

## 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 first on 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 Portland
2. Contact info: Mark Lear, 503-823-7604, [Mark.Lear@portlandoregon.gov](mailto:Mark.Lear@portlandoregon.gov)
3. Funding category (check one):  Active Transportation       Freight       Both
4. Project name: Springwater to 17th Trail Connection
5. Describe the project purpose. What problems or issues is the project intended to address?

The Springwater Corridor, stretching from SE McLoughlin Blvd in Portland to the community of Boring, was originally developed in 1903 for rail service. The City of Portland purchased the former rail line in 1990, later transforming it into the Portland region's iconic Springwater Corridor: a multi-use trail and natural area that provides for active transportation, recreation,

education, Willamette River and city views, and habitat. The Springwater Corridor trail is part of the system of trails that connects the city's parks, a concept first proposed in the 1903 Report of the Park Board by the Olmsted Brothers Landscape Architecture firm and later termed the "40 Mile Loop". The trail begins on the east side of downtown Portland, stretches south along the Willamette River, runs alongside Johnson Creek and ends in the community of Boring. Along the way it passes residential areas, commercial areas, parks, natural areas and wetlands, with public transportation enhancing access to the corridor. While most of the Springwater Corridor trail is completed today, a gap of approximately 4,800 feet remains between SE Umatilla St and SE 19th St. Construction of approximately 2,700 feet of the trail gap between SE Umatilla St and SE 13th Ave is currently underway and will be completed in summer 2019, leaving only the last 2,100 feet of trail gap between SE 13th Ave and the existing Springwater Corridor trail at SE Ochoco St and SE 19th Ave.

This Regional Flexible Funds Allocation application seeks grant funding for design and construction of nearly all of the remaining trail gap. Because of present constraints along SE Ochoco St the final trail alignment buildout is not possible at this time, but the City of Portland intends to nearly close the final trail gap by bypassing the planned multi-use trail along SE Ochoco St with on-street bicycle/pedestrian connections. The Springwater to 17th Trail Connection project is approximately 2,300 linear feet of design-ready high-quality bikeway and pedestrian improvements both inside and outside road rights-of-way; including paved off-street multi-use trail, short sections of neighborhood greenway and wide sidewalk. (The planned Major Public Trail alignment along SE Ochoco St between SE 17th Ave and SE 19th Ave, reflected in the Metro Regional Trails map and Portland City Code, would be built in the future when conditions are amenable to its design and construction.) The Springwater to 17th Trail Connection project will connect the Springwater Trail currently under construction at SE 13th Ave & SE Ochoco St to the existing Springwater Trail at SE Linn St and SE 19th Ave. Along SE Ochoco St from SE 13th Ave to SE 17th Ave, the project is a paved multi-use trail that will be elevated above the railroad tracks of the Oregon Pacific Railroad Company (OPRR) to match the elevations of SE 15th Pl, SE 16 Ave, and SE 16th Pl, allowing for trail connections at these neighborhood streets. Along SE 17th Ave the project is a wide sidewalk (paved multi-use pathway) from Milwaukie's Trolley Trail to SE Linn St. Along SE Linn St from SE 17th Ave to the existing Springwater Trail at SE 19th Ave, the project is a neighborhood greenway.

Completion of this regional project will connect residents and guests of the region to the river, downtown Portland, employment opportunities, recreation opportunities and natural areas, and interconnect these areas and opportunities. In addition to its identification in the City of Portland Parks & Recreation Bureau's Springwater Corridor Master Plan (1992), the Springwater Corridor is also identified in:

2035 Comprehensive Plan, City of Portland Bureau of Planning and Sustainability (2018)

Portland 2035 Transportation System Plan, City of Portland Bureau of Transportation (2018)

Portland Bicycle Plan for 2030, City of Portland Bureau of Transportation (2010)

Parks 2020 Vision, City of Portland Parks & Recreation Bureau (2001)

Recreational Trails Strategy, City of Portland Parks & Recreation Bureau (2006)

Regional Trails and Greenways, Metro (2014)

Just over 20 miles of the Springwater Corridor trail are built today. The Springwater to 17th Trail Connection project is a critical connection that will nearly finalize the completion of the Springwater Corridor trail. This is a regional project that will increase bicycling and walking by providing a safe and comfortable route connecting downtown Portland to east Portland neighborhoods, Gresham, Boring, Milwaukie, and Gladstone. This project will advance equity by encouraging walking, bicycling and rolling for transportation-disadvantaged populations. It will improve safety by providing a safe route for walking, bicycling, and rolling that is separated from motor vehicle traffic on multi-use pathways, and on low-volume neighborhood greenways. It will address the region's Climate Smart Strategy and manage congestion by reducing motor vehicle trips and delaying the need for throughway expansion.

