



# 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](mailto:rffa@oregonmetro.gov). Applications MUST be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.**

### APPLICANT INFORMATION

1. Jurisdiction name City of Tigard
2. Contact info: Name, phone #, email Gary Pagenstecher, 503-718-2434, garyp@tigard-or.gov
3. Funding category (check one):  Active Transportation  Freight  Both
4. Project name. Red Rock Creek Trail Implementation Plan (RRCTIP) - Alignment Study
5. Describe the project purpose. What problems or issues is the project intended to address?

The purpose of the RRCTIP project development grant is to fund an alignment study pre-design level of work so that the alignment, section, preliminary design and easement requirements of the trail are available for implementation by the city and its partners during the planning and construction of future capital improvement and private development projects.

The proposed two-mile long Red Rock Creek Trail will provide active transportation options in an urbanizing Metro-designated Town Center area of Tigard and overcome significant barriers to connectivity within the area. Development of the RRCTIP is a timely response to related planning and development activities underway that will impact the Red Rock Creek watershed, including the Tigard Triangle Urban Renewal Equitable Development Plan, SW Corridor Light Rail Transit, Tigard Triangle Stormwater Implementation Plan, and the ripeness of the Tigard Triangle District and the Hunziker Core industrial area for re-development.

### 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? <sup>1</sup>  Yes  No
7. What is the RTP Project ID #? 12008 Red Rock Greenway; 11227 Neighborhood trails and regional trail connections.
8. In which RTP network and policy map(s) is the project included? Check all that apply, indicate specific functional classification.
  - High Injury Corridor (or ODOT ARTS Hotspot map) [Click here to enter text.](#)
  - Bicycle: Metro Regional Trail System Plan, Metro Potential Regional Trail Investments.
  - Pedestrian: Metro Regional Trail System Plan, Metro Potential Regional Trail Investments.
  - Freight [Click here to enter text.](#)
  - Transit [Click here to enter text.](#)
9. List the project beginning and ending points. What specific streets/intersections are included in the project area? The proposed two-mile RRCT improvement extends from the Fanno Creek Regional Trail (FCRT) on the southwest to SW 64th Street at Pacific Hwy on the northeast and is comprised of four distinct trail segments including the Rail Road Crossing Multi-Use Path (MUP)

---

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

Bridge, Hunziker Core industrial area, the Hwy 217 MUP Bridge, and the Tigard Triangle Plan District. The trail alignment crosses 68th Parkway, 72nd Ave, future 74th Ave, Dartmouth Street, Hwy 217 (overcrossing), Hunziker Road, Wall Street, and the Pacific and Western RR (overcrossing).

10. Is the project included in an adopted local transportation safety plan or audit?  Yes  No  
Please describe. The proposed Red Rock Creek Trail will be a new off-street trail within the urbanizing Triangle and Hunziker Core areas of Tigard. As this active transportation infrastructure is built out and becomes an alternative to vehicular travel, benefits to transportation safety and congestion reduction should accrue.
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 is requesting \$35,945 from MSTIP Opportunity Funds as a 10.27 percent match for \$314,055 from RFFA, for a total project cost of \$350,000. The MSTIP Opportunity Fund match is a competitive, but probable, source of funds based on the WCCC recommendation on June 17, 2019 for RFFA funding.
12. Which Project Development Stages are to be considered for RFFA funding?<sup>2</sup> The proposed RFFA project development scope includes the full two-mile alignment from the city boundary on the northeast to the trail's intersection with the Fanno Creek Trail on the southwest, as shown on the Proposed RRCT map. This will provide a comprehensive look that will complement and provide context for separate initiatives to design and build portions of the RRCT pursuant to the Tigard Triangle Urban Renewal Area Equitable Development Plan, Tigard Triangle Stormwater Implementation Plan, SWC LRT Hwy 217 bridge, and the proposed Fields Property RR bridge. Each of these projects is described in more detail in the attached Draft Red Rock Creek Trail Implementation Plan.
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 This application is for a Project Development Grant.
14. Attach or describe the project schedule and include information about important schedule considerations or drivers. Development of the RRCTIP is a timely response to related planning and development activities underway that will impact the Red Rock Creek watershed, including the Tigard Triangle Urban Renewal Equitable Development Plan, SW Corridor Light Rail Transit, Tigard Triangle Stormwater Implementation Plan, and the ripeness of the Tigard Triangle District and the Hunziker Core industrial area for re-development. Since each of these activities in the watershed has its own schedule, it is the intent of the RRCTIP project development grant to fund an alignment study and predesign development so that the alignment, section, and preliminary design and easement requirements of the trail are available for implementation by the city and its partners during the planning and construction of future capital improvement and private development projects. The RFFA Project Development Schedule.

