

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 <u>rffa@oregonmetro.gov</u>. Applications MUST be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.

APPLICANT INFORMATION

- 1. Jurisdiction name West Linn
- Contact info: Name, phone #, email Lance Calvert, P.E. lcalvert@westlinnoregon.gov, 503-722-3424
- 3. Funding category (check one): Active Transportation \Box Freight \Box Both
- 4. **Project name**. OR 43 Multimodal Improvement Project Mapleton Dr. to Barlow St.
- 5. Describe the project purpose. What problems or issues is the project intended to address? This project will greatly enhance bike, pedestrian, transit, and vehicular mobility along State Highway 43 (OR-43) from Mapleton Drive to Barlow St. The results will be the continuation of uninterrupted grade-separated protected bicycle paths and sidewalks in this corridor with a consistent three lane vehicle cross section proposed for the majority of this corridor with constrained cross sections used at creek crossings and drainage areas with steep slopes. Protected intersections will incorporate raised corner bike refuge islands, multiuse marked crossings, and other bicyclist and pedestrian safeguards.

Intersection improvements include better alignment of side streets including Dillow Drive and Hughes Drive to create perpendicular approaches, and improvements to the bus stop at Hughes Drive. This project builds upon design and construction already underway on OR-43 between the southern city limits of the City of Lake Oswego to Mapleton Drive previously funded by the Oregon STIP and the 2019-2021 RFFA funding cycle.

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 \Box No
- 7. What is the RTP Project ID #? 10127
- 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) *People on Bikes*
 - Bicycle: *Regional Bicycle Parkway*
 - Pedestrian: *Regional Pedestrian Parkway*
 - Freight Click here to enter text.
 - Transit: *Regional Bus*
- 9. List the project beginning and ending points. What specific streets/intersections are included in the project area? This project begins at the intersection of OR-43 and Mapleton Drive and ends at the intersection of OR-43 and Barlow St.
- 10. Is the project included in an adopted local transportation safety plan or audit? Yes INO Please describe. While the City of West Linn does not have a stand-alone safety plan or audit, planned improvements to Highway 43 are intended to reduce severe injury and fatal crashes

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

and reduce the number of high collisions at locations with known safety risks identified in West Linn's current 2016 Transportation System 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?) The City has local funds and bond funds available for project funding. Funding availability can be considered certain.
- 12. Which Project Development Stages are to be considered for RFFA funding?² Final detailed engineering design, right-of-way acquisition, utility coordination, and construction.
- 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.

2019-2020: 100% locally funded detailed design including plan and profile drawings (currently underway).

2020-2021: Development and finalization of required IGA's with METRO and ODOT and consultant selection.

2022: Final design completion in coordination with ODOT.

2022: Right-of-way acquisition and utility relocation.

2023: Construction.

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)? Conceptual design is complete and has been formally adopted as an addendum to the City's adopted 2016 Transportation System Plan. Detail design including surveying, plan, and profile drawings of the corridor from Mapleton to the I-205 interchange are underway and funded through the City's GO Bond and local utility funds.
- 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? Right-of-way acquisition is anticipated from Mapleton Drive to Mark Lane predominately on the east side of OR-43. Potential right-of-way impacts include the entire frontage of Mary S. Young Park where right-of-way was never dedicated to the road due to both areas being State owned. The City's adopted OR-43 Concept Plan recommends using constrained cross-sections north of Dillow Dr. to minimize right-of-way impacts. Right-of-way acquisition is largely narrow slivers along the frontage of existing parcels anticipated to be detailed within the final design and will require coordination with Oregon Department of Transportation. No large parcels or buildings are impacted by the project.
- 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 City is currently underway with plan/profile design of the Highway 43 corridor from Mapleton Dr. to the I-205 interchange which includes traffic and geotechnical study. This work is

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

scheduled to be substantially complete in December of 2019 with final acceptance by the City in the spring of 2020. Furthermore, the City has an adopted Transportation System Plan identifying this project as a high priority, and an adopted OR 43 Concept plan in place. All studies and/or plans are available in digital format, and are considered up-to-date and relevant.