## 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?  Yes  No
7. What is the RTP Project ID #? 10159
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: Bicycle Parkway
  - Pedestrian: Pedestrian Parkway
  - Freight Branch rail line
  - Transit: [Click here to enter text.](#)
9. List the project beginning and ending points. What specific streets/intersections are included in the project area?

Beginning: intersection of SE 13th Ave & SE Ochoco St; ending: intersection of SE Linn St & SE 19th Ave. Milwaukie's 17th Ave Trail connection along SE 17th Ave from SE Ochoco to SE Linn St. [Click here to enter text.](#)
10. Is the project included in an adopted local transportation safety plan or audit?  Yes  No  
Please describe. [Click here to enter text.](#)

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 total estimated project cost is \$6,534,000. Local match in the amount of \$1,000,000 will be provided by a combination of Parks and Transportation System Development Charge revenue and/or other discretionary local revenue. The local match funding is Certain. The RFFA grant request is for the remaining \$5,534,000.

12. Which Project Development Stages are to be considered for RFFA funding?

We are requesting RFFA funding for Alternatives Identification and Evaluation, Preliminary Design, Final Design, Right of Way, Utilities, 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.

Early 2022—Alternatives Identification and Evaluation; Late 2022--Preliminary Design and Final Design; 2023—Right-of-Way; 2024--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)?

This project has gone through the Planning stage and has undergone enough project development to have a signed engineer cost estimate and a defined scope. However, we anticipate the need for a short Alternatives Identification and Evaluation phase to verify the scope prior to starting Preliminary Engineering, especially relating to the railroad crossing order element of the project.

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?

This project will require temporary construction easements. Project also requires Pedestrian Access Easement from PGE parcel (1S-1E-26BA TL6800). Initial conversation with PGE has occurred regarding easement, but formal ROW acquisition has not yet been initiated. Finally, pursuant to Metro's previous coordination with OPRR, OPRR's tracks will need to be adjusted to accommodate the Springwater to 17th Trail Connection project; Metro will work with OPRR to resolve this issue. Significant acquisitions are not likely to be necessary. Right of way acquisition will be completed by the City of Portland following all federal processes during the ROW phase for each 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?

Metro (with consultant Alta Planning + Design) completed the “Springwater Missing Gap” study in 2006. The Springwater to 17th Trail Connection project follows the trail alignment identified in that study, with the exception of the on-street facilities on SE 17th Ave and SE Linn St. Engineer’s cost estimate and cost estimate report, conceptual plan and profile drawings from 2019 developed by Otak are available in digital format.

18. Does the project area intersect with Title 13 resource areas , wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting?

The project intersects OPRR railroad tracks at SE 13th Ave and SE 17th Ave.

19. To what extent has environmental permitting been scoped or completed?

Environmental permitting for the projects is unlikely as the project likely does not impact an environmental resource area.

#### Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address?

Community members regularly express preferences for multi-use bicycle/pedestrian trails that are separated from motor vehicle traffic. Presently, pedestrians and cyclists must use the street network to circumvent the gap in the Springwater Trail, and to connect from the 17<sup>th</sup> Ave Trail to the Springwater Trail, and this project would fill the gap with the type of separated multi-use trail that community members tend to prefer.

21. Which community partners are involved?

Metro Regional Trails program, City of Portland (Parks & Recreation Bureau, Bureau of Transportation), Oregon Pacific Railroad Company (OPRR), ODOT Rail and Public Transit Division, City of Milwaukie, and Portland General Electric (PGE)

22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process.

Metro, City of Portland (Parks & Recreation Bureau, Bureau of Transportation), OPRR, ODOT Rail and Public Transit Division, City of Milwaukie, and PGE all support the project. The planning process for the Springwater Corridor Master Plan (1992) included a stakeholder advisory committee which engaged representatives from various user and interest groups: hikers, equestrians, bicyclists, the 40 Mile Loop Land Trust, those knowledgeable about Americans with Disabilities Act, neighborhood representatives, and adjacent property owners. Public outreach included informational signage, a quarterly newsletter, and two surveys. The surveys revealed that a majority of residential and commercial neighbors were supportive of recreational development of the Corridor.

## Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project?

TriMet has been briefed on this project and is generally supportive. They will coordinate with PBOT on project design and construction if the project is funded. PBOT has agreed to include in project design and construction the costs associated with necessary transit stop improvements. City of Portland, City of Milwaukie, and Sellwood-Moreland Improvement League (SMILE) all support the project.

