



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 Forest Grove**
2. Contact info: Name, phone #, email **Derek Robbins, (503)992-3292, djrobbins@forestgrove-or.gov**
3. Funding category (check one): **Active Transportation** Freight Both
4. Project name. **Council Creek Regional Trail**
5. Describe the project purpose. What problems or issues is the project intended to address? **TV Highway corridor currently provides the most direct east-west route between Hillsboro, Cornelius and Forest Grove. TV Highway is identified as a high injury corridor in the Regional Transportation Safety Strategy and a high crash corridor in Washington County's Transportation Safety Action Plan with high traffic volumes and speeds making it particularly challenging to navigate by people biking and walking. The Council Creek Regional Trail (CCRT) presents an opportunity to provide a parallel off-street facility that is safe and attractive to users of all ages and abilities. Increase access to opportunity for focused historically marginalized community (FHMC). This 6-mile segment of trail would be built in a currently unused state-owned RR right-of-way (ODOT Rail) to replace an existing unused spur RR, located approx. 1/4 mile north of and paralleling Hwy 8 between Forest Grove and Hillsboro (Metro Mobility Atlas Corridor #15). Project will provide a continuous bicycle and pedestrian link from the TriMet Blue Line MAX station in downtown Hillsboro to the City of Forest Grove with access to Cornelius and Washington County in-between. A trail linking these diverse communities and destinations will increase opportunities to bike and walk for recreational, shopping, and commuter purposes. The trail will provide access between homes, commercial destinations, schools, jobs, and transit. Between 2000 and 2010, the population of the cities and counties in the area has grown at a faster rate (ranging 19% to 30%) as compared to the state average of 12%. Oregon's Hispanic population grew by nearly 64% from 2000 to 2010. The cities in the area saw their Hispanic population increase by over 50%. The City of Cornelius has the most diverse population with over 50% of its population being Hispanic. Over 20% of the population in City of Forest Grove and Hillsboro are also Hispanic.**

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 #? **10806**
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) **Regional Trail Crosses and parallels**
 - Bicycle **Regional Parkway**
 - Pedestrian **Regional Parkway**
 - Freight **Crosses and will be extended parallel to a Regional High Injury Corridor**

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

X Transit Parallels Regional Transit Corridor

9. List the project beginning and ending points. What specific streets/intersections are included in the project area? **In ODOT Rail Corridor: Forest Grove (Douglas & 21st) to Hillsboro (Blue Line Max Station)**
10. Is the project included in an adopted local transportation safety plan or audit? **X Yes** No
Please describe. **Project is identified in the Regional Transportation Safety Strategy as a project with a Safety Benefit**
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?) **Washington County MSTIP Opportunity Fund request \$154,050. Certain.**
12. Which Project Development Stages are to be considered for RFFA funding?² **Preliminary Design**
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? **X Yes** No
14. Attach or describe the project schedule and include information about important schedule considerations or drivers. **A master plan to determine a preferred trail alignment was completed in 2015 for this project fund with RFFA. This Preliminary Design would be a next step continuation of that work. Here is this Project Development estimated schedule Task/Completion (months from NTP)/Duration: Project Management/Month 1-18/18; Contracting with Consultants/Month 1-3/3; Public Involvement/Month 7-15/9; Agency Coordination/Month 4-15/12; Survey and Mapping/Month 4-5/2; Alternatives Evaluation/Month 5-7/3; Design Studies (hydraulics, traffic, etc.)/Month 7-9/3; Preliminary Design/Month 6-15/10; Project Closeout/Month 16-18/3.**

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)? **Planning, alternatives identification and evaluation were completed under a Master Plan Project. This application is for the Preliminary Design Phase. The intent of this preliminary design funding is to complete sufficient design (20-30%) with sufficient confidence to pursue additional required funding to finalize design and complete construction.**
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? **Portland and Western Rail Road (PWRR) holds a "permanent exclusive rail service easement" over the state-owned right-of-way (ODOT Rail). We are currently in discussions with ODOT Rail and PWRR about abandonment of the RR and relinquishment of the easement.**
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? **Council Creek Regional Trail Master Plan. Published Aug. 1, 2015. <https://www.oregonmetro.gov/council-creek-regional-trail-master-plan>. This application is the next step and builds on the Master Plan work.**