- 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? The project intersects with some Title 13 resource areas such as wetlands and/or riparian zones. TSP adopted transportation projects are exempt from additional permitting within the City of West Linn. However, the City will partner with ODOT to implement mitigation strategies such as prevention of sedimentation and erosion to the greatest extent practical, use of native trees and plants when replanting is required, following dark sky best practices for lighting, and preservation and maintenance of existing trees and tree canopy coverage which are all city standard practice.
- 19. To what extent has environmental permitting been scoped or completed? Environmental permitting scoping is part of the plan/profile design effort currently underway. Based on work to date no additional regional or federal environmental permits are anticipated to be required but the final project design will follow standard ODOT process for environmental review.

Community Support

- 20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address? As a regional corridor, Highway 43 carries a significant number of cars to Portland from West Linn, Oregon City, Lake Oswego, and surrounding communities. Existing congestion and lack of consistent and safe bike, pedestrian, and transit facilities is a frequent point of frustration expressed by residents. Additional complaints expressed by citizens is the overall maintenance of the existing roadway (potholes, lane striping, etc.). All transportation-disadvantaged populations using the corridor will benefit greatly from improved walking, bicycling, and public transit access to key destinations. This is accomplished by sealing gaps in the pedestrian network, improving ADA accessibility (removing barriers, installing curb ramps, etc.), making bicycling safer and more inviting with innovative low stress bike lanes separated from the roadway and safeguarded through intersections, improved transit facilities, and better transit reliability through enhancements.
- 21. Which community partners are involved? Planning improvements for Highway 43 in West Linn has been ongoing for many years, most recently with the 2016 Highway 43 Concept Plan and the 2016 Transportation System Plan. The 2016 Highway 43 Concept Plan engaged with community stakeholders from ODOT, Metro, Tualatin Valley Fire & Rescue, TriMet, Portland General Electric, Clackamas County, and the cities of Oregon City and Lake Oswego in addition to the public. Public Involvement plans were created and both the Highway 43 Concept Plan and TSP went through considerable public notification and involvement processes to ensure widespread community acceptance and support.
- 22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. Public engagement for the Highway 43 project has been ongoing and documented since the City's first Highway 43 Concept Plan developed in 2008. Public involvement opportunities provided include virtual open houses, inperson neighborhood meetings, mailers to low-income and project area residents, social media

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

updates, City newsletters/email and website updates. The City updated its Transportation System Plan (TSP) in 2016 including the 2016 Highway 43 Concept Plan as an addendum. Significant outreach and stakeholder engagement was included during the development of both 2016 plans. Stakeholders included but were not limited to ODOT staff, Metro staff, elected leaders, City residents, and local utility providers. In 2018 the City passed a GO Bond with high voter approval which included significant funding for transportation improvement projects including improvements to Highway 43 as outlined in the City's 2016 TSP and 2016 Highway 43 Concept Plan.

The primary underrepresented populations in directly adjacent communities are those too old or young to drive. The areas around Highway 43 in the project area, in addition to most of West Linn, Oregon City, and Lake Oswego have an above average percentage of seniors as reported in the Regional Equity Atlas. West Linn's disabled population is also centered in the project area with an estimated 26-30% of the population categorized as such along Hwy 43 in the city's Transportation System Plan (TSP). West Linn's TSP shows a 10-15% minority population on the south side of the Highway in the project area and 11-25% of our population in poverty within the project area, the highest level within West Linn.

Interagency Connections

- 23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project? Yes. Stakeholder agencies and jurisdictions have been significantly involved in the development and/or adoption of transportation and concept plans identifying the need for multimodal transportation improvements within this corridor.
- 24. Is the project on or does it connect with a separate agency facility? Indicate all potentially involved agencies' awareness of and cooperation with the project. Potential agencies include Oregon Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland. This project is on a State owned highway and requires coordination with ODOT. The City is currently coordinating with ODOT for multimodal improvements to Highway 43 between Arbor Dr. and Hidden Springs Rd. as part of a previously funded project. This current project proposal builds upon the existing project partnership between the City of West Linn and ODOT.
- 25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation? The City has active franchise agreements in place with all utility companies with language requiring movement of overhead utilities at no expense to the project. All utilities were engaged in the TSP and OR 43 Concept Plan.
- 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 an ODOT controlled State route and will be required to meet ODOT specifications consistent with prior funded project on the corridor (Arbor Dr. to Hidden Springs Rd.).