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.

The project is located on Metro property and it intersects with City of Portland Bureau of Transportation right-of-way. The trail is situated adjacent to OPRR tracks. The applicant has coordinated with all of the following groups via schematic design discussions and/or site visits: Metro, City of Portland (Parks & Recreation Bureau, Bureau of Transportation), ODOT Rail and Public Transit Division, City of Milwaukie, PGE, and OPRR. ODOT Rail has been briefed on this project and while they have concerns about the railroad trail crossing, they have agreed to coordinate with PBOT and Portland Parks & Rec on project design and construction if the project is funded. ODOT Rail has declined to sign the signature page, citing their policy against signing anything until a project has gone through their formal approval process.

25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation?

Utilities in the City of Portland located within the right of way are subject to the franchise agreements which require the utility to move at their own expense on a timeline dictated by the project. The City of Portland has an established utility relocation process to notify utilities of relocation requirements. City owned utilities will be relocated during the utility phase through an agreement with the ODOT Utilities section. Numerous PGE utility poles would require relocation. PGE has been involved in schematic design discussions and site visits, and PGE is supportive of utility relocation.

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.)

PBOT has design control over this project, except where it intersects with OPRR railroad facilities. ODOT Rail and Public Transit Division, and OPRR have been involved in discussions and on-site meetings regarding this project, and they do not object to this grant application. The City of Portland requested a signature from OPRR acknowledging awareness of the project via email on May 17 and June 5, 2019 but has not yet received a response. Metro has been involved in property negotiations to secure right-of-way for the project, and Metro owns property that

would be impacted by the project. Metro has actively led and participated in project discussions and site visits with staff and consultants.

## 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?  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? Right of way costs are included.

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? Yes.

b. Utility Relocation

i. Are utility relocation costs included in the cost estimate? Utility relocation costs for eligible utilities are included in the cost estimate.

c. Stormwater considerations

i. Water quantity Preliminary costs for stormwater disposal and treatment are included in the estimate.

ii. Water quality Preliminary costs for stormwater disposal and treatment are included in the estimate.

d. Environmental and Permitting

i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? All projects are likely to meet the requirements for a Categorical Exclusion, documentation will be prepared during project design.

e. Schedule Applicant General Schedule: 22 Planning and PE 23 Right of way 24 Construction

f. Budget We have included large contingencies at several levels in the cost estimate.

g. Staff availability

i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. The agency has a robust project management staff with extensive experience managing federally funded capital projects.

## 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 consists of four major elements that address safety: 1) SE 13th Ave/SE Ochoco St Intersection: here the trail alignment crosses the roadway and OPRR's tracks. At this intersection the design will extend concrete rail panels and construct sidewalk with detectable warnings. 2) SE Ochoco St right-of-way from SE 13th Ave to SE 17th Ave: here the trail parallels OPRR's tracks. The trail will be elevated above the railroad tracks to match the elevations of SE 15th Pl, SE 16 Ave, and SE 16th Pl, allowing for trail connections at these neighborhood streets. A fill retaining wall will be constructed along the south side of the trail. The trail is separated from the railroad tracks by the retaining wall and a fence or railing. 3) SE 17th Ave from SE Ochoco to SE Linn St: here the trail alignment crosses the roadway and OPRR's tracks. Along this section safety countermeasures include reconstructing the raised traffic calming island at SE Linn St, improving the safety of the pedestrian railroad crossing on the west side of SE 17th Ave (lengthening concrete railroad panels, widening sidewalk, and adding detectable warning). 4) SE Linn St from SE 17th Ave to SE 19th Ave: this is presently a roadway for motor vehicles with sidewalks on both sides of the road. Safety countermeasures in this on-street section include converting the section to a bike boulevard by adding bicycle/chevron (sharrow) pavement markings, and adding speed humps for traffic calming.

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 Appendix C.

31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? 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? None

## 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.

People of Color and/or Limited English Proficiency and/or Low Income

34. List the community places, affordable housing, and Title 1 schools within ¼ mile of project.



Goodwill Outlet Superstore, Post Office, Sellwood Medical Clinic, Johnson Creek City Park, Clackamas County Work Release

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? Click here to enter text.

- a. Low-Income Population: No nearby blocks in the PBOT Equity Matrix scored 4 or 5 (annual household incomes < 54,000).
- b. Households with Limited-English Proficiency: 114 (per PBOT Equity Matrix)
- c. Non-White Population: 1428 (2010 Percent Communities of Color Census Data, per the census blocks within 1 mile of the project area)
- d. Senior Population: 4071; Youth Population: 3861 (2017 ACS, per census blocks within 1 mile of the project area)
- e. Persons with Disabilities: 3079 (2017 ACS, per census tracts within 1 mile of the project area)

36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project?