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

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? **It is anticipated the trail would be construction on and within the existing 60-foot wide Rail Road corridor. Utilizing the existing rail road corridor is anticipated to reduce environmental impacts. Project will have to address storm runoff water quantity. Project will also need to consider wetlands, as well as flood plain and potential species habitat, but anticipate to a lesser extent since project will be built within existing RR corridor.**
19. To what extent has environmental permitting been scoped or completed? **Anticipate project would be constructed on and within the existing 60-foot Rail Road ROW. Utilizing the existing rail road corridor is anticipated to reduce environmental impacts. Part of this project would be to obtain a more detailed description of the necessary permitting. Some initial review of permitting was done as part of the Master Plan work. Storm water quality was the main environmental item identified in the RR ROW in the Master Plan work.**

Community Support

What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address? **Safer alternative to State Highway 8 or rural roads for bike and pedestrians. Planning for and constructing a regional trail system separate from the roadway reduces and/or eliminates conflicts with high speed traffic. Utilizing the existing rail road corridor for alignment makes sense to help reduce the environmental impacts. The rail alignment is more direct, allowing commuters a shorter ride to and from Hillsboro, Cornelius and Forest Grove. The rail alignment also provides the easiest connection to urban neighborhoods, local businesses, and transit within these communities.**

20. Which community partners are involved? **Cities of Forest Grove, Cornelius, Hillsboro; ODOT, TriMet, Washington County, Metro. Chamber of Commerce, Washington County Visitors Association, Community Participation Organization (CPO) 15, Tualatin River Watershed Council, Adelante Mujeres, Centro Cultural, Washington County Rural Road Operations and Maintenance Advisory Committee (RRROMAC), Washington County Bicycle Transportation Coalition.**

Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. **Concept of the Council Creek Regional Trail started in early 2000. Since then many letters of support and resolutions have been passed to bring about the Council Creek Regional Trail. There has been a majority of community support for the project to convert the existing rail freight corridor into a trail. There has been a broad stakeholder engagement process since the master planning work started. The CCRT is product of a combined effort by local, regional, and state governments, a local stakeholder advisory committee, and the many individuals and groups that contributed their ideas. The active government partners are the Cities of Forest Grove, Cornelius, and Hillsboro, as well as Washington County, TriMet, Metro and ODOT. Some or all of these jurisdictions may be responsible for the final design, engineering and building of sections of the trail. A Stakeholder Advisory Committee (SAC) was formed during the Master Plan process. The committee was drawn across a wide range of interests including the environmental, bicycling, neighborhood, business and agricultural communities. Members included City citizens, Parks Boards, Chamber of Commerce, CPO 15, County Bicycle Transportation Coalition, Tualatin River Watershed Council, Adelante Mujeres, Centro Cultural, local farmers, and Planning Commission. There has also been a specific Hispanic outreach effort during development of the project. Production of a written**

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

project overview in Spanish distributed through Adelante Mujeres and Centro Cultural, and the City of Forest Grove. Translation of public notices, project materials and display posters into Spanish for use at project open houses and for other outreach efforts such as farmers markets. Spanish translators provided by Adelante Mujeres and Centro Cultural at project open houses, and an open house resource table staffed with Spanish speakers. In addition, consultant staff had a native Spanish speaker on staff that recorded and transcribed open house notes in Spanish. The City of Hillsboro also assigned a native Spanish speaker on staff to the open houses. Booths at summer farmers markets staffed by Spanish speakers and project information and surveys in Spanish and English. Several community open house event meetings have been organized during development of the CCRT. Supplementing the community open houses, members of the project team met formally and informally with individual stakeholders throughout the planning process. Twelve formal interviews were conducted.

