



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 Oregon City
2. Contact info: Dayna Webb, 503-974-5508, dwebb@orc.org
3. Funding category (check one): ☒ Active Transportation ☐ Freight ☐ Both
4. Project name: Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project
5. Describe the project purpose: What problems or issues is the project intended to address?
The Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project will provide a design for the final phase of the adopted 2005 McLoughlin Boulevard Enhancement Plan (Ordinance 05-1004). This project has two main goals 1.) Close the gap and provide safe pedestrian and bicycle access through additional design elements between McLoughlin Boulevard (aka OR 99E) and the Willamette Falls Riverwalk and 2.) Provide a complete street design for OR 99E from the tunnel to 10th Street, which in its condition today, is seen as a barrier to investing and revitalizing properties that front McLoughlin Boulevard in Oregon City.

The City has successfully completed the first two phases of McLoughlin Boulevard. This remaining portion of the McLoughlin Boulevard Enhancement Plan has been the most complicated to complete as it is interwoven with the OR 99E viaducts. As replacement of the viaduct seems to be falling off any near-term project list, Oregon City sees a vital need to look at alternative designs for pedestrian and bicycle access along the riverside of OR 99E that is not contingent on replacing the viaduct.

A project-specific engagement plan will be developed including stakeholder analysis to identify the viewpoints and interests of those impacted by the project and to ensure meaningful involvement opportunities for all people. Historically marginalized populations include those with limited English proficiency, diverse cultural backgrounds, low-income or disability, seniors and youth will be meaningfully engaged throughout the design alternatives analysis and final design selection.

Design alternatives will also be reviewed for compliance with and the ability to leverage joint goals/projects in Oregon City's Transportation Demand Management Plan.

Pedestrian design elements –that will be reviewed as part of the design alternatives process include, but are not limited to:

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- Add sidewalk width and/or buffer for a total width of 17 feet or more (in some portions)
- Add sidewalk width and/or buffer for a total width of 10 feet or more (throughout design area)
- Sidewalk clear zone of 6 feet or more
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
- Add enhanced pedestrian crossing(s) at appropriate locations
- Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- Reduced pedestrian crossing distance
- Lighting, especially at crosswalks - pedestrian scale (10-15 feet), preferably poised over sidewalk
- Dark skies compliant lighting
- Add countdown heads at signals
- Shorten signal cycle lengths of 90 seconds or less during certain hours of the day – pedestrian

friendly signal timing, lead pedestrian intervals

- Access management: minimize number and spacing of driveways

- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts (Willamette Falls Entrance at OR 99E & Main Street and OR 99E & Water Street)

- Wayfinding Signage

Bicycle design elements – that will be reviewed as part of the design alternatives process to see if bicycle access can be provided along OR 99E in addition to the alternate routes identified in the 2005 McLoughlin Boulevard Enhancement Plan along Main Street and Railroad Avenue.

These include but are not limited to:

- On streets with traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer

- 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

- Protected intersection treatments

- Access management: minimize number and spacing of driveways

- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts (Willamette Falls Legacy Project Entrance at OR 99E & Main Street, as well as at OR 99E & Water Street)

- Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes

- Lighting at intersections

- Dark skies compliant lighting

Other Complete Street Features include:

- Benches

- Gateway Feature

- Street Trees and/or landscaping

- Stormwater treatments

- Intelligent Transportation Systems (ITS) elements

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 #? 10123 – Willamette Falls Shared Use Path (Oregon City TSP S3) & 10118 – McLoughlin Boulevard Bike & Pedestrian Improvements (Oregon City TSP D74)

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.](#)

