



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 *Washington County*
2. Contact info: Name, phone #, email *Shelley Oylear, 503.846.7819, shelley_oylear@co.washington.or.us*
3. Funding category (check one): Active Transportation Freight Both
4. Project name. *Bike and Ped Bridge Crossing of US 26 at Cornelius Pass Road*
5. Describe the project purpose. What problems or issues is the project intended to address?
Highway 26 is one of the major barriers to walking and bicycling in Washington County. The existing interchange at Cornelius Pass Road has high traffic volumes, many ramp conflicts, and is not easily navigable by bicycles and walkers of all ages and abilities. A grade-separated crossing to the east of the interchange, along the alignment of the Oregon Electric Railway Trail ("OERT"), would provide a safe and comfortable experience. The bridge fills an important gap between the Rock Creek Trail and Cornelius Pass two-way cycletrack and sidewalk, offering nearly 5 miles of off street facilities attractive to users of all ages and abilities.

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 #? *11913*
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) 3T
 - Bicycle Regional Bikeway
 - Pedestrian Regional Pedestrian Corridor
 - Freight 3T
 - Transit 3T
9. List the project beginning and ending points. What specific streets/intersections are included in the project area? *Cornelius Pass Rd multi-use path and Rock Creek Trail ("Power Line Trail") at Rock Creek Blvd.*
10. Is the project included in an adopted local transportation safety plan or audit? Yes No
Please describe. *School Access Improvement Study, Washington County Transportation Safety Action Plan*
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?) *Funding is Certain—\$71,890 in Major Street Transportation Improvement Program Opportunity Funds*
12. Which Project Development Stages are to be considered for RFFA funding?² *Alternatives Evaluation and Preliminary Design*

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. *See attached*

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)? *Concept and alignment complete.*
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? *Not required at this stage*
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 County worked with BPA to identify project design and coordination issues to consider in the development of the trail and bridge landings in the powerline 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? *Preliminary field review, walk through with subject matter experts.*

Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address? *Project addresses unsafe crossings, proximity to heavy vehicle traffic and high vehicle volumes, and gap in off-street bike and pedestrian network,*
21. Which community partners are involved? *Tualatin Hills Parks and Recreation District, Hillsboro School District.*
22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. *Extensive outreach was done as part of Hillsboro Trails Master Plan (2015-16), School Access Improvement Study (2015-16) Washington County's Transportation System Plan Update (2014-15), THPRD's Trails Functional Plan (2015-16). ODOT Region 1 Active Transportation Needs Inventory(2016). The engagement process included citizen advisory committees, multiple community open houses, online surveys as well as public hearings. The community has been supportive of the bridge and has expressed excitement for the connection it will provide.*

Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project? *Yes, City of Hillsboro, and Washington County*
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

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

Oregon Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland. *Washington County, Bonneville Powerline Administration (BPA), City of Hillsboro, Oregon Department of Transportation Highways, Tualatin Parks and Recreation District. We have discussed project with agencies since 2016 RFFA grant application. Agencies still have interest in seeing progress on the project.*

25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation? *None to relocate with proposed preliminary design.*
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.) *County does not have sole design control. This project would evaluate the full impacts of the alignment and design on affected agencies. The bridge has elements that are located within BPA's powerline corridor, cross an ODOT-maintained federal facility and begins and terminates along City of Hillsboro and Washington County roadways, and connect to a THPRD trail. We will be working closely with these agencies to design the type, size and other structural and aesthetic elements of the bridge.*

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? *Not applicable to proposed design phase only*
 - 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? *Not applicable to proposed design phase only*
 - b. Utility Relocation
 - i. Are utility relocation costs included in the cost estimate? *Not applicable to proposed design phase only*
 - c. Stormwater considerations
 - i. Water quantity *Not applicable to proposed design phase only*
 - ii. Water quality *Not applicable to proposed design phase only*
 - d. Environmental and Permitting
 - i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? *Not applicable to proposed design phase only*
 - e. Schedule *Estimating interagency coordinating staff availability years in the future*
 - f. Budget *Estimating interagency coordinating staff availability years in the future*
 - g. Staff availability
 - i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. *Washington County and City*

⁴ As indicated on final page of application.

of Hillsboro both have experienced project management and transportation planning staff to lead, manage and deliver project.