Interagency Connections

21. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project? **Yes, as discussed above this has been and will continue to be a collaborative project among several jurisdictions. The active partners have been Forest Grove, Cornelius, Hillsboro; ODOT, TriMet, Washington County, Metro. Also currently we have been actively communicating with ODOT Rail and Portland and Western Rail Road.**
22. 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. **Yes, as discussed above this has been and will continue to be a collaborative project among several jurisdictions. The active partners have been Forest Grove, Cornelius, Hillsboro; ODOT, TriMet, Washington County, Metro. Also currently we have been actively communicating with ODOT Rail and Portland and Western Rail Road.**
23. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation? **Not anticipating relocating utilities. Project will be within and on the Portland and Western Rail Road (PWRR) "permanent exclusive rail service easement" over the state-owned right-of-way (ODOT Rail). Project partners are currently in active communications with both parties.**
24. 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.) **A master plan has been adopted by partners showing the preferred trail alignment and typical trail design sections. More details will be determined during this preliminary design application.**

PROJECT RISKS

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

25. Has a person(s) with the proper authority reviewed and agreed to the project design, and signed off on this application?⁴ Yes No
26. Are there any anticipated risks for the following:
 - a. Right of way (ROW)

⁴ As indicated on final page of application.

- i. Are ROW acquisition costs included in the cost estimate? **Not at this time. We are currently in active communications with both ODOT Rail and PNWR to determine what if any cost would be incurred for ROW or easement acquisitions.**
 - 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 part of this scope or anticipated at this time.**
- b. Utility Relocation
 - i. Are utility relocation costs included in the cost estimate? **No. Not anticipated.**
- c. Stormwater considerations
 - i. Water quantity **none expected.**
 - ii. Water quality **has been anticipated in the implementation scoping of this project and will be part of these preliminary design efforts.**
- d. Environmental and Permitting
 - i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? **Was not identified in the implementation scoping efforts.**
- e. Schedule **Not an issue**
- f. Budget **Cost estimates of the project were done during the Master Plan work. More detailed cost estimating are to be done during this preliminary design work. Project partners have been in discussion with ODOT Rail and PNWR. There may be some additional unaccounted for costs associated with acquisition of the ROW and extinguishment of the rail service easement.**
- g. Staff availability
 - i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. **Several other agencies are also involved in this project including Washington County, Metro, Hillsboro, and Cornelius and have also had experience with managing these types of projects. A specific project manager has not been identified yet for this 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.

- 27. Describe the project elements and countermeasures that address safety. **Project will be built within existing 60-foot Railroad ROW for the entire distance and 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 standard for regional trails is 12- to 14-foot paved with 2- foot gravel shoulders (total width of 16-to 18-feet). The existing RR corridor crosses several collector and arterial roadways and will require modifications or enhancements for bike and pedestrian crossings.**
- 28. 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) **Project would be built in place of RR on or within existing 60-foot Railroad ROW for the entire distance, therefore reducing or eliminating conflicts with traffic. Trail**

crossings at established collector and arterial intersections will use traffic stop signals or signing, crosswalk signing and striping, and other traffic controls. More specifically the preliminary design work will consider the following elements in more detail: All street crossings include an appropriate enhanced high-visibility crosswalk treatment; raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes; Reduced pedestrian crossing distance; Curb Extensions; Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal; Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts; Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals; Signs regulating bike/pedestrian interaction. Upgrades may be required on a case-by-case basis in accordance with municipal or ODOT standards.

29. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?⁵ **Project would be built in place of and on or within existing 60-foot Railroad ROW for the entire distance, therefore reducing or eliminating environmental impacts. Stormwater runoff will be treated according to local standards.**
30. 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? **Project would be built within an unused existing 60-foot ODOT RR ROW replacing an inactive spur RR operation. Provides a safe alternative travel for bike and ped travel without having to disturb existing land environments.**