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

- ☒ Bicycle: Regional Bikeway
 - ☒ Pedestrian: Pedestrian Parkway
 - ☒ Freight: Roadway Connectors
 - ☒ Transit: Frequent Service on adjacent parallel route
9. List the project beginning and ending points. What specific streets/intersections are included in the project area? The project is located on McLoughlin Boulevard (OR 99E) between 10th Street & the tunnel. The project would include intersection improvements on McLoughlin Boulevard at 10th Street, 9th Street, 8th Street, 7th Street, 6th Street, Main Street & Railroad Avenue.
 10. Is the project included in an adopted local transportation safety plan or audit? ☐ Yes ☒ No
Please describe. The project area is not included in an adopted local transportation safety plan or audit, but the Alternatives Identification & Evaluation proposed as part of this project would look at multi-modal safety within the corridor.
 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?) The project match will be funded with Transportation System Development Charges, which are Probable. These funds are not identified as Certain, only as they are not yet budgeted, but no issues are anticipated.
 12. Which Project Development Stages are to be considered for RFFA funding?² We are requesting funding for Alternatives Identification & Evaluation and Preliminary Design Phases.
 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. The proposed work is expected to take approximately 2 ½ years to complete, including negotiating an IGA with ODOT for the work. IGA Development & Execution: 9 months; Alternatives Identification & Evaluation: 12 months; Preliminary Design: 9 months

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)? In 2005 the McLoughlin Boulevard Enhancement Plan, which completed the Planning Phase & Alternatives Identification & Evaluation was adopted. The plan assumed the viaducts would be replaced in the near future, allowing the identified cross sections to be implemented between 8th Street & 10th Street. The viaduct is not expected to be replaced with a widened structure that would support the widened sidewalk, so we need to update the options within this section of the corridor.
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? Coordination with ODOT, as McLoughlin Boulevard is an ODOT facility. Coordination with ODOT, as McLoughlin Boulevard is a state-owned facility. The 2005 McLoughlin Boulevard Enhancement Plan did not anticipate any additional Right of Way needed on the Willamette River side of OR 99E. However, depending on the approach for pedestrian access along the riverside and the viaduct, there may need to be some Right-of-Way or easement acquisition. Coordination with DSL and the Army Corp of Engineers will be required

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

to determine if any permits will be needed for overwater work and any design implications that may be needed to better match permits requirements.

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? In 2005 the McLoughlin Boulevard Enhancement Plan (ORD 05-1004), which completed the Planning Phase & Alternatives Identification & Evaluation was adopted. The plan assumed the viaducts (located between 8th Street & 10th Street) would be replaced in the near future, allowing the identified cross sections to be implemented. The viaducts are not expected to be replaced with a widened structure that would support the widened sidewalk, so we need to update the options within this section of the corridor to provide needed bicycle and pedestrian access. This gap in safe access is even more vital in 2019 as it is a major hole in the Willamette Falls Shared Use Path, a major regional trail and part of the Willamette Falls Riverwalk (RES 18-04). Phase I of the Riverwalk is anticipated to begin construction in 2020 and active transportation access to the Willamette Falls is a major goal of the Riverwalk. Unsafe gaps, like what is currently found along the viaducts, will do great harm in public perception of the ease to navigate this section via bicycling or walking. The regional goal of the Riverwalk being an urban transformation project is jeopardized by a real perception that OR 99E is unsafe to walk and visitors must drive to access the Riverwalk. Closing this gap, even at the design phase, can provide certainty that the investment for pedestrians and bicycles will happen
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? Yes, the project runs along the Willamette River, which is an anadromous stream and home to protected and threatened fish and pacific lamprey. OCMC 17.49 Natural Resource Overlay District (Title 3 & 13), OCMC 17.44 Geologic Hazard Overlay District, OCMC 17.52 Willamette River Greenway and a Tri-cities sewer line trunk line are in the project boundaries.
19. To what extent has environmental permitting been scoped or completed? No environmental permitting has been scoped or completed. This work would be scoped and reviewed during the Alternatives Identification & Evaluation, as well as during the Preliminary Design proposed as part of the project. We plan on using environmental permitting regulations as criteria in the alternatives analysis to ensure that the true costs of each alternatives are identified.

Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address? Throughout the Riverwalk design process in 2015-2017, the public partners (City of Oregon City, Clackamas County, Metro, and State of Oregon) heard from the public loud and clear that access to Willamette Falls should be open to all Oregonians. Pedestrian access design should take into account all ages, abilities and backgrounds. The award winning Riverwalk design provides opportunities to connect, contemplate and interact with each other and the Willamette River. While this stretch OR 99E is not part of the Riverwalk design, the public views all of the Willamette River regional trail frontage in Oregon City as a

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

connected trail and has higher expectations for the pedestrian experience than what exists currently from 10th Street to Water Avenue.