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 \Box No
- 28. Are there any anticipated risks for the following:
 - a. Right of way (ROW)
 - i. Are ROW acquisition costs included in the cost estimate? Yes, all ROW impacts are documented in existing plans and identified in detail in the cost estimate.
 - 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? No right of way has been acquired for this section of the corridor yet as plan/profile design is currently underway. All right of way acquisition will follow the Uniform Act and ODOT standard process.
 - b. Utility Relocation
 - i. Are utility relocation costs included in the cost estimate? No, utilities are required to relocate in accordance with the City's standard utility franchisee agreements.
 - c. Stormwater considerations
 - i. **Water quantity** The City has identified all water quantity locations on existing city owned facilities along or near the corridor and factored this into the project costs.
 - ii. **Water quality** Same as# 28.c.i above, all water quality facilities are included in the cost estimate with identified locations.
 - d. Environmental and Permitting
 - i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? Preliminary environmental review is underway and will be formalized as part of final design.
 - e. **Schedule** As shown in #14 above. Plan/profile design is underway. IGA development and consultant design selection with ODOT takes considerable time. This project will benefit from the previous similar work in the corridor and build on existing IGAs and work of that project which should keep the project design and construction on track. Right of way acquisitions are frontage slivers with no impacts to existing buildings/structures and shouldn't impact the schedule as identified.
 - f. **Budget** Total project cost is estimated at \$8,540,294 in 2019 dollar which is being rounded to \$9,240,000 for inflation/escalation in the actual fund years as shown in the cost estimate. The city is providing a 30% local match so a total of \$6,468,000 in RFFA funding is sought with a \$2,772,000 local match. This local match is in addition to the local funds already expended on project planning and formal design plan/profile development.
 - g. Staff availability
 - i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. As a state facility, this project will require participation by both ODOT and the City of West Linn. The City of West Linn Project Manager/Engineer has extensive knowledge of the technical, administrative, and financial requirements to successfully complete a federal aid transportation project. West Linn is not a certified local agency and thus will

⁴ As indicated on final page of application.

partner with ODOT and/or a certified local agency to complete the project. West Linn currently has the budgetary reserves to fund the local match.

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 overall efficiency and safety of the Highway 43 Corridor transportation system is enhanced by this proposal through both vehicular and active transportation means. This project will improve the cross-modal safety of the transportation system greatly along Highway 43, especially where sidewalk and clear bicycle lanes are currently lacking. Currently pedestrians and bicyclists are sharing the edge of the existing roadway in many places with fast moving vehicles, sidewalks are missing or narrow (3' in some areas), and obstructions exist in sidewalk areas forcing users into the street. New sidewalk and an improved grade-separated bicycle facility will provide a designated family-safe low stress area for both uses where all levels of users will feel secure along this busy highway. Sidewalks and bike lanes will be separated from the high volume (~21,000 vehicle trips/day) roadway by a curb and planter strip, creating a safe and inviting active transportation space. Having the sidewalk and bike path adjacent to each other will create a large clear vision area to ensure walkers and bicyclists are visible to motorists. Protected intersection designs are intended to extend the safe environment for bicyclists and pedestrians through use of raised corner islands, forward stop bars for bicyclists, and well defined marked crossings. These defenses make it clear to all users where bicyclists are, provide physical protection in the queuing area, and further increase bicyclist visibility by allowing them early entry into the intersection ahead of right turning vehicles. Pedestrian crossings and sidewalks will be made ADA accessible (no locations are currently ADA accessible) and improved lighting along the corridor will improve night visibility for all users. The implementation of a consistent center turn lane and improvements to intersection design will further motor vehicle safety as well.

- 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) See attached Appendix C.
- 31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?⁵ See question #48 (per issued errata sheet)
- 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 planned improvements will improve access to the existing TriMet facilities in the project area. This will be a significant safety improvement for transit users in the area who often do not have uninterrupted bike and pedestrian facilities available.