### 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)? The project is at the concept development stage and ready for the project development phase, the subject of this RFFA grant request.

---

<sup>2</sup> Please refer to guidance found in the RFFA nomination process handbook.

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? The application is for project development to preliminary design. One of the outcomes of the grant will be a determination of the required ROW and/or public access easements that will be needed to accommodate the RRCT along its length.
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 concept development phase is documented in the Draft RRCT Alignment and Implementation Report, Aug 2018, which provides a parcel by parcel trail alignment analysis within the Tigard Triangle District Plan. In addition, the Proposed RRCT Map, June 20, 2019, shows the full length of the proposed RRCT including a generalized alignment on the downstream segments to the confluence with the Fanno Creek Regional Trail. See attached report and map.
18. Does the project area intersect with Title 13 resource areas<sup>3</sup>, wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting? Yes. The RRCTIP is a Red Rock Creek watershed-scale active transportation network beginning with its confluence with Fanno Creek and extending to the City Boundary in the upper reaches of the creek. The creek is subject to Clean Water Services' Design and Construction Standards for stormwater management and vegetated corridors, Corps/DSL requirements for floodplain and wetlands in the lower reaches, and City of Tigard development code provisions for Tigard Significant Wetlands and Title 13 habitat areas.
19. To what extent has environmental permitting been scoped or completed? None. One of the outcomes of the RFFA grant will be a determination of permitting requirements for segments of the RRCT.

### Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address? Tigard's Strategic Plan vision is to become the most walkable community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives. The Strategic Plan was two years in development and culminated in adoption by City Council in 2014. The plan acknowledged that the city's current infrastructure does not support these values, as a suburban community incorporated in 1961 during the height of auto centrality in America. The proposed RRCTIP implements the Strategic Plan by providing a new active transportation spine in the urbanizing Tigard Triangle and Downtown districts. In addition, the City of Tigard has been working very closely with the community in developing the Tigard Triangle Strategic Plan. Community meetings were held which identified both the challenges and opportunities. Currently, within the Metro-funded Tigard Triangle Equitable Urban Renewal Implementation Strategy, we are working with the community to prioritize projects. Using an equity lens, the City of Tigard has worked with the community through four community conversations, an equity-focused Town Center Advisory Committee subcommittee, and online surveys to identify equitable criteria to rank urban renewal projects. The RRCTIP project addresses several needs facing the community and ranks high when using both the equity scorecard created for projects in this area as well as the quantitative scoring designed

---

<sup>3</sup> Available for download at: [oregonmetro.gov/urban-growth-management-functional-plan](https://oregonmetro.gov/urban-growth-management-functional-plan)

with and by the community. The Red Rock Creek trail project scores highly with respect to the following criteria: multimodal transportation, environmental condition and infrastructure, regional destination and diversity, equitable economic opportunity, and public gathering spaces. See attached, A New Tigard Triangle, Planning for Equitable Development, pages 19/20.

21. Which community partners are involved? TriMet is developing SWC LRT in partnership with Tigard, including an MOU that requires the design of an MUP crossing Hwy 217; Metro has funded the Equitable Development Strategy, through which Tigard has identified the RRCT as high priority for implementation; Tigard's Town Center Development Commission and Transportation Advisory Committee have written letters in support of the RRCTIP; The Tualatin Riverkeepers has written a letter in support of the RRCTIP's watershed stewardship initiative; Community Partners for Affordable Housing has written a letter in support of the RRCT alignment across their property on 68th Parkway; DBG Properties and Bennett Development have written letters of support for the RRCTIP and are collaborating with the city on the Fields Property RR Bridge. See attached letters of support.
22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. The agency and community are supportive of equitable development within the Tigard Triangle and to improve access to recreation, employment and natural resources. The Tigard Triangle is deficient of all three of these elements and the Red Rock Creek trail would support the vision created by the community for this area. In 2017, residents voted to approve the creation of an urban renewal area in the Tigard Triangle and have continued to support their investment in the area by staying involved in the implementation strategy for the projects. To support equitable development in this area the City is working on an Equitable Development Strategy with equitable criteria defined by the community it will serve. The city has been working with Unite Oregon to help facilitate discussion with community members about the community needs and prioritizing projects with an equity lens. Three focus groups, four community meetings, online engagement and a Town Center Advisory Committee subcommittee were used to 1) create criteria for equity and what it means for this community, 2) Develop quantitative scoring for how the criteria is realized, and 3) Prioritize projects based on these elements and the needs of the community. This project would complement the other investments in this area and support the community's vision. To date there has been no apparent opposition. The City has been working with Unite Oregon for over three years and have developed a foundation of trust and follow through within the community. The City will continue to work with Unite Oregon to raise awareness and drive continued support for projects within Tigard Town Center, including the RRCTIP.

#### Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project? TriMet, Metro, Portland, and Washington County are partners in Southwest Corridor Light Rail Transit (SWC LRT) and are aware of the proposed RRCTIP through iterative design development efforts that have referenced the proposed RRCT map Tigard provided to the design team. The SWC LRT Preferred Alternative alignment crosses Red Rock Creek three times traversing the watershed through the Triangle and Hunziker Core areas. Item #5 in the Tigard/TriMet MOU dated November 14, 2018 states "TriMet will study and design the Project to accommodate bicycle and pedestrian travel to establish an active transportation connection between downtown and the Tigard Triangle." See attached TriMet letter of support.

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 Rail and Hwy Divisions will be involved in the overcrossing segments of the trail over the P&W railroad yard and Hwy 217. A diagnostic meeting was held with ODOT Rail, TriMet and the Genesee & Wyoming Company on July 18, 2018 (see correspondence with ODOT Rail, attached). PGE transmission lines within the RR right of way will be a factor in the design of the bridge to avoid moving or raising the lines, if possible. See attached correspondence with PGE.
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 need for utility relocation will be one of the outcomes of this project development grant, determined with the alignment alternative analysis and preliminary design 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.) As a project development grant request, agency coordination will be one of the outcomes of the grant, identifying which agencies and standards will be applicable within the alignment alternatives analysis.

#### 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?<sup>4</sup>  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. The application is for project development. One of the outcomes of the grant will be to identify required ROW and/or easement acquisition.
    - 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? One of the outcomes of the grant will be to identify required ROW and/or easement acquisition and to ensure that the applicable Right of Way Uniform Act's acquisition and negotiation processes are considered in the cost estimate for the ROW acquisition stage. In support of this grant request, and in anticipation of the need to acquire public access easements across private property, please see the attached communication in support of the project from a sample of private property owners from whom easements may be required.
  - b. Utility Relocation
    - i. Are utility relocation costs included in the cost estimate? One of the outcomes of the grant will be a determination of any potential conflicts with utilities that may include relocation.
  - c. Stormwater considerations

---

<sup>4</sup> As indicated on final page of application.

- i. Water quantity: The RRC Stormwater Capital Improvement Plan identifies project areas within the watershed to mitigate for hydromodification. The Tigard Triangle URA plan will consider regional stormwater facilities to facilitate redevelopment of the district and apply evolving CWS standards addressing hydromodification. The project development grant request assumes close coordination with Tigard Engineering and CWS as key stakeholders. Impervious surfaces identified through project development of the RRCTIP through the proposed RRFA grant will be subject to CWS review and comment.
  - ii. Water quality: See above.
- d. Environmental and Permitting
  - i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? One of the outcomes of the project development grant will be to identify any applicable NEPA impacts.
- e. Schedule: The proposed schedule for this project development grant is dependent on the project beginning, phasing and closeout parameters of the RFFA grant cycle, ODOT project delivery capacity and responsiveness, and availability of consultant resources. See attached Schedule.
- f. Budget: The proposed project budget will be the amount of the RFFA grant and the MSTIP Opportunity Fund match, together being \$350,000. The attached cost estimate tasks include public engagement, research and data collection, existing conditions analysis, alternative alignment and phasing evaluation, public outreach, agency coordination, 30% plans and cost estimates, permits and easement acquisition plan, and draft and final reports. The proposed cost estimate can conform to the budget.
- g. Staff availability
  - i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. Yes, The Tigard Community Development Department has assigned staff to lead, manage, and deliver the project and budgeted for sufficient and qualified complementary staff resources in the Community Development, Public Works and Administration departments. Project Planner, Gary Pagenstecher, AICP UD, has initiated and led RRCTIP conceptual project development over the past year. Gary's work over the past decade with the City of Tigard's Community Development Department gives him a depth of understanding of the complex planning context and familiarity with property owners and stakeholders in the project area. Additionally, Gary is the Urban Design Team Lead for Tigard's partnership with TriMet for SWC LRT.