21. Which community partners are involved? Existing partners working on better pedestrian and bicycle access downtown include: Transportation Demand Management (TDM) working group (recently awarded a \$150,000 Regional Travel Options grant to begin implementation of the adopted TDM plan. Downtown Oregon City (DOCA) a major partner with the city on Main Street revitalizations efforts and recent winner of the Great American Main Street award, the Oregon City Tourism Stakeholder group, which is for the first time in Oregon City is collaborating on a unifying and sustainable community approach to tourism that connects active recreation users with heritage experiences and the Willamette Falls Trust, who are raising the funds and creating the partnerships to support the construction of the Riverwalk. They work closely with Willamette Falls Legacy Project—the public-sector collaboration that designed the Riverwalk and controls the open space easement on the former Blue Heron Paper Mills site which abuts OR 99E. The Riverwalk has support from, state legislators, local and regional council members—and has been designed with input from thousands of Oregonians. Additional partners including representation from underserved communities will be further defined during the creation of the project engagement plan.
22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. Community Partners listed above are supportive of enhance bicycle and pedestrian amenities and design in downtown Oregon City. Downtown Oregon City Association (DOCA) will work closely with abutting properties owners, city staff and ODOT to provide a transparent process to discuss design alternatives around driveway alignment.

Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project? ODOT will be involved in the project as McLoughlin Boulevard is a state-owned facility.
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. ODOT will be involved in the project as McLoughlin Boulevard is a state-owned facility.
25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation? No major utility issues were noted during the development of the 2005 McLoughlin Boulevard Enhancement Plan. The extent of utility relocations and impacts will be reviewed during the Alternatives Identification & Evaluation phase, as well as the Preliminary Design Phase work.
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 project is located on McLoughlin Boulevard, an ODOT facility. ODOT will be an integral part of the Alternatives Identification & Evaluation phase work, as well as the Preliminary Design phase work.

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? No ROW acquisition costs are included in this scope of work as the work proposed is to get through Preliminary Design. The Alternatives Identification & Evaluation phase work, as well as the Preliminary Design work would identify if ROW is needed moving forward.
- 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? ROW phase has not been completed and is not included with the proposed work.

b. Utility Relocation

- i. Are utility relocation costs included in the cost estimate? No utility relocation work is included in this scope of work as the proposed scope of work is to get through Preliminary Design. The Preliminary Design work would identify if any utility relocation work is needed moving forward.

c. Stormwater considerations

- i. Water quantity: No water quantity is required as the project area meets the exemptions to flow control requirements in Oregon City Stormwater and Grading Design Standards Manual, Section 1.2.2.H.
- ii. Water quality: The included Planning level cost estimate includes costs for water quality. The site is constrained as it is directly adjacent to the Willamette River which could create unique circumstances related to treating stormwater prior to discharge to the river.

d. Environmental and Permitting

- i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? No environmental permitting has been scoped or completed. Environmental work required for the project would be scoped and reviewed during the Alternatives Identification & Evaluation, as well as during the Preliminary Design proposed as part of the project.

e. Schedule: IGA Development & Execution: 9 months; Alternatives Identification & Evaluation: 12 months; Preliminary Design: 9 months

f. Budget: The Planning level cost estimate for the complete construction project is attached, as well as the proposed budget for the Alternatives Identification & Evaluation and Preliminary Design scope of work. The proposed scope of work for the Alternatives Identification & Evaluation and Preliminary Design will allow the project team to confirm if the Planning Level cost estimate is adequate.

g. Staff availability

- i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. Yes, the City of Oregon City has lead and delivered many grant funded projects over the years.

⁴ As indicated on final page of application.