PROJECT OUTCOMES

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

⁵ 2018 RTP Environmental Assessment and Potential Mitigation Strategies (Table 4 summarizes potential strategies by resource areas and pages 34 to 59 identify all RTP Projects that intersect with one or more environmental resource area) oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix F EnvironmentalAnalysisMitigationStrategies190301.pdf

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

Affordability/Equity

- 33. Is the project in an Equity Focus Area? Yes No Please indicate which Focus Area. While the project area is not specifically in an Equity Focus Area, it does provide direct connection for road users in Oregon City (identified Equity Focus Area) and the City of Portland. Furthermore, the project will enhance connections to commercial areas for residents who reside in the project area. The Highway 43 corridor has the highest concentration of low-income, disabled, and/or elderly populations within the City limits. All transportation disadvantaged populations will benefit greatly from improved walking, bicycling, and public transit access to key destinations.
- 34. List the community places⁶, affordable housing, and Title 1 schools within ¼ mile of project. Several multifamily housing units exist in the project area including those on Chow Mein Ln, Robin Circle, Marigold Ct, Larkspur Ln, and Pimlico Drive. The project area is immediately adjacent to Mary S. Young State Park, and the Hidden Springs Open Space. Numerous transit bus stops and a significant commercial area reside directly within the project boundaries. Additionally, Bolton Primary School's walking boundary and the High School's walking boundary resides within the project area.
- 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 areas around Highway 43 in the project area have an above average percentage of seniors, and 6-8% of households have low English proficiency per the Regional Equity Atlas. West Linn's disabled population is also centered in the project area with an estimated 26-30% of the population categorized as such along Hwy 43 in our Transportation System Plan (TSP). West Linn's 2016 TSP shows a 10-15% minority population on the Highway in the project area and 11-25% of our population in poverty within the project area, the highest level within West Linn.
- 36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project? All transportation-disadvantaged populations will benefit greatly from improved walking, bicycling, and public transit access to key destinations. This is accomplished by sealing gaps in the pedestrian network, improving ADA accessibility (removing barriers, installing curb ramps, etc.), making bicycling safer and more inviting with innovative bike lanes separated from the roadway and safeguarded through intersections, improved transit facilities, and better transit reliability through enhancements such as transit signal prioritization.
- 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? This project exists within a State owned highway and will require project management coordination with the Oregon Department of Transportation. The City of West Linn will follow ODOT's standard process for inclusivity and diversity.

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)? Per ODOT statistics, and Metro's Death and Serious Injuries Map, there have been 3 fatal or serious injury crashes within the project

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.

boundary. Highway 43 is a hotspot in West Linn for serious "injury A" crashes, with 2 vehicle fatalities and 1 bicyclist fatality. Improvements to Highway 43 are planned to reduce severe injury and fatal crashes and reduce the number of high collisions at locations with known safety risks in West Linn's current 2016 Transportation System Plan.

- 39. How does the project aim to reduce number of fatal or serious injury crashes? A significant aim of the project is to create uninterrupted low stress grade separated bike and pedestrian facilities along the Highway 43 corridor. Overall efficiency and safety of the corridor transportation system is enhanced by this proposal through both vehicular and active transportation means. This project will improve the cross-modal safety of the system especially where sidewalk and bicycle facilities are currently lacking. New sidewalk and improved protected design bicycle facilities will provide a designated family-safe area where users of all abilities will feel secure along this busy highway. Having the sidewalk and bike path adjacent to each other will create a large and clear vision area to ensure walkers and bicyclists are visible to motorists. Pedestrian crossings and sidewalks will be made ADA accessible and improved street lighting will improve night visibility for all users. The implementation of a consistent center turn lane and improvements to intersection design will further motor vehicle safety as well.
- 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) See attached Appendix C