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. *Bridge will be for active transportation only, separated from vehicle traffic. The project will be designed to accommodate users of all ages and abilities, complying with ADA requirements. The bridge design will also conform to the ODOT Bridge Design and Drafting Manual(BDDM) and American Association of State Highway and Transportation Officials (AASHTO) specifications for the Design of Pedestrian Bridges.*
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) *An 18-foot wide bridge that provides bi-directional accommodations and amenities. The standard for regional trails is 12- to 14-foot paved with 2- foot gravel shoulders (total width of 16-to 18-feet). This will be applied to connecting trails. The project will seek opportunities to incorporate art into the design of the structure. Staff is currently aware of interested parties looking to artistically collaborate on a project such as this. In addition, site furniture, such as benches and trash receptacles, may also be incorporated in the project's design, as will trail and wayfinding signage per Intertwine-Metro standards. Feasibility of lighting will also be explored. Because the project area is located within a powerline corridor, BPA and Portland General Electric (PGE) have restrictions on what amenities can be located under high voltage transmission lines. One of the outcomes of this project will be to identify these limitations.*
31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?⁵ *The alternatives evaluation will identify and determine opportunities to include impact mitigation in preliminary design.*
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? *The alternatives evaluation will identify and determine opportunities to include impact mitigation in preliminary design.*

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 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

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

Affordability/Equity

33. Is the project in an Equity Focus Area? Yes No Please indicate which Focus Area. *Two census tracts in Hillsboro - One with higher than regional average concentrations of People of Color or Limited English Proficiency, and one with higher than regional average concentrations of People of Color or Limited English Proficiency and Low-Income.*
34. List the community places⁶, affordable housing, and Title 1 schools within ¼ mile of project. *Community Places: Fred Meyer, Winco, Kaiser Permanente Westside Medical Center, Kaiser Permanente Tannasbourne Medical and Dental Office, Hillsboro VA Clinic, Hillsboro Pediatric Clinic, Gordon Faber Recreation Complex, Hondo Dog Park, Orchard Park, Rock Creek Park, Rock Creek Powerline Park, Rock Creek Trail, Rock Creek Landing Park, Adams Acre Park, Evergreen Park, Northwest Park, Rock Creek Greenway, Bethany Lake Park*
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?

Category	Project Area Total	Percent of Project Area Total Population	Washington County Total	Percent of Washington County Total Population
Low-Income (200 percent of poverty line)	8,189	23%	144,075	25%
Non-white	13,968	38%	188,267	33%
Limited English Proficiency	2,603	8%	48,724	9%
Children	6,929	19%	137,113	24%
Seniors	3,593	10%	69,465	12%
Persons with Disabilities	3,183	9%	57,909	10%

36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project? *Due to the barrier of crossing Hwy 26 and lack of transit on Cornelius Pass Road, transportation-disadvantaged populations do not have very many travel options other than using a private automobile. North of Hwy 26, there are industrial-manufacturing businesses that have diverse workforces that would be well served by the new connection. Residents north of Hwy 26 are required to navigate high speed, high volume arterials and interchange to reach jobs and community destinations including: bus stops, recreation facilities, and grocery stores. For those who do not have access to a vehicle, this project will fill a gap in the system and drastically improve safety, mobility and accessibility for people walking, bicycling, using mobility devices crossing Hwy 26. Student attendance boundary*

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.

for Liberty High School includes areas both north and south of Hwy 26. The diverse student population would benefit from a dedicated bicycle and pedestrian crossing of Hwy 26 to access their schools and nearby recreation facilities, and Rock Creek Trail.