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. The project would look to include many of the Active Transportation Pedestrian & Bicycle Design Elements, as well the Complete street Features, during the Alternative Identification & Evaluation work, including but not limited to:

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- Add sidewalk width and/or buffer for a total width of 17 feet or more (in some portions)
- Add sidewalk width and/or buffer for a total width of 10 feet or more (throughout design area)
- Sidewalk clear zone of 6 feet or more
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
- Add enhanced pedestrian crossing(s) at appropriate locations
- Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- Reduced pedestrian crossing distance
- Lighting, especially at crosswalks - pedestrian scale (10-15 feet), preferably poised over sidewalk
- Dark skies compliant lighting
- Add countdown heads at signals
- Shorten signal cycle lengths of 90 seconds or less during certain hours of the day – pedestrian friendly signal timing, lead pedestrian intervals
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts (Willamette Falls Entrance at OR 99E & Main Street and OR 99E & Water Street)
- Wayfinding Signage
- On streets with traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- 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
- Protected intersection treatments
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts (Willamette Falls Legacy Project Entrance at OR 99E & Main Street, as well as at OR 99E & Water Street)
- Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes
- Lighting at intersections
- Dark skies compliant lighting
- Benches
- Gateway Feature
- Street Trees and/or landscaping
- Stormwater treatments

-Intelligent Transportation Systems (ITS) elements

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) The project would look to include many of the Active Transportation Pedestrian & Bicycle Design Elements, as well the Complete street Features during the Alternative Identification & Evaluation work, including but not limited to:

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- Add sidewalk width and/or buffer for a total width of 17 feet or more (in some portions)
- Add sidewalk width and/or buffer for a total width of 10 feet or more (throughout design area)
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- Dark skies compliant lighting
- Benches
- Gateway Feature
- Street Trees and/or landscaping
- Stormwater treatments
- Intelligent Transportation Systems (ITS) elements

31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?⁵ See Question 48.
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 Identification & Evaluation phase work will look to include any additional feasible countermeasures for the corridor.

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

33. Is the project in an Equity Focus Area? ☒ Yes ☐ No Please indicate which Focus Area. The project area is located in the Equity Focus Area: People of Color and/or Limited English Proficiency and/or Low Income. Directly abutting this project is the Willamette Falls Riverwalk. The Riverwalk partners recognize the special role and voice that Native Americans have in the land and water around Willamette Falls. This land has been occupied and used by members of the Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz Indians, the Confederated Tribes of the Umatilla Indian Reservation, the Confederated Tribes of Warm Springs, and the Confederated Tribes and Bands of the Yakama Nation. The project partners have initiated dialogue with each of these tribal governments to include their voice and perspective in the development and use the Riverwalk.
34. List the community places⁶, affordable housing, and Title 1 schools within ¼ mile of project. The projects abut Historic Downtown Oregon City, Willamette Falls Legacy Project/Riverwalk, Oregon City Transit Center, and is within ¼ mile of McLoughlin Promenade, Jon Storm Park and transient boat dock, City Hall, the Oregon City Municipal Elevator, and My Father's Heart, a private homeless day center.
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? The Oregon City community has changed in significant ways in the last 15 years: Oregon City's population grew by 35%, and the number of households increased by 39%. The percentage of children that call Oregon City home decreased while those over the age of 65 increased by 38%. The race of Oregon City residences grew more diverse and there are now 41 different languages spoken within the Oregon City School District. About 35% of Oregon City's households are cost burdened (paying 30% or more of their household income on housing costs). About 50% of Oregon City's renters are cost burdened and about 28% of Oregon City's homeowners are cost burdened. Cost burden rates in Oregon City are very similar to those in the Portland Region. The

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.

City is responding to the need for services and facilities for the homeless, through the adoption of zoning changes to allow temporary transitional housing.

36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project? Having safe access to jobs and open space is important to historically underrepresented communities as well as older adults and younger persons. Specifically, providing transit services to living wage jobs both in downtown and via the transit center. Lack of proper lighting, crumbling sidewalks not wide enough to provide a barrier from adjacent fast-moving traffic and dilapidated railings make people taking transit or walking to their destination feel unsafe or unwilling to take transit.
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? As a small city in the region, Oregon City has looked to its larger partners, such as ODOT and Metro to help mentor city staff and provide leadership to support diversity and inclusion goals 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)? Crash data from 2012-2016 was reviewed. No fatal crashes occurred in the project corridor within that time frame. The corridor experiences a variety of various types of crashes and in many locations along the corridor. Crash data does not point to a single type crash in a specific location. During the Alternatives Identification & Evaluation the project team will use the most current crash data available related to serious & fatal crashes in the corridor to review opportunities to mitigate the crashes typically seen within the project area.
39. How does the project aim to reduce the number of fatal or serious injury crashes? During the Alternatives Identification & Evaluation the project team will use the most current crash data available related to serious & fatal crashes in the corridor to review opportunities to mitigate the crashes typically seen within the project area.
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) During the Alternatives Identification & Evaluation the project team will review all possible counter measures to identify those that will mitigate conflicts for all modes in the corridor.