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

Affordability/Equity

31. Is the project in an Equity Focus Area? Yes No Please indicate which Focus Area. **100 percent of project is within Equity Focus Area including Forest Grove, Hillsboro, and Cornelius. List the community places⁶, affordable housing, and Title 1 schools within ¼ mile of project. Parks: Bard Park, 2921 22nd Avenue (Forest Grove)Hordichok Park, 425 N. 13th AvenueWater Park, 1800 N. Barlow Street (Cornelius)East Council Creek Natural Area, 2990 N. Irvine Street (Cornelius)West Council Creek, 36470 NW Spiesschaert Rd. (Cornelius)Ryland Park, 278 N. 31st Avenue (Cornelius)City Hall Park, 1355 N. Barlow Street (Cornelius)Dairy Creek Park, 515 SW 17th Avenue (Hillsboro)Dairy/McKay Confluence Natural Area (Metro). Schools: Cornelius Elementary, 200 N. 14th Avenue (Cornelius). Regulated Affordable Housing: Senko Villa, 2131 Quince Street (Forest Grove)Forest Manor I & II, 2141 Quince Street (Forest Grove)Wynwood of Forest Grove, 3110 19th Avenue (Forest Grove)Willow Park Apartments, 2824 22nd Avenue (Forest Grove)Garden Grove Apartments, 2727 22nd Avenue (Forest Grove)Bienestar Elm Park I Apartments, 2351 Elm Street (Forest Grove)Bienestar Elm Park II Apartments, 2350 Elm**

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

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.

Street (Forest Grove)Cornelius Place Apartments, 1310 N. Adair Street (Cornelius)Cornelius Park Apartments, 1708 N. Davis Street (Cornelius)Washington County Housing Authority Duplexes, 144 NW 9th Court (Hillsboro)Washington County Housing Authority Duplexes, 138 NW 9th Court (Hillsboro). Grocery Stores: Walmart, 220 N. Adair Street (Cornelius)Fred Meyer, 2200 E. Baseline Street (Cornelius)WinCo Foods, 1500 SW Oak Street (Hillsboro). Other Community Places: Pacific University, 2043 College Way (Forest Grove)Forest Grove Senior and Community Center, 2037 Douglas Street (Forest Grove)Cornelius Library, 1370 N. Adair Street (Cornelius)Centro Cultural, 1110 N. Adair Street (Cornelius)Virginia Garcia Memorial Health Clinic, 1151 N. Adair Street (Cornelius)Washington County Courthouse, 145 NE 2nd Avenue (Hillsboro)Hillsboro Civic Center, 150 E. Main Street (Hillsboro)Community Action Agency, 1001 Baseline Street (Hillsboro)

32. 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? **Totals (Hillsboro, Cornelius, Forest Grove) Population 145,737; Low income (persons in poverty) 16,489; Low-English 43,499; Non-white 36,898; seniors (over 65) 15,121; youth (under 18) 36,992; disability 10,125. Source: US Census Quick Facts & Data USA.**
33. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project? **Provides a dedicated 6-mile alternative mode of travel corridor link between 3 cities. Safer alternative to State Highway 8 or rural roads for bike and pedestrians. Planning for and constructing a regional trail system separate from the roadway reduces and/or eliminates conflicts with high speed traffic. The rail to trail alignment is more direct, allowing commuters a shorter ride to and from Hillsboro, Cornelius and Forest Grove. The alignment also provides the easiest connection to urban neighborhoods, local businesses, and transit within these communities.**
34. 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? **This project does have opportunities for COBID firms and project has been open to this type of offering in the past. Both written and verbal translation communication efforts were used during past outreach efforts during the Master Plan work on this project. It is anticipated that similar work needs could be used during the preliminary design phase work. Here are examples of past work efforts and needs: Local non-profits Adelante Mujeres and Centro Cultural had representatives on the project's Stakeholder Advisory Committee. Adelante Mujeres worked with the Project Management Team to coordinate outreach efforts. Production of a written project information in Spanish were distributed through Adelante Mujeres and Centro Cultural. Translation of public notices, project materials and display posters into Spanish at project open houses and for other outreach efforts such as farmers markets. Spanish translators provided by Adelante Mujeres and Centro Cultural at project open houses, and an open house resource table staffed with Spanish speakers. In addition, consultant had the services of a native Spanish speaker on staff, recorded and transcribed open house notes in Spanish. Booths at Summer farmers markets staffed by Spanish speakers and project information and surveys in Spanish and English.**