System Completion

- 41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved? This project continues prior efforts to complete planned active transportation improvements along the corridor. Highway 43 is classified in Metro's Regional Transportation Plan (RTP) and Regional Active Transportation Plan (RATP) as a regional pedestrian parkway and regional bicycle parkway. Pedestrian and bike facilities in the project area are defined as substandard or incomplete in the ODOT Active Transportation Needs Inventory, the Metro RTP and RATP, as well as in West Linn's TSP and Highway 43 Concept Plan. This project has a direct aim to complete gaps in the pedestrian, bicycle, and transit network. Completion of a safe and uninterrupted pedestrian and bicycle network along Highway 43 from Mapleton Dr. to Barlow St. continues on current efforts to fill the gap in the Regional Active Transportation Network and further expands the multimodal improvements on Highway 43.
- 42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate? The fundamental objective to this project is to create an inviting and comfortable active transportation environment for users of all ages and abilities, including youth, seniors, and people with disabilities. The Highway 43 corridor is significantly lacking in consistent, and accessible sidewalks and/or safe bike infrastructure. The majority of the project area does not have sidewalks on both sides, with portions of the area lacking sidewalks on both sides. In areas with a sidewalk on one side, the sidewalks is curb tight and directly adjacent to busy traffic. Bicycle lanes are substandard throughout the project area, with certain locations providing only a narrow shoulder forcing bicyclists into the car lanes. Design plans include elimination of these barriers with the installation of a grade separated bikeway from the high traffic volume on the corridor with a vegetated planter strip, and uninterrupted, grade-separated pedestrian sidewalks beyond the bike facility. Buffering of walking and bicycling from the roadway and improved connectivity to key community and regional destinations increases the attractiveness of active transportation, including access to transit facilities. Currently, many stops have limited or no sidewalk connectivity. Bicyclists will benefit from preferential treatments and innovative protected

intersection design. Existing bike lanes that share space with the shoulder create an ambiguous space subject to conflict with vehicles; this will be replaced with a clear, grade separated, protected facility for bicycle and pedestrian users of all abilities. ADA accessibility will be provided by removal of obstructions in the sidewalk (e.g. utility poles and boxes), installation of curb ramps, and replacement of narrow curb-tight sidewalks (sometimes only 3' wide). Lighting improvements will further enrich the active transportation environment with the corridor acting as a model for other similar locations in the region.

Multimodal Travel, Mode Share, and Congestion

- 43. How will the project reduce transit delay and improve transit reliability? The consistent three lane cross section proposed for the corridor will provide a consistent expectation for vehicles and all users. Transit will be prioritized in the corridor without having to move out of the travel lane thus improving transit reliability and minimizing delay. In addition, the addition of bike and pedestrian facilities consistently along the corridor will allow for improved spacing of transit stops to further reduce delay.
- 44. How does the project improve connections to transit and employment or residential sites/areas? The connection between transit and employment will be enhanced through completion of substandard sidewalk and bicycle facilities along the corridor, as well as by improved transit stop spacing and amenities. Closing gaps in the sidewalk network and creating a safe bicycling environment will allow users safe and comfortable access to transit facilities for residents commuting to work in Lake Oswego, Oregon City, and Portland areas as well as for incoming transit users to reach employment destinations within West Linn. This project creates connections to business and commercial centers and transit stops. Infill of missing sidewalks surrounding bus stops will be a major improvement to commuting transit users that can often be found walking along the shoulder of Highway 43.
- 45. How will the project reduce vehicle trips or VMT (other than freight-related trips)? Enhanced active transportation mobility is fundamental to this proposal to encourage people to use alternative transportation and reduce daily vehicle trips. Pedestrians and bicyclists will see significant improvements in connectivity to transit, commercial, residential, school, and park facilities along this busy regional corridor (~21,000 ADT) that are expected to increase active transportation use and reduce reliance on vehicular transportation. Large section of missing sidewalk will be infilled and many areas of non-compliant or obstruction-laden sidewalk (e.g. non-ADA curb ramps, insufficient clearance around utility poles/boxes) will be made ADA compliant. Safe grade-separated bicycle paths and protected intersections will further universal access between important residential, commercial, and transit centers in the area. Creation of a low stress active transportation network provides new alternate transportation opportunities for users of all levels to access transit, retail, schools, employment, and recreational destinations.
- 46. How does the project reduce the need for throughway expansion? Enhancing the active transportation network will lessen the need for throughway expansion by encouraging increased use of alternate transportation. The proposed project takes into account 2040 growth projections and future traffic volumes in its design to meet future operations standards. The design increases the opportunity for active transportation while decreasing motor vehicle use, particularly single occupancy vehicle trips, while reducing delays and optimizing the efficiency of vehicle flow in the corridor.