Limited-English Proficiency, Non-White, Senior, and Disabled Populations are among the more transportation-disadvantaged populations. These populations may face increased difficulties obtaining transportation for themselves or their dependents. Lack of transportation options and access is a problem that affects the health and well-being of our most vulnerable community members — resulting in reduced access to employment, and increased food insecurity and isolation. The design of the project's on-street and off-street improvements adheres to national design standards for bicycle and pedestrian facilities as defined by the: American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 4th Edition (2012), Americans with Disabilities Act (ADA) Standards for Accessible Design, 2010 Edition; and Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition. Additionally, PP&R's Trail Design Guidelines for Portland's Park System (2009) include design guidelines for trail types that serve multiple uses in a variety of settings. Designing the project to these standards will benefit transportation-disadvantaged populations by making bicycle, pedestrian and Americans with Disabilities Act (ADA)-accessible travel safer, faster, and more convenient by prioritizing bicycle and pedestrian modes.

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?

The City of Portland's Certification Agreement stipulates that all projects follow the requirements of the ODOT Office of Civil rights for federally funded 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)?

Fatal Crashes: 0. Injurious Crashes: 2. (Per ODOT 2012-2016 Crash Data)

39. How does the project aim to reduce the number of fatal or serious injury crashes?

The project will encourage bicycling and walking by providing a safe and comfortable route that is separated from motor vehicle traffic. The intent of separating cyclists and pedestrians from motor vehicle traffic is to reduce fatal and serious injury crashes.

40. How does the project remove or mitigate conflicts, with (including) active transportation, railroad crossings, turning movements, and others? (Use Appendix C design checklist, indicate all that apply)

The intersection of the trail with the SE 13th Ave & SE Ochoco St intersection presents the possibility of conflicts among bicycles, pedestrians, motor vehicles and trains. Safety countermeasures include an easily-visible access point with trail priority, high-visibility crosswalks and wayfinding signage. The multi-use trail section along the SE Ochoco St right-of-way from SE 13th Ave to SE 17th Ave presents the possibility of conflicts among bicycles, pedestrians and trains. Safety countermeasures along the railroad tracks include a 15-foot-wide multi-use trail (including shoulders on each side); access points at SE 15th Pl, SE 16 Ave, and SE 16th Pl; wayfinding signage and bike/pedestrian interaction regulatory signage. The section of wide sidewalk (multi-use path) along SE 17th Ave from SE Ochoco to SE Linn St presents the possibility of conflicts among bicycles, pedestrians, motor vehicles and trains. Along this section of wide sidewalk (multi-use path) safety countermeasures include an easily-visible access point and a 14-foot-wide sidewalk and wayfinding signage. The intersection of SE 17th Ave and SE Linn St presents the possibility of conflicts among bicycles, pedestrians and motor vehicles. Safety elements that address this include an easily-visible access point with trail priority, high-visibility crosswalks, a raised pedestrian refuge median in SE 17th Ave and wayfinding signage. The section of the project along SE Linn St from SE 17th Ave to SE 19th Ave is presently a roadway for motor vehicles, and there is the potential for conflict between bicycles and motor vehicles. SE Linn St will receive bicycle boulevard treatments (adding bicycle/chevron [sharrow] pavement markings and adding speed humps for traffic calming) to increase safety.

#### System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved?

The project will nearly complete the Springwater Trail, a Regional Trail as identified by Metro. This project is included as RTP Project ID# 10159, Springwater Trail, in the 2018 Regional Active Transportation Plan. Just over twenty miles of the Springwater Trail are built today, and this project will add approximately 2,300 linear feet to the regional multi-use trail system and neighborhood greenways in the Sellwood-Moreland Neighborhood.

42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate?

This regional project will increase bicycling and walking by providing a safe and comfortable route connecting downtown Portland to east Portland neighborhoods, Gresham, Boring,

Milwaukie, and Gladstone. The design of the project's on-street and off-street improvements adhere to national design standards for bicycle and pedestrian facilities as defined by the: American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 4th Edition (2012), Americans with Disabilities Act (ADA) Standards for Accessible Design, 2010 Edition; and Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition. Additionally, Portland Parks & Recreation's Trail Design Guidelines for Portland's Park System (2009) include design guidelines for trail types that serve multiple uses in a variety of settings. Designing the project to these standards will make bicycle and pedestrian travel safer, faster, and more convenient by prioritizing bicycle and pedestrian modes.