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? *Washington County welcomes COBID firms to bid on our projects. The County advertises bid opportunities in publications that target COBID firms. Our on call consultants and contractors include COBID businesses.*

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)? *Project study area includes 8 locations on County SPIS list, including five locations along Cornelius Pass Road (four south of US 26 along the existing cycle track). The state SPIS includes two locations along off-ramps at the US 26/Cornelius Pass Road interchange, which would be bypassed by the bridge project. Since 2012, there have been 15 fatal and serious injury crashes. Current bicycle and pedestrian crashes are not high in the vicinity but the current environment is not easily navigable by bicycles and walkers of all ages and abilities, which discourages use.*
39. How does the project aim to reduce the number of fatal or serious injury crashes? *A grade separated bicycle and pedestrian crossing on the eastside of the interchange, along the alignment of the Oregon Electric Railway Trail would eliminate the many conflict points with vehicles and provide a safer, more comfortable crossing experience.*
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) *The bridge will eliminate crossing conflicts at interchange ramps and provide separation from vehicle traffic. The bridge will also reduce delay for bikes and pedestrians at traffic signals.*

System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved? *The bridge fills an important gap between the Rock Creek Trail and Cornelius Pass two-way cycletrack and sidewalk, offering nearly 5 miles of off street facilities attractive to users of all ages and abilities.*
42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate? *As a key gap in existing trail/bike/pedestrian facilities the bridge will support bicyclists and walkers to reach other trails and bikeways that intersect the Rock Creek Trail and County roadways- extending the access to the network of bike and pedestrian facilities. There is a trail crossing under Hwy 26 to the east that frequently floods and is unreliable, the proposed bridge would provide a safe and lighted crossing for year round use.*

Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability? *No impact*
44. How does the project improve connections to transit and employment or residential sites/areas? *Provides first mile/last mile connection to transit from employment and residential areas.*
45. How will the project reduce vehicle trips or VMT (other than freight-related trips)? *The bridge will provide a high quality facility that will attract users from all ages and abilities. The bridge*

fills a gap that connects high employment area of North Hillsboro, regionally designated employment lands.

46. How does the project reduce the need for throughway expansion? *Not applicable*

Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact. *Reduces VMT by offering a bike and pedestrian facility and connection that serves a wide range of skills/abilities, increasing mode share potential.*
48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? *The alternatives evaluation will identify and determine opportunities to include impact mitigation in preliminary design.*

Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement? *No impact*
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 Impact*
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? *By providing a separate bicycle and pedestrian facility adjacent to a freight corridor, it has the potential to reduce conflicts and delay by reducing pedestrian and bicycle calls at signals and yield areas.*

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 *Project would serve Title 4 Regionally Significant Industrial, Industrial, and Employment Lands within the North Hillsboro Industrial District. There are 19,379 existing traded sector jobs (33,546 total jobs) based on Metro Economic Value Atlas within the six census tracts located within one mile of the project. Projected 2040 jobs based on TAZ data: 64,312 total jobs; 2,524 retail jobs; 25,202 service jobs, and 36,586 other jobs. Note: TAZ and Census geographies are not coterminous. Census tracts that encompass the project study area total 63,448 acres, compared to 64,378 acres within TAZ zones that encompass the census tracts (1.5 percent greater land area). Census tract geographies north of US 26 are exceedingly large and limit the ability to collect accurate employment counts using the EVA/Census.*
53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.⁸ *Project would improve access to 662 existing clean technology jobs located within the six census tracts that overlap the project area.*

Project Leverage

54. How does this project leverage other funding sources? *Major Streets Transportation Improvement Program Opportunity Funds will be used as a match.*
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. *Yes, completion of preliminary design will position the project for potential funding through regional (parks and open space or*

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

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

transportation funding measures), state (Connect Oregon) or federal (BUILD) or other similar programs.

56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies? *No*
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. *Not on the Regional Emergency Transportation Network but will provide an alternative to vehicular routes in the area connecting town centers and other essential destinations.*

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? *2019, services only does not include escalation factors.*
61. To what extent were the following considered during cost estimating? *Cost estimate is for alternatives evaluation and preliminary design and assumed outside consulting services for all aspects except project management.*
- 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

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

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- 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 Shelley Ogden - Bicycle and Pedestrian Coordinator

Engineering [Signature] - Interim Land Use & Transportation Director

Right of Way [Signature]

Environmental [Signature]

Other agency signatures (as required):

ODOT Highway _____

ODOT Rail _____

TriMet _____

SMART _____

Utilities _____

Railroads _____

Other (please indicate) _____