System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved? The project proposes to complete the identified gap in the RTP Network, for both bicycles and pedestrians, known in the RFFA Map Application as the Willamette River Greenway. This project will close a glaring gap in the pedestrian and bicycle network in and around the Willamette Falls Legacy Project Riverwalk. \$11 million dollars has been raised to construct the first phase of the Riverwalk by public entities, which is being matched by at least \$7 million dollars from the non-profit partner Willamette Falls Trust. Phase I construction of the Riverwalk is expected to begin in April 2020. The Oregon City Transportation Demand Management Plan, which recently received a \$150,000 travel options grant, will begin a gap analysis this year to look at and prioritize known gaps in the pedestrian and bicycle network downtown. This major gap on OR 99E has already been identified in the City's Transportation System Plan but will be combined with other smaller projects that together remove the perceived and real barriers to walking and biking downtown.

42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate? Not only will the project remove the actual barriers to active transportation by filling in the gaps in the network, providing the project will be working towards removing the perceived barriers to active transportation in downtown Oregon City. These include the

Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability? The 2005 McLoughlin Boulevard Enhancement Plan did not look at ways to reduce transit delay and improve transit reliability. The proposed Alternatives Identification & Evaluation work will look to see if there are any project components that can assist with transit delay and/or transit reliability.
44. How does the project improve connections to transit and employment or residential sites/areas? The project is located within the Oregon City Regional Center and Historic Main Street and is one block away from the Oregon City Transit Center on 11th Street. Oregon City's Municipal Elevator, located two blocks from the project site on 7th Street connects transit riders, pedestrians and bicyclist to residencies and business in the McLoughlin District above the bluff & OR 99E.
45. How will the project reduce vehicle trips or VMT (other than freight-related trips)? The project will provide a safe, convenient & comfortable way for pedestrians & bicycles to access the Willamette Falls Legacy Project & Riverwalk, less parking will be required. In conjunction with the Oregon City TDM "park" once philosophy, vehicle drivers will feel comfortable with parking within the Regional Center and walking multiple blocks to their destinations(s) which disperses the need for on-street parking throughout the district and reduces the perception of reduced travel options. Visitors looking for access to the Riverwalk from transit can choose to access the site by walking between the Riverwalk and downtown Oregon City businesses and along OR 99E.
46. How does the project reduce the need for throughway expansion? By providing a safe, convenient & comfortable way for pedestrians & bicycles to access the Willamette Falls Legacy Project & Riverwalk, the universe of trips can be increased for the regional center without increasing the capacity of the road system.

Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact. The project will work to implement the Oregon City TDM "park once" philosophy, where vehicles drivers will feel comfortable with parking within the Regional Center and walking multiple blocks to their destinations, which disperse the need for on-street parking throughout the district and reduces the perception of reduced travel options.
48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? The project would look to include many of the Active Transportation Pedestrian & Bicycle Design Elements during the Alternative Identification & Evaluation work, including but not limited to:
- Lighting, especially at crosswalks - pedestrian scale (10-15 feet), preferably poised over sidewalk
 - Dark skies compliant lighting
 - Shorten signal cycle lengths of 90 seconds or less during certain hours of the day – pedestrian friendly signal timing, lead pedestrian intervals
 - Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts (Willamette Falls Entrance at OR 99E & Main Street and OR 99E & Water Street)

-Street Trees

Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement? The project is focused on Active Transportation.
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? McLoughlin Boulevard (OR 99E) is identified as a Reduction Review Route. The proposed Alternatives Identification & Evaluation, as well as the Preliminary Design would include ODOT, as well as their Motor Carrier Transportation Division, to ensure that the work along this corridor maintains the ability to serve oversize loads. The process laid out in the Guidance for Implementation of ORS 366.215 (No Reduction of Vehicle-Carrying Capacity) would be used to guide work in the corridor.
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? The project is focused on Active Transportation.