## 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. Current conditions in the project area make walking and biking unsafe. By building a fully protected, separated mixed use pathway, this project will greatly enhance safety for vulnerable road users (bicyclists and pedestrians). One of the outcomes of the Project Development grant will be to ensure that the design of the trail project includes elements and countermeasures that further address safety at surface street crossings and grade separated crossings of Hwy 217 and the railroad.

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 proposed RRCT is an off-street active transportation trail facility. One of the outcomes of the Project Development grant will be to ensure that the design of the trail project includes countermeasures that reduces conflicts between modes where they intersect the trail at street, highway, and railroad crossings. The base design will be a 12-foot wide paved trail with two-foot shoulders. However, because of varying topography along the alignment, alternative sections may be appropriate to accommodate steep terrain, existing development, and limited right of way.
31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?<sup>5</sup> Duplicate, see #48 per 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? Current conditions in the project area make walking and biking unsafe. By building a fully protected, separated mixed use pathway, this project will greatly enhance safety for vulnerable road users (bicyclists and pedestrians). One of the outcomes of the Project Development grant will be to ensure that the design of the trail project includes measures that will improve safety and environmental conditions. Where the trail crosses five streets at grade along its two-mile length, well designed safety and place making features are anticipated to both prioritize pedestrian activity and celebrate Red Rock Creek as the natural resource heart of the district. The trail is envisioned to be developed in conjunction with elements of the Red Rock Creek Stormwater Capital Improvement Plan within the watershed to limit impacts and optimize environmental benefits.

## 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 not in an Equity Focus Area according to the RTP project data.
34. List the community places<sup>6</sup>, affordable housing, and Title 1 schools within ¼ mile of project. Fields Apartments (264 units of regulated affordable housing under construction) adjacent to proposed alignment, Community Partners for Affordable Housing (49 units of regulated affordable housing in development) adjacent to proposed alignment, Fanno Creek Park and Greenway (includes the proposed RRCT confluence segment linking to the Fanno Creek Regional Trail), Tigard Public Library within 1,000 feet (Fanno Creek Trail gap segment in design and funded for 2020 construction), Tigard City Hall within 1,300 feet (accessible with gap completion in 2020).
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? Since the Tigard Triangle

---

<sup>5</sup> 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](https://oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix_F_EnvironmentalAnalysisMitigationStrategies190301.pdf)

<sup>6</sup> 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.



and Downtown Districts are under redevelopment with substantial capacity provided under the Triangle Mixed-Use and Mixed-Use-Central Business District zones that characterize the majority of the Metro-designated Town Center area, it is difficult to estimate the total of potential beneficiaries in this demographic profile for the proposed RRCTIP area. According to the Equitable Development Project Intake Sheets for RRCT within the Tigard Triangle, the Equitable Economic Opportunity criterion projects an increase in development value of \$177m, an increase of affordable housing unit capacity of 316 units and an increase of employment capacity of 1042 jobs.

36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project? Current conditions in the project area make walking and biking unsafe. By building a fully protected, separated mixed use pathway, this project will greatly enhance safety for vulnerable road users (bicyclists and pedestrians). The proposed RRCTIP will provide a new two-mile long active transportation alternative to vehicle mobility in the developing Metro-designated Tigard Town Center. The connectivity provided by the trail will overcome significant barriers including grade-separated crossings of the Pacific & Western railroad and Hwy 217, provide enhanced access to bus lines and the downtown transit center, access to city services at Town Hall, access to the Tigard Public library, access to the Tigard senior center. In addition, the trail's adjacent proximity to Costco, Winco and Walmart will create additional unprecedented access within the Tigard Town Center to daily grocery and sundry needs by the anticipated significant multi-family population in both the Triangle and Downtown districts.
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? Click here to enter text.