Climate Change and Environmental Impact

- 47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact. The City will coordinate with ODOT to mitigate potential greenhouse gas emission impacts through encouraging use of the active transportation project elements. In addition, installation of the landscape buffer strip, will enhance plantings in the area. It is the aim of the City to use native landscape to the greatest extent possible. The city has also standardized on LED street lighting for the corridor in partnership with PGE.
- 48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? The City of West Linn is dedicated to reducing environmental impacts and has a consistent history of utilizing various design elements including but not limited to appropriate roadside landscaping, raingardens, and bioswales to reduce environment impacts. Each of these items will be incorporated into the project in accordance with city standards while meeting ODOT's design requirements.

Freight Related Impact

- 49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement? This project is not located on a heavy freight route with freight primarily focused on local trips and destinations. Improved traffic flow and a continuous center turn lane and project cross section will allow for improved freight travel time and reliability.
- 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? This project is not located on a Reduction Review Route (RRR). The project will follow the standard cross section and design of the section of Highway 43 currently under design which is being coordinated with the freight industry following ODOT standard process.
- 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 Highway 43 corridor is not considered a major freight route with 3% freight volume of all vehicular traffic during weekday peak evening traffic. Improvements in the project cross section help minimize delay for all vehicles in the corridor including freight.

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 Per Metro's Economic Equity Atlas, there are approximately 1,262 goods producing and other tradable industry jobs in the map tract areas directly adjacent to the project boundaries. Metro classifies Highway 43 as a regional street that connects Metro-designated town centers on OR 43 to town centers in Lake Oswego and Oregon City. According to 2040 land use data and the City's 2016 Transportation System Plan, the City will see a 63% growth in future employment in the area.
- 53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.⁸ According to Metro's Economic Values Atlas and its GP2020 Target Industries, the project boundary has a concentration of 5-50 jobs within Clean Tech, a concentration 5-50 jobs within Advanced Manufacturing, and a concentration of 5-50 jobs within High Tech. The proposed project support these sectors by providing low-carbon alternate transportation

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-theplan/industry-clusters/

connections to these business hubs. Access to multimodal transportation ties into the general mission of low-carbon and resource efficient businesses. Making multimodal transportation accessible and efficient will likely encourage employees within these sectors to actively utilize the improved multimodal transportation network.

Project Leverage

- 54. How does this project leverage other funding sources? The City has local funds to leverage for this project. Project funds include Street fees, Street SDC's, and other utility funds such as stormwater which will be available as necessary based on project needs. The City anticipates having the \$2,772,000 in local funds available to match any grant award received. The City has demonstrated its commitment to multimodal and safety improvements, as well as congestion relief projects in this corridor as it has already allocated significant funding through GO Bond funds, street funds, and other utility funds for the detailed design of the proposed multimodal improvements.
- 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 City of West Linn intends to seek any and all funding opportunities that may arise to fund this important and regionally significant multimodal project. As a direct connection to planned improvements along I-205, use of RFFA and local funds along the Highway 43 corridor demonstrates regional commitment to this area for future federal funding opportunities for the I-205 corridor.
- 56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies? This project will incorporate bike and pedestrian counters to track and monitor goals of increased multimodal transportation and participation. One of the project's goals is to encourage modal shift from cars to alternate transportation.
- 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. Yes, this project is located within the Regional Emergency Transportation Network. Increasing access to active transportation options reduces reliance on vehicular transportation thus, reducing overall congestion in the corridor.

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.)

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

- 59. During what project development stage (refer to page 9 of the RFFA application guidebook) was the cost estimate created?
 - □ Planning
 - $\hfill\square$ 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 created based on the current 2019 year and includes escalation factors to the planned construction year of 2023.
- 61. To what extent were the following considered during cost estimating? All items below are were considered in developing the project cost estimates. In addition, the current design work along Highway 43 directly north and adjacent to this project provided further cost estimate detail related to often difficult items like right of way and federal aid project requirements.
 - 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
 - I. 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: See attached.
 - 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 signature	25:
Project manager	C Sap
Engineering	
Right of Way	
Environmental	\vee
Other agency signatures (as req	uired):
ODOT Highway	Mardy Putrey 6/19/19
ODOT Rail	
TriMet	
SMART	
Utilities .	
-	
-	
Railroads	
Other (please indicate)	