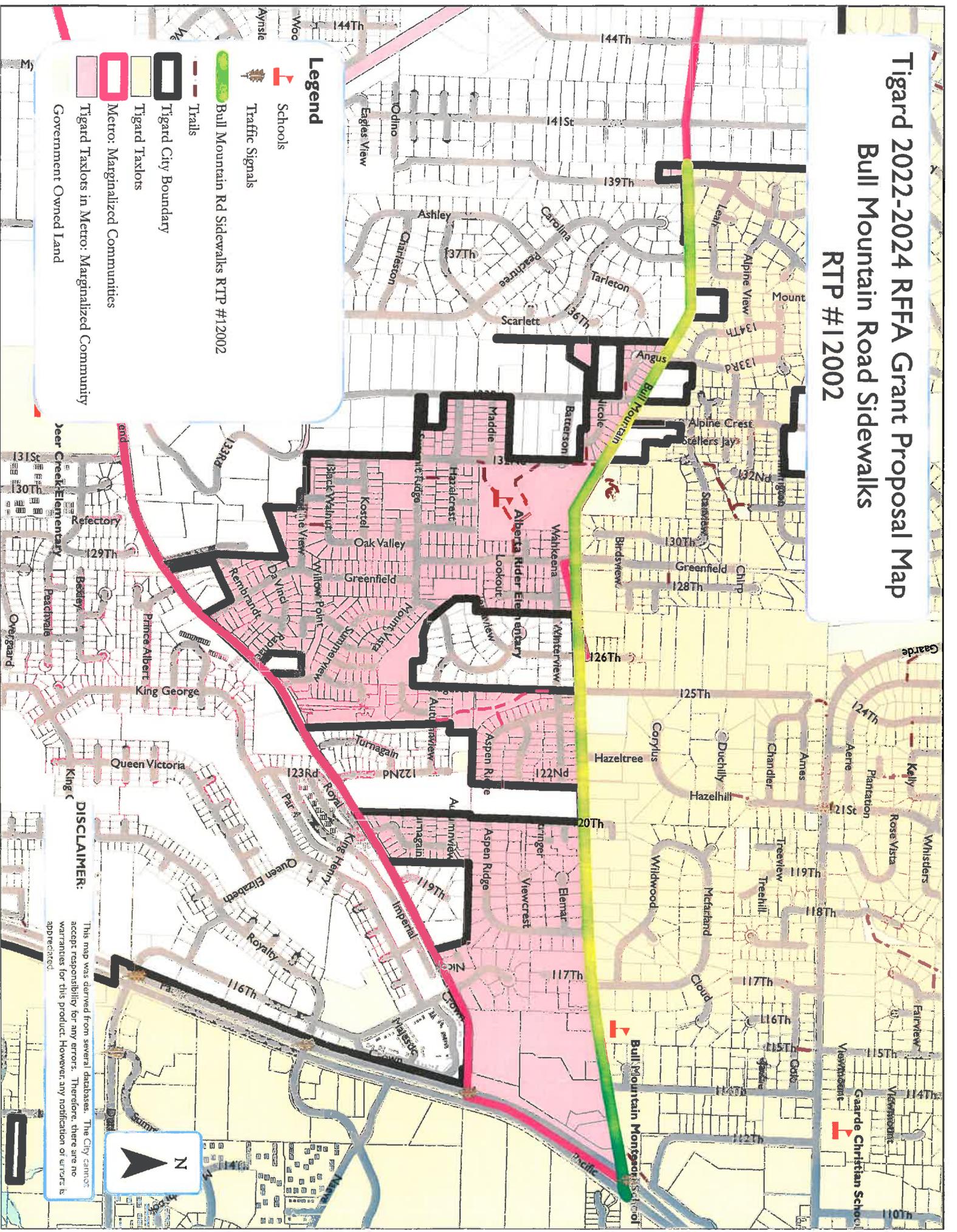
Railroads _____

Other (please indicate) _____

Tigard 2022-2024 RFFA Grant Proposal Map

Bull Mountain Road Sidewalks

RTP #12002



- Legend**
- Schools
 - Traffic Signals
 - Bull Mountain Rd Sidewalks RTP #12002
 - Trails
 - Tigard City Boundary
 - Tigard Taxlots
 - Metro: Marginalized Communities
 - Tigard Taxlots in Metro: Marginalized Community
 - Government Owned Land

DISCLAIMER:
 This map was derived from several databases. The City cannot accept responsibility for any errors. Therefore, there are no warranties for this product. However, any notification of errors is appreciated.



PROJECT NAME: Bull Mountain Road Complete Streets (RFFA Grant)					
RTP Project ID# 12002			Conceptual Cost Estimate		
ITEM	DESCRIPTION				TOTAL
	COT PROJECT MGMT & ADMIN, DESIGN & ENG, ROW FILES & PURCHASE				
			Subtotal		\$1,830,000.00
	EXTRA WORK CONTINGENCY				
			Subtotal		\$165,000.00
	TEMPORARY FEATURES AND APPURTENANCES				
			Subtotal		\$ 516,000.00
	ROADWORK				
			Subtotal		\$ 269,000.00
	BRIDGES/RETAINING WALLS				
			Subtotal		\$ 80,000.00
	BASES				
			Subtotal		\$ 210,000.00
	WEARING SURFACES, STORMWATER, DRAINAGE, SEWERS				
			Subtotal		\$ 1,794,000.00
	PERMANENT TRAFFIC SAFETY, TRAFFIC CONTROL, AND GUIDANCE DEVICES				
			Subtotal		\$ 117,000.00
	RESTORATION				
			Subtotal		\$ 19,000.00
			CONSTRUCTION CONTRACT TOTAL		\$ 1,830,000.00
			Project TOTAL		\$5,000,000.00