#### 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)? Current conditions in the project area make walking and biking unsafe. By building a fully protected, separated mixed use pathway, this project will greatly enhance safety for vulnerable road users (bicyclists and pedestrians). The proposed RRCT parallels Pacific Hwy to the south through the Triangle. According to Tigard Police records Pacific Highway sees more crashes than any other part of Tigard. The city compiled a list of the most common places to get in a traffic crash in 2011, and nearly every major intersection on Pacific Highway made the list of the 20 most common places to get in a crash, with half of the top 10 most common crash sites found on Pacific Highway between Hall Boulevard and Interstate 5 alone. Police responded to about 150 crashes between Hall and the Interstate in 2011. The intersections that saw the most crashes were Pacific Highway and Highway 217, Pacific Highway and Hall Boulevard, crashes along Dartmouth Street and near Fred Meyer at 11565 SW Pacific Highway. The RRCTIP will provide a safer non-motorized alternative for some travelers to avoid the highest risk intersections on Pacific Hwy along the proposed alignment, which may also have a marginal positive impact on reducing the crash rate within the Tigard Town Center area.
39. How does the project aim to reduce the number of fatal or serious injury crashes? As identified above, for the most part, the RRCT would be a conflict-free alternative that fully separates vehicle and bike/ped traffic, making it much safer than existing conditions where the bicycle and sidewalk network is spotty or nonexistent. The project aims to reduce the number of fatal or serious crashes by providing a non-motorized vehicle alternative within the Tigard Town Center 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) As identified above, for the most part, the RRCT would be a conflict-free alternative that fully separates vehicle and bike/ped traffic, making it much safer than existing conditions where the bicycle and sidewalk network is spotty or nonexistent. One of the outcomes of the RRCTIP project development grant will be to determine the design of the RRCT active transportation alignment where it crosses 68th Parkway, 72nd Ave, 74th Ave, Dartmouth, and Hunziker Rd at grade. Many of the pedestrian and bicycle design elements listed in Appendix C will apply.

#### System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved? The proposed RRCT alignment through the Tigard Triangle Plan District is represented in concept on the Tigard Triangle Transportation Network Map. The RFFA project development grant will bring the trail from the concept level through an alternatives analysis to preliminary design. The grant will also provide preliminary design to trail segments downstream outside of the Triangle Plan District to connect with the Fanno Creek Regional Trail. Additionally, Metro's Regional Trails System Plan is improved with the RRCT by providing connections to both the Tigard-Lake Oswego trail to the east and Portland's T-3 trail to the north.
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 proposed RRCT is an active transportation facility and will expand the existing active transportation network in Tigard as described above. Two pedestrian/bicycle bridges are proposed along the RRCT alignment to cross the significant barriers represented by Hwy 217 and the Pacific & Western railroad.

#### Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability? The project will provide an active transportation alternative to motor vehicle travel within the Tigard Town Center area. The effect of reducing vmt could reduce congestion on nearby transit streets and consequently improve transit reliability.?
44. How does the project improve connections to transit and employment or residential sites/areas? The project will provide a new active transportation alternative to motor vehicle travel within the Tigard Town Center mixed use area. The proposed RRCT would provide pedestrian and bicycle connectivity to transit and employment and residential areas within the mixed-use zones that comprise the majority of the Downtown and Triangle Plan Districts.
45. How will the project reduce vehicle trips or VMT (other than freight-related trips)? The proposed RRCTIP is an active transportation alternative to motor vehicle use. Within the highly constrained vehicle access through the area because of limited access freeways, railroads, and creeks, the RRCTIP would provide greater connectivity for new non-motorized access and mobility for residents and employees.
46. How does the project reduce the need for throughway expansion? The proposed RRCTIP can reduce pressure on throughway expansion by reducing vmt and consequently congestion on area streets, which is usually the pretext for expansion.

#### Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact. The proposed RRCT is an active transportation alternative to vehicle

mile traveled in the Tigard Town Center area. The project itself is a mitigation for the limited access roadways, lack of street connectivity and limited trail development to date.

48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? The proposed RRCT will be constructed with a 12-foot paved section that will require stormwater mitigation per CWS design and construction standards. Per CWS standards, the trail alignment will be designed to be outside of the vegetated corridor or encroaching at most within the outer 40 percent of the buffer. The trail will be designed in conjunction with regional stormwater facilities and with the Red Rock Creek Stormwater CIP. These design opportunities will minimize the environmental impacts of the trail's impervious surfaces.

#### Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement? The project does not directly address freight travel time. Indirectly, however, to the extent that active transportation modes provide alternatives to vehicle trips on adjacent freight routes such as Pacific Hwy and Hunziker Road, the project will have a decongesting effect on those routes.
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? Not applicable.
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? Congestion on Pacific Hwy adjacent to the Tigard Triangle is well documented. The project does not directly address freight travel time. Indirectly, however, to the extent that active transportation modes provide alternatives to vehicle trips on adjacent freight routes such as Pacific Hwy and Hunziker Road, the project will have a decongesting effect on those routes.

