



2022-2024 Regional Flexible Funds Project Application

INTRODUCTION

This application is organized to consider, assess, screen, and select Regional Flexible Fund Allocation (RFFA) projects. The assessment is focused on first determining a candidate project's applicability to the RFFA program and their technical feasibility. Upon that assessment, promising projects will be assessed on the merits of their intended project outcomes that will be used for project scoring.

To be applicable to the RFFA program, a project must be at least one of the following project types:

- **Active Transportation and Complete Streets, or**
- **Freight and Economic Development Initiatives**

Each project should demonstrably support the four 2018 Regional Transportation Plan (RTP) investment priorities:

- **Advancing Equity**
- **Improving Safety**
- **Implementing the region's Climate Smart Strategy**
- **Managing Congestion**

Although information from the entire application may be used to inform project scoring, the questions presented in the section, "Project Outcomes" are directly related to scoring and evaluation criteria and the answers to these questions will directly inform the project scoring.

After all relevant questions are completed, please secure the required signatures as indicated at the end of this application form, and email it, along with other required information and supporting documentation to rffa@oregonmetro.gov. Applications MUST be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.

APPLICANT INFORMATION

1. Jurisdiction name *City of Gladstone*
2. Contact info: Name, phone #, email *Jacque Betz, City Administrator, (503) 557-2767
betz@ci.gladstone.or.us*
3. Funding category (check one): Active Transportation Freight Both
4. Project name. *Trolley Trail Bridge Environmental/Engineering*
5. Describe the project purpose. What problems or issues is the project intended to address?

The purpose of this project is to prepare environmental/engineering plans, specifications, and cost estimates for the proposed new Trolley Bridge crossing the Clackamas River to connect Downtown Gladstone (a Metro 2040 Town Center) with Downtown Oregon City (a Metro 2040 Regional Center) including the Clackamas River trail system and the soon-to-be constructed RiverWalk at Willamette Falls. The bridge would extend the Trolley Trail, linking workers, residents, and tourists in Gladstone and Oregon City with other communities in the McLoughlin Corridor, and specifically with the southernmost Orange Line MAX station just south of Milwaukie. The proposed bridge and trail would increase travel options and improve safety and mobility for pedestrians and bicyclists. It would also enhance safety and reduce conflicts on nearby McLoughlin Boulevard (Highway 99E), by creating a safe and convenient route for pedestrians and bicyclists, who would generally choose the new Trolley Trail route for north south trips over and against McLoughlin. McLoughlin, a major north-south thoroughfare, lacks bicycle facilities (ODOT has stated that adding such facilities would conflict with traffic and freight movement) and it has substandard pedestrian facilities. The bridge is also a vital component of Gladstone’s Downtown Revitalization Plan (2017, funded by Metro); together with other policy and infrastructure investments, the bridge will help to leverage substantial new mixed use, transit supportive development along and near Portland Avenue (Gladstone’s “Main Street”), in support of regional aspirations for higher density, equitable development in our centers and corridors. Finally, the new bridge would enhance our regional resiliency, by being designed to seismic stability standards higher than those by which other bridges in the area (including McLoughlin) were designed and built.

PROJECT READINESS

The following questions intend to gather information about how developed the project is and the steps that will still be required to complete the project. This section will be used for screening project feasibility.

Project Detail

6. Is this project on the 2018 RTP Constrained list?¹ Yes No
7. What is the RTP Project ID # *10151*
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) *According to Metro’s Bicycle and Pedestrian Crash Map, McLoughlin Boulevard in Gladstone is the worst crash “hotspot” in all of Clackamas County. From 2007 to 2011, there were 50 bicycle or pedestrian crashes along McLoughlin between Gladstone and Milwaukie.*
 - Bicycle Bicycle Parkway