Safety

35. 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)? **Metro Mobility Corridor Atlas area #15 (Hillsboro to Forest Grove) shows the following from 2007 to 2011: Fatal 18, Serious injury plus fatal 59.**

36. How does the project aim to reduce the number of fatal or serious injury crashes? **About half the fatal crashes listed above involved pedestrian fatality. The trail offers a safe alternative parallel route to TV Highway, which is a high injury corridor.**
37. 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) **Project would be built in place of and on or within existing 60-foot Railroad ROW for the entire distance, therefore reducing or eliminating conflict with vehicles and environmental impacts. The existing Rail Road corridor crosses several collector and arterial roadways and will require modifications or enhancements to existing crossing provisions for the bike and pedestrian trail crossings. More specifically the preliminary design work will consider the following elements in more detail: All street crossings include an appropriate enhanced high-visibility crosswalk treatment; raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes; Reduced pedestrian crossing distance; Curb Extensions; Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal; Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts; Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals; Signs regulating bike/pedestrian interaction.**

System Completion

38. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved? **This is a 6 mile continuous segment of regional trail will improve access between downtown Hillsboro (regional center) to two town centers, main streets and employment lands in Forest Grove and Cornelius. This will be a major east-west link in the overall metro regional trail plan. The trail offers a safe alternative parallel route to TV Highway, which is a high injury corridor.**
39. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate? **The council creek regional trail will be a dedicated 6 mile east-west active transportation corridor between Hillsboro to Forest Grove. TV Highway is currently the only option, which is a high injury corridor. Current alternative bicycle/pedestrian corridors such as Tualatin Valley Highway and Highway 47 are high speed and have no dedicated facilities for multi-modal travel. The Council Creek Trail would help to alleviate that challenge.**

Multimodal Travel, Mode Share, and Congestion

40. How will the project reduce transit delay and improve transit reliability? **There is the potential in the future for a possible extension of high capacity transit parallel to the Council Creek Regional Trail in the same 60-foot ODOT Rail ROW corridor from Hillsboro to downtown Forest Grove. This preliminary design work for the trail will also consider future high capacity transit options and needs.**
41. How does the project improve connections to transit and employment or residential sites/areas? **Over the entire 6 miles of commuter trail the corridor will parallel and be within ¼ mile of the existing TriMet 57 frequent bus service. It will also connect with the Blue Line Max Station in downtown Hillsboro. It will also connect the downtowns of Hillsboro, Cornelius, and Forest Grove with access to many jobs, community places, shopping, frequent and diverse destinations.**
42. How will the project reduce vehicle trips or VMT (other than freight-related trips)? **In the center of the corridor under existing conditions (Highway 8) the peak 2 hour volume bike/ped counts**

are currently **40 weekend and 30 weekday (35% bikes & 61% pedestrians)**. With development of the trail for alternative modes of travel we would expect these numbers to show a dramatic increase.

43. How does the project reduce the need for throughway expansion? **This project uses an existing RR freight throughway not being used and provides the development of a new alternative mode of throughway without the need to expand the Highway 8 . Highway 8 is currently the main east-west corridor throughway. This new multi modal corridor (active transportation with potential high capacity transit) through way would be built within the existing ODOT 60-foot rail ROW throughway and could greatly reduce the need to expand or improve the existing modes in Highway 8 corridor.**

Climate Change and Environmental Impact

44. Describe the measures included to specifically mitigate the project’s greenhouse gas emissions and environmental impact. **This is an active transportation trail project for bikes and pedestrians. Project would be built on and within an existing RR ROW therefore reducing the need to reshape, impact or change other lands. It would be built for non-motorized vehicles.**
45. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? **It is anticipated the trail would be construction on and within the existing 60-foot wide Rail Road corridor. Utilizing the existing rail road corridor is anticipated to reduce environmental impacts. The trail would have to follow local standards and be designed with storm water quality features using swales or other buffers along the trail.**