#### 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?<sup>7</sup> Approximately 1,331 traded-sector employees across 85 companies exist within a quarter mile of the proposed RRCT. An additional 300+ employees can be added once the Fields industrial sites comes online, provide the jobs are traded-sector.
53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.<sup>8</sup> The proposed RRCT could provide enticement for companies to continue and expand operations in Tigard by providing quality of life active transportation alternatives and better access to existing and future transit (SWC) for employees. An example of this is development of the Fields Parcel 2 property, where the owners are capitalizing on the proposed RRCT improvements by marketing the seven-acre property as the "Trailhead" due to its adjacency to the trail and willingness to collaborate on the RR bridge design and integration of the bridgehead into the site plan. Agilyx / Regenyx, a leader in polystyrene recycling, would be directly served by the trail and employs 43 workers.

#### Project Leverage

54. How does this project leverage other funding sources? The proposed project development grant will result in an actionable RRCT Implementation Plan that will provide strategic direction for

---

<sup>7</sup> Traded sector industries as indicated in the Economic Value Atlas, available at: [oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas](https://oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas)

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

easement acquisition and trail design and development readiness. The resulting RRCTIP will make segment projects more competitive for matching funds and construction dollars such as SWC LRT crossing of Hwy 217 and siting of the SWC Operations and Maintenance Facility adjacent to the creek, private/public collaboration on the RR bridge to Fanno Creek Park, and Red Rock Creek Stormwater and regional stormwater facilities construction. In addition, the RRCTIP will provide greater certainty in project development and facilitate trail construction associated with private development projects along the trail alignment.

55. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain. Yes, RFFA funding will prime the pump, so to speak, for applicable state and federal funding for active transportation project design and construction.
56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies? The proposed RRCTIP is a significant new off-street active transportation facility located within the Metro-designated Tigard Town Center, which will help to implement Tigard's Strategic Plan to become the most walkable community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives.
57. Is this project on the Regional Emergency Transportation Network?<sup>9</sup> Will this project help improve resiliency of the transportation network? If so, describe how. No. However, the RRCT can contribute to improving resiliency of the active transportation network by providing an alternative to motor vehicle use in the currently highly constrained access to, and limited connectivity within, the Tigard Triangle.

## 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?
- X Planning
- Alternatives Identification and Evaluation
- Preliminary Design
- Final Design

---

<sup>9</sup> [oregonmetro.gov/sites/default/files/2019/04/05/Regional\\_Emergency\\_Transportation\\_Routes\\_2006.pdf](http://oregonmetro.gov/sites/default/files/2019/04/05/Regional_Emergency_Transportation_Routes_2006.pdf)

60. What year was the cost estimate created? Does it include any escalation factors and to what year? 2019. As a project development grant request, the cost estimate does not include any escalation factors. (see attached cost estimate)

61. To what extent were the following considered during cost estimating? The application is for a Project Development grant. Most of the following items relate to project engineering and construction and do not apply to the proposed project development phase. The listed items should be identified through the project research and existing conditions tasks identified in the cost estimate for the project development grant.

- a. Right of way (ROW)
- b. Utility relocation or underground
- c. Stormwater considerations
- d. Environmental mitigation strategies
- e. Bridge, railroad, or major facility impacts
- f. Retaining walls
- g. Clearing and grading
- h. Removal of current pavement or facilities
- i. Signing and pavement markings
- j. Sidewalk and street furniture
- k. Street trees, landscaping, irrigation
- l. Mobilization, staging, and traffic control
- m. Staff availability or need for outside services

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

- a. Unit cost assumptions
- b. Contingency assumptions


**Response:** The application is for a Project Development grant. Unit cost and contingency are functions of construction cost estimates and therefore do not apply to the subject project development cost estimate.

**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:**

Community Development Dept.	 _____ Tom McGuire, Assistant Community Development Director
-----------------------------	--

Project manager	 _____ Gary Pagenstecher, AICP CU, Project Planner, Community Development
-----------------	---

Engineering	NA
-------------	----

Right of Way	NA
--------------	----

Environmental	NA
---------------	----

**Other agency signatures (as required):**

ODOT Highway	NA
--------------	----

ODOT Rail	See attached communication with ODOT Rail
-----------	---

TriMet	See attached communication with TriMet
--------	--

SMART	NA
-------	----

Utilities	See attached communication with PGE
-----------	-------------------------------------

Other (please indicate)	_____
-------------------------	-------