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

43. How will the project reduce transit delay and improve transit reliability? N/A

44. How does the project improve connections to transit and employment or residential sites/areas?

The project will nearly complete the Springwater Trail, a Regional Trail as identified by Metro. This regional project will increase bicycling and walking by providing a safe and comfortable route connecting employment and residential areas in downtown Portland, east Portland neighborhoods, Gresham, Boring, Milwaukie, and Gladstone.

45. How will the project reduce vehicle trips or VMT (other than freight-related trips)?

The project will make people feel safer by improving the bicycle and pedestrian amenities along the project corridor (i.e. a new section of off-street multi-use regional trail, signage, crossing markings, new neighborhood greenway) and will reduce the amount of interface between bicycles and pedestrians with vehicles. The project design elements emphasize separating bicycle and auto traffic, increasing visibility of bicyclists at roadway intersections and on SE Linn St, thus making it easier and more comfortable for people traveling by bicycle to access routes and destinations. The new proposed routes will offer safe options for travel, encouraging increased bicycle and pedestrian trips.

46. How does the project reduce the need for throughway expansion?

This project will encourage bicycling and walking by providing a safe and comfortable route that is separated from motor vehicle traffic. The project will not increase motor vehicle trips, and it will help delay the need for throughway expansion. This project serves a mobility corridor from Portland to Milwaukie that is served by McLoughlin Blvd, also known as Highway 99E. This project will reduce the need to expand it by shifting trips to non-auto modes. [Click here to enter text.](#)

#### Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact.

PBOT endeavors to limit and mitigate the environmental impact of all our projects. Measures we take include erosion control plans, control of discharge, responsible excess materials disposal,

limited footprint of construction staging, powering down vehicles and equipment when not in use, use of warm mix instead of hot mix, compliance with forestry requirements, traffic control plans to reduce air quality impact from congestion, enforcement of permit requirements, dust control, noise prohibitions, and electronic submittals and payment processing of contractor submittals. In addition to these measures to reduce environmental impact, the project will reduce greenhouse gas emissions overall by encouraging greater use of non-motorized modes (walking, biking).

48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?

Street trees are included in the project to conform to the Portland Tree Code, or in some cases where trees are infeasible the City may pay a fee to plant trees in other areas. Bioswales are included to manage stormwater in cases where the Bureau of Environment Services finds that they would provide a clear benefit to the stormwater system.

#### Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement?

This project will not impact freight goods movement.

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 on a Reduction Review Route, per ODOT TransGIS.

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?

This project will not create or exacerbate freight delays.

#### 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?

This project serves the greater Sellwood area, but also fills a gap between the Milwaukie Industrial Area and the Central City of Portland.

#### Area Jobs in Target Industries:

- Athletic & Outdoor Jobs: 154
- Clean Tech Jobs: 394
- Computer & Electronics Jobs: 0
- Health Science & Technology Jobs: 4
- Metals & Machinery Jobs: 206

- Software & Media Jobs: 95
- Total: 853

53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.

#### Project Leverage

54. How does this project leverage other funding sources?

This project leverages local funding sources including System Development Charges and/or general transportation revenue to provide the local match.

55. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain.

Yes, in the case that RFFA funds are used for project development, this funding will advance these projects to the point where they would be more competitive for state and federal funding opportunities.

56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies? No

57. Is this project on the Regional Emergency Transportation Network? Will this project help improve resiliency of the transportation network? If so, describe how.

This project is not on a Regional ETR route. However, improved bicycle facilities will be essential in post-disaster recovery, when fuel supplies will be limited.

#### 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 created in 2019 and is signed by a senior civil engineer. The estimate includes five years of construction and personnel escalation, and large contingencies for unexpected increases in costs.

61. To what extent were the following considered during cost estimating? All impacts are included in estimate if necessary at a planning level.

- a. Right of way (ROW) Included
- b. Utility relocation or underground Only included for city owned utilities
- c. Stormwater considerations included
- d. Environmental mitigation strategies included if necessary
- e. Bridge, railroad, or major facility impacts included if necessary
- f. Retaining walls included if necessary, planning level
- g. Clearing and grading included as lump sum percentage
- h. Removal of current pavement or facilities included using preliminary quantities
- i. Signing and pavement markings included using preliminary quantities
- j. Sidewalk and street furniture Included using preliminary quantities
- k. Street trees, landscaping, irrigation Included using preliminary quantities
- l. Mobilization, staging, and traffic control Including using lump sum.
- m. Staff availability or need for outside services included

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

- a. Unit cost assumptions See attached.
- b. Contingency assumptions See attached.