Freight Related Impact

46. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement? **Currently the main east-west Highway 8 traffic and freight corridor (reduction review route) share the road with bike, pedestrians, and transit. Developing existing 6-mile 60-foot inactive RR ROW corridor into a dedicated multi-modal travel corridor for bike, ped, and possibly future High Capacity Transit will help to improve congestion and reduce the potential for conflicts on TV Highway. The RR ROW parallels the Hwy 8 corridor (1/4 mile offset to the north).**
47. 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. Project is parallel to Highway 8 approx. ¼ miles to the north. Highway 8 is a RRR. Project would be built in an existing ODOT RR corridor.**
48. 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? **The existing 6-mile 60-foot wide RR ROW is unused but does parallel the Hwy 8 corridor with delays. AM and PM peak hour delays on Hwy 8 through the City’s downtowns. The rail alignment is more direct, allowing commuters a shorter alternative mode of travel to and from Hillsboro, Cornelius and Forest Grove. The rail alignment also provides the easiest connection to urban neighborhoods, local businesses, and transit within these communities.**

Employment/Economic Development

49. 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 Employment and Industrial Lands in Hillsboro, Cornelius and Forest Grove. There are 7,016 existing traded sector jobs (20,178**

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

total jobs) based on Metro Economic Value Atlas within the eight urban census tracts within ½ mile of Project. Projected 2040 jobs based on TAZ data: 33,340 total jobs; 3,176 retail jobs; 16,023 service jobs, and 14,141 other jobs. Note: TAZ and Census geographies are not coterminous. Census tracts that encompass the project study area total 14,918 acres, compared to 15,641 acres within TAZ zones that encompass the census tracts (5 percent greater land area).

50. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.⁸ **Project would improve access to 326 existing clean technology jobs located within the eight urban census tracts within ½ mile of Project.**

Project Leverage

51. How does this project leverage other funding sources? **The RFFA funding will leverage \$154,050 in local match funded through Washington County’s Major Street Transportation Improvement Program Opportunity Fund.**
52. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain. **Completing preliminary design with this RFFA will help position for other funding including state (Connect Oregon), regional (Parks and Open Space and potential transportation funding measures) as well as federal funding programs.**
53. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies? **Project develops an alternative mode of transportation to reduce fuel use, reduce air pollution, and reduce greenhouse gas emissions. Provides a safer direct route for bikers and pedestrian connection to the downtown Hillsboro Max Station from the west.**
54. Is this project on the Regional Emergency Transportation Network?⁹ Will this project help improve resiliency of the transportation network? If so, describe how. **Developing the trail is the first priority in this existing 60-foot RR ROW, but eventually idea would be to expand further as a multi modal corridor that parallels an existing Hwy 8 RET route. Possibly the corridor could be designed to serve as an RET route if needed.**

PROJECT COST ESTIMATE

55. 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.)

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

56. 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

57. What year was the cost estimate created? Does it include any escalation factors and to what year? **Cost estimate was developed in August 2014 and escalated to 2018 dollars. See attached details.**

58. To what extent were the following considered during cost estimating? **The Master Plan alternatives analysis cost estimate considered the following key project elements and will be further examined during the design phase.**

- 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

59. Please attach your cost estimate. Verify that it includes the following items:

- a. Unit cost assumptions
- b. Contingency assumptions

Cost Summary. Details attached

Preliminary Design work cost estimate	MSTIP Opportunity Fund request	RFFA request
\$1,500,000	\$154,050	\$1,345,950

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 _____

Engineering _____

Right of Way _____

Environmental _____

Derek J. Robbins, PE

djrobbins@forestgrove-or.gov

City of Forest Grove
Engineering Department
1924 Council Street
Forest Grove, Oregon 97116
Main (503) 992-3228
Direct (503) 992-3292
Fax (503) 992-3203



Other agency signatures (as required):

ODOT Highway _____

ODOT Rail _____

SEE ATTACHED LETTER

TriMet _____

SMART _____

Utilities _____

Railroads _____

Other (please indicate) _____

SEE ATTACHED LETTERS