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 There are 642 traded sector jobs identified in this census tract currently. Regional Center reports show that the Oregon City Regional Center has ‘room to grow’ and has many steps it can continue to take to become a fully functioning regional center. This project will work to remove those barriers to creating a convenient & comfortable corridor for businesses and visitors.
53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.⁸ Supporting safety improvements for bicycle and pedestrian access to regional trails, transit centers and jobs and housing clusters increase the likelihood that people will choose to access places through walking and biking.

Project Leverage

54. How does this project leverage other funding sources? This project will close a glaring gap in the pedestrian and bicycle network in and around the Willamette Falls Legacy Project, Riverwalk & downtown Oregon City. \$11 million dollars has been raised to construct the first phase of the Riverwalk by public entities, which is being matched by at least \$7 million dollars from the non-profit partner Willamette Falls Trust. Phase I construction of the Riverwalk is expected to begin in April 2020. The Oregon City Transportation Demand Management Plan, which recently received a \$150,000 Regional Travel Options grant, will begin a gap analysis this year to look at and prioritize known gaps in the pedestrian and bicycle network downtown. This major gap on OR 99E has already been identified in the City's Transportation System Plan but will be combined with other smaller projects that together remove the perceived and real barriers to walking and bicycling in downtown Oregon City.
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. The Alternatives Identification & Evaluation

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/>

and Preliminary Design work proposed in this project will provide a framework and better understanding of the complete project scope, schedule & budget, which will allow us to move forward in obtaining funding for Final Design & Construction.

56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies? The project will work to reduce serious & fatal crashes that occur in the corridor once the crash history is reviewed in conjunction with the Alternatives Identification & Evaluation, which will identify appropriate counter measures for the crashes which occur in the corridor. Additionally, the project will work to reduce fuel use, air pollution and greenhouse gas emissions by offering a safe, convenient & comfortable walking & biking alternative to driving.
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. McLoughlin Boulevard (OR 99E) is a Regional Emergency Transportation Route.

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 cost estimate was originally created in 2005 when the plan was adopted. The cost estimate has been escalated to 2019 costs for this application. Additionally, the costs for Alternatives Identification & Evaluation, as well as Preliminary Design & Project Management by ODOT have been pulled out to identify the cost for this phase of work.
61. To what extent were the following considered during cost estimating? The current cost estimate is based on Planning level work done in 2005, with the unit costs updated to 2019 values.
- a. Right of way (ROW) – not anticipated in 2005
 - b. Utility relocation or underground – not anticipated in 2005
 - c. Stormwater considerations – included in 2005 cost estimate

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

- d. Environmental mitigation strategies – unclear if this was included in the 2005 cost estimate
 - e. Bridge, railroad, or major facility impacts – 2005 plan assumed ODOT was replacing the viaducts, this plan will re-evaluate the corridor to identify options for bicycle & pedestrian options in the remaining corridor
 - f. Retaining walls – unclear if this was included in the 2005 cost estimate
 - g. Clearing and grading – included in 2005 cost estimate
 - h. Removal of current pavement or facilities – included in 2005 cost estimate
 - i. Signing and pavement markings – included in 2005 cost estimate
 - j. Sidewalk and street furniture – included in 2005 cost estimate
 - k. Street trees, landscaping, irrigation – included in 2005 cost estimate
 - l. Mobilization, staging, and traffic control – included in 2005 cost estimate
 - 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

2022-2024 RFFA Project Application

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	<u>Dayna Webb</u>	<u>6/19/19</u>
Engineering	<u>Dayna Webb</u>	<u>6/19/19</u>
Right of Way	<u>Dayna Webb</u>	<u>6/19/19</u>
Environmental	<u>Dayna Webb</u>	<u>6/19/19</u>

Other agency signatures (as required):

ODOT Highway	<u>Mandy Pothey</u>	<u>6/19/19</u>
ODOT Rail	<u>N/A</u>	
TriMet	<u>N/A</u>	
SMART	<u>N/A</u>	
Utilities	<u>N/A</u>	
Railroads	<u>N/A</u>	
Other (please indicate)		