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

- Pedestrian Pedestrian Parkway
- 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 project would begin in Gladstone at the intersection of Portland Avenue and Clackamas Blvd. and would end in Oregon City at the Clackamas River Greenway Trail.*
10. Is the project included in an adopted local transportation safety plan or audit? Yes No
Please describe. *The Transportation System Plan (TSP) update was adopted by Gladstone City Council on 12/15/2017 under Ordinance No. 1483. The effective start date of the TSP was 12/15/2017. The Trolley Bridge is identified as Pedestrian Project #P51 (Figure 2) and part of Bicycle Project #B9 (Figure 3) in Appendix I:Tech Memo #9: Planned and Financially Constrained Transportation System.*
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 of Gladstone has \$147,000 budgeted in its 2019-2020 budget; these matching funds (slightly in excess of the required match of 10.27%) are certain. We understand that if we are successful in our RFFA Application, the funds wouldn't be available until Fall, 2021 at the earliest, in which case we will carry forward our budgeted match. In the unlikely event that Metro can release funds earlier than 2021 (e.g., funds from a prior RFFA round are not fully utilized), we stand ready to proceed earlier, again because we have already budgeted the match.*
12. Which Project Development Stages are to be considered for RFFA funding?² *Planning, Alternatives Identification and Evaluation, Preliminary Design, and Final Design. At completion of the Environmental/Engineering phase (proposed for RFFA funding per this application), we will be ready to commence 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. *(Project Schedule is attached as Exhibit 1). The primary drive in our schedule is the completion of the Metro-funded "Trolley Trail Historic Bridge Feasibility Study". This work commenced in August, 2017, and is scheduled for completion in December, 2019. As noted in response to Question 11, our funding match is budgeted, so that we could begin as early as early 2020; although we understand that the earliest that we could access current round RFFA dollars is late 2021. Once the project actually commences (i.e. once we have secured Metro funding, and have executed all necessary Intergovernmental Agreements), we anticipate a total project timeline of approximately 28 months beginning in October, 2021 (negotiation and execution of IGAs and any other necessary contractual agreements between the jurisdictions) and completing in February, 2024 (completion of final PS & E and real estate transactions).*

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 Trolley Bridge is a high priority of the City, and we have undertaken several major steps to get it built. First, on the policy front, the bridge was identified as a critical infrastructure investment in our Metro-funded*

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

Downtown Revitalization Plan (adopted by City Council in September 2017). Shortly thereafter the bridge was called out in our updated Transportation System Plan (December, 2017) as specified in our response to Question 10. More recently the City has commissioned consultant John Southgate to assist in advancing our downtown redevelopment agenda (i.e. putting our adopted Downtown Revitalization Plan to action); earlier this year he reported the results of his research and consultation with developers, stressing developer consensus that an upgraded Portland Avenue (which is the downtown Gladstone alignment of the Trolley Trail) and a rebuilt Trolley Trail Bridge are essential ingredients to our efforts to move forward on a more robust, higher density, active and equitable Downtown. Related to these efforts, the City received funding from DLCD to retain a consultant to perform a Housing Code Audit, completed in June, 2019. This audit identified increased density caps and other provisions that will promote our downtown redevelopment agenda. All of these efforts (Portland Avenue, the Trolley Bridge, and code revisions) are necessary ingredients which taken together will help us realize the vision of a vital Town Center as identified in the Metro 2040 Plan. Last but not least, we received funding from Metro in 2017 to perform a preliminary feasibility study. That work is nearing completion (by December, 2019). It will be a thorough report preparing the stage for the environmental/engineering work we hope to accomplish with this RFFA request. Project tasks performed under the Feasibility Study include public involvement; geotechnical evaluation of foundation alternatives; environmental scoping including wetland reconnaissance, permitting requirements; rare plant survey, no effects documentation and cultural resources investigation; identification of local permitting requirements (including floodplain regulations); railroad assistance; investigation of utility impacts; evaluation of river hydraulics and scour potential; determination of needed streambank restoration; evaluation of structural alternatives; alternative bridge Type, Size and Location plans based on evaluation and alternative cost estimates; maintenance plan and cost estimate; identification of needed agency agreements and maintenance plan requirements; and trail concept planning for connections to Gladstone and Oregon City trails. Again, all this work is scheduled to be complete by December, 2019.

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 project will require limited duration construction easements and possibly limited permanent right-of-way acquisition on the Oregon City side of the bridge landing. Coordination with City of Oregon City will be required as the project will terminate on the Oregon City side of the Clackamas River, and with Clackamas County (which will be the Project Manager, as is the case with the current Feasibility Study).*
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? *Substantial preliminary studies are being performed as part of the Feasibility Study (see a partial list of the work being conducted currently, in response to Question 15). Note that the following reports have already been completed however, are not included as attachments because the feasibility phase of the project will not be complete until the end of 2019. Should the selection committee desire these reports we would work with the consultant to provide preliminary information: Design Criteria Matrix; Survey/Basemap; Archaeological Resources; Hazardous Materials; Biological Resources Compliance & Permitting Evaluation; and Wetland & Water*

Resources. Note further that all of these reports are current, having been performed in 2019. Note also that no extraordinary conditions have been identified in these reports that would preclude entitlements and construction of the bridge.

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 would follow the old Portland Traction streetcar line and would cross the Clackamas River from Gladstone to Oregon City. A bridge that had been part of the old Portland Traction Streetcar line, which had been unused for decades, used to span the Clackamas River, but it was removed in 2014 after one of the footings became undermined and the bridge became unstable. The new bridge would span the Clackamas River, a Title 13 resource area where the old bridge had been located. As noted in response to Question 17, a number of reports have been recently completed, and no significant challenges to proceeding with entitlements and construction of the bridge have been identified.*
19. To what extent has environmental permitting been scoped or completed? *No environmental permitting has been completed, but has been scoped as part of the ongoing Feasibility Study.*

Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address? *The bridge would provide alternatives in the transportation system to vehicular travel and a safer alternative to street-based bike lanes. Developing the old Portland Traction streetcar line right-of-way into a regional trail has been a dream in the Gladstone, Oregon City and Milwaukie community for decades. In addition, the bridge would uniquely provide at least two public benefits that enjoy broad community support – first, the bridge would play a vital role in the revitalization of Downtown Gladstone. The City’s revitalization efforts, framed most definitively in the Downtown Revitalization Plan (adopted by City Council in 2017 after a thorough community engagement process), rely to a considerable degree on the construction of the bridge, which will effectively be the “last mile” of the approximately 6 mile Trolley Trail, which connects downtown with the Orange Line, the Springwater Corridor, the Clackamas River Trail System, and (upon its opening) the RiverWalk in Downtown Oregon City. No other bridge serves this purpose of downtown revitalization, and its completion has been identified by for-profit and non-profit developers as an absolutely essential ingredient for their interest in providing medium density, mixed use, equitable development in Downtown Gladstone. Second, the bridge will provide (again, uniquely) resilience for north south travel in the event of a catastrophic event. No other bridge in the vicinity provides this element.*
21. Which community partners are involved? *We are engaging a variety of local community partners in all aspects of our downtown revitalization efforts. These include the Abernethy Group (Gladstone’s only neighborhood association), the Rotary, The Gladstone Historical Society, The City of Gladstone’s Traffic Safety Board, downtown property owners, the Gladstone School District, and the Seventh Day Adventist Church (which owns one of the region’s largest redevelopment sites, approximately one mile to the east of Downtown Gladstone). In addition, we intend to engage communities of color and other under-represented community groups, such as mobile home parks in the area (many of whose residents don’t have cars and are therefore highly dependent on alternative modes of travel). Finally, we will partner with METRO, North Clackamas Parks and*

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

Recreation District, ODOT, Oak Lodge Community Council, City of Gladstone, City of Milwaukie, City of Oregon City, Clackamas County, and TriMet on this effort.

22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. *There is no known opposition from any agency or community organization. In fact, the project enjoys solid support based on the enthusiasm that was displayed through the extensive community engagement process for the Downtown Revitalization Plan. That process entailed countless volunteer hours on the part of many Gladstone citizens, business owners, and property owners. The Plan included two well-attended open houses, on-line surveys, and a project web page.*

Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project? *City of Gladstone is spearheading the project. The cities of Oregon City and Milwaukie and Clackamas County are generally in favor of the project however; we recognize that those jurisdictions are also competing for funds.*
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 Trolley Trail Bridge would begin on the Gladstone side of the Clackamas River and would end on the Oregon City side of the river. In Oregon City, the trail would connect to the Clackamas River Trail. City of Oregon City is aware of the project, as it is a planned regional trail link. Gladstone, Oregon City, and Water Environmental Services (WES) are in the process of implementing the Tri-City Good Neighbor Program and this project is listed as being mutually beneficial to all jurisdictions and its citizens. It will have a positive impact on multiple aspects of the host communities beyond just resource recovery. In the spirit of governmental collaboration this will advance environmental restoration, economic development and community improvement opportunities. Clackamas County intends to have one of its Transportation staff serve as the Project Manager (since Clackamas County, unlike Gladstone, is a certified local agency authorized to administer federal-aid projects).*
25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation? *Depending upon the final design, a storm drainage pipe on the Gladstone side of the river may have to be relocated. The pipe is part of the City's municipal storm drain system and it is maintained by Gladstone Public Works Department. The City of Gladstone will relocate the pipe if it's determined to be necessary. The need for relocation of existing utilities will be determined as engineering studies for the project are completed.*
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 with the Feasibility Study for the Trolley Bridge currently underway, this next environmental/engineering phase will entail coordination with Clackamas County acting as the Project Manager (see response to question 24), and Oregon City (since the southern portion of the Bridge falls within the jurisdiction of Oregon City). We have been in close communication with both of these jurisdictions through the Feasibility Study process and in the preparation of this RFFA funding application. We do not anticipate any challenge to maintaining this continued partnership.*

PROJECT RISKS

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

27. Has a person(s) with the proper authority reviewed and agreed to the project design, and signed off on this application?⁴ Yes No
28. Are there any anticipated risks for the following:
- a. Right of way (ROW)
 - i. Are ROW acquisition costs included in the cost estimate? *We anticipated limited construction easements and likely permanent ROW acquisition (on the Oregon City side). We have budgeted \$96,000 for these anticipated costs.*
 - ii. Were the federal Right of Way Uniform Act's acquisition and negotiation processes performed during the ROW acquisition stage or considered in the schedule and budget, for those projects which have not yet performed ROW acquisition? *Not applicable*
 - b. Utility Relocation
 - i. Are utility relocation costs included in the cost estimate? *The funds that the applicant is requesting would be used to perform environmental and engineering studies needed to move the project forward so that it could be constructed. The need for utility relocation will be determined during this process.*
 - c. Stormwater considerations
 - i. Water quantity *Planned improvements to address storm water quantity control would be determined with the engineering studies to be performed during this phase of the project.*
 - ii. Water quality *Planned improvements to address storm water quality would be determined with the engineering studies to be performed during this phase of the project.*
 - d. Environmental and Permitting
 - i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? *Environmental studies and necessary permits would be performed and identified during this phase of the project.*
 - e. Schedule *Attached (see Exhibit 1)*
 - f. Budget *Attached (see Exhibit 2)*
 - g. Staff availability
 - i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. *As with the Feasibility Study, we intend to enter into an agreement with Clackamas County, whereby the County's Transportation Staff serves as Project Manager. The budget in Subection "f" above includes funding for this purpose.*

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.

⁴ As indicated on final page of application.

29. Describe the project elements and countermeasures that address safety. *The funds would be used to perform environmental studies and engineering design. Project elements addressing safety would be included in the engineering design.*
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) *One of the fundamental premises of the Trolley Bridge is to reduce conflicts between modes, specifically on McLoughlin Boulevard in this vicinity. McLoughlin lacks bicycle facilities in this vicinity (and ODOT has stated that such facilities are not feasible) and it has substandard pedestrian facilities. The Trolley Bridge will provide a much safer and convenient route, serving as a vital connection between the Trolley Trail and other primary ped/bike facilities in the area (along the Clackamas River and in Oregon City). As for the proposed Trolley Bridge itself, specific countermeasures would be determined with engineering design of the project. However, again, the intent of the Trolley Bridge project is to complete a regional trail link that would remove pedestrians and bicyclists from on-street or street side facilities and in favor of a separated non-vehicular trail. With the trail being separated from vehicular ways it would thereby reduce pedestrian/vehicle and bicycle/vehicle conflicts that occur at intersections between this portion of Gladstone and the City of Oregon City.*
31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?⁵ *These elements will be determined with engineering design of the project.*
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? *Specific design elements and countermeasures would be determined during the engineering design of the project. The funds are proposed to complete the environmental and engineering studies needed to move the project to realization.*

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.
41005021900
34. List the community places⁶, affordable housing, and Title 1 schools within ¼ mile of project.
Gladstone City Hall, Gladstone Library, Charles Ames Memorial Park, Cross Park, Clackamas River Greenway Trail. In addition, the City recently completed a Housing Code Audit, and has met with DLCD staff regarding a Technical Assistance grant to implement the results of that Audit. This work is driven primarily by the goal of creating more equitable, affordable housing options in Gladstone, specifically by wide-scale increases in allowed density (both on Portland Avenue as well as in Gladstone's single family neighborhoods). The City has engaged affordable housing providers in this effort.

⁵ 2018 RTP Environmental Assessment and Potential Mitigation Strategies (Table 4 summarizes potential strategies by resource areas and pages 34 to 59 identify all RTP Projects that intersect with one or more environmental resource area) oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix_F_EnvironmentalAnalysisMitigationStrategies190301.pdf

⁶ Community places are defined as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, parks, greenspaces, and other places that provide key services and/or daily needs.

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? *Based on the American Community Survey (2017) and other recent sources, Gladstone is an under-privileged community. Some key facts: Gladstone has a lower percentage of college graduates and homeowners than either Clackamas County or the State. Gladstone's poverty rate (11.6%) is substantially higher than the County's (9.0%). Gladstone's senior population (19.1%) is higher than the County's and the region's. 12.1% of residents under the age of 65 are disabled. Gladstone's Latino population is 14.6%; and nearly 7% of the City's residents are foreign-born.*
36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project? *The project will provide a link for pedestrians (including Gladstone's high disabled and senior populations; see response to Question 35) and bicycles to move between downtown Gladstone and the northern end of Main Street in Oregon City, including the Oregon City Shopping Center area. The bridge would reduce dependence upon automobile trips and add convenient alternative modes of travel between Gladstone and Oregon City. The bridge would make access to jobs in northern Oregon City area, including at the Oregon City Shopping Center, more available to residents of Gladstone. Currently nearly 97% of the Gladstone labor force works in other jurisdictions; and many of Gladstone's workers are employed in low-wage, low-skilled positions (e.g. nearly 10% of Gladstone's labor force is in service retail). Reduced reliance on cars will enhance these workers' (and their families') economic independence.*
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? *Gladstone is committed to inclusive hiring and contracting practices, as exemplified in recent hiring decisions, and major construction projects (e.g. \$12.8 million for the new Civic Center (city hall and police department)) Additionally, the existing feasibility study the City is finalizing on the replacement of the Trolley Trail Bridge meets an 8.5% Disadvantaged Business Enterprise Goal and we would expect this project to meet this same goal in the next phase. The City will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract on the basis of race, color, sex, or national origin. We will not, directly or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the COBID program with respect to individuals of a particular race, color, sex, or national origin.*

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)? *There have been no known fatal or serious injury crashes at the project site; but there have been a number of such accidents on nearby McLoughlin involving pedestrians or bicycles. The Trolley Bridge is intended to provide an alternate ped/bike travel option so as to reduce or eliminate such crashes on McLoughlin.*
39. How does the project aim to reduce the number of fatal or serious injury crashes? *The project is intended to reduce fatal or serious injury crashes, by removing most peds/bikes from McLoughlin.*
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 project would remove conflicts from the existing transportation system by completing a significant missing link on this regional trail that would remove pedestrians and bicycles off existing surface streets and onto a trail dedicated to pedestrians and bicycles. The applicant*

intends to use the funds for environmental studies and engineering design, specific design elements for the bridge have not yet been determined.

System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved? *The Trolley Trail begins in SE Portland at the end of the SE 17th Avenue Trail and it ends in Oregon City at the Clackamas River Greenway Trail. A gap is identified in the Trolley Trail between the Clackamas River Greenway Trail and Abernethy Lane near the Gladstone Senior Center. Construction of the Trolley Trail Bridge wouldn't completely eliminate the gap in the trail; however, it would complete the most significant missing element.*
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 Clackamas River is a barrier to pedestrians and bicyclists. The Trolley Bridge would improve active transportation by eliminating the barrier created by the river. Construction of the bridge would allow for residents located on both sides of the river to cross the river more easily, using alternative modes of transportation, to use nearby trails and parks and to access businesses and jobs. In addition, as the bridge will be located near where the Trolley Trail intersects the Clackamas River Greenway Trail, the bridge would encourage bicyclists from Portland and Milwaukie using the trail for biking purposes, to continue farther south into Oregon City onto the Clackamas River Greenway Trail.*

Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability? *The project will not directly reduce transit delay or improve transit reliability.*
44. How does the project improve connections to transit and employment or residential sites/areas? *The Trolley Bridge would connect the downtown area of Gladstone to the Oregon City Shopping Center area in northern Oregon City using alternative modes of transportation. The connection would allow residents in Gladstone to use the bridge to access employment opportunities at the Oregon City Shopping Center and other areas in northern Oregon City. In addition, the project will benefit connections to MAX by providing a quicker route for peds and (more particularly) bicyclists who are heading from Oregon City to the MAX Park Avenue station (the southern terminus of the Orange Line) via the Trolley Trail. Currently such bicyclists must either go out of direction, or must brave McLoughlin (which has no bicycle facilities in this area).*
45. How will the project reduce vehicle trips or VMT (other than freight-related trips)? *The Oregon City Shopping Center is the closest shopping center to the City of Gladstone. Construction of the Trolley Bridge would create a dedicated trail over the Clackamas River that would connect to the Clackamas River Greenway Trail that leads to the Oregon City Shopping Center and the rest of northern Oregon City. Having this resource would provide for use of alternative modes of transportation, as the bridge would be dedicated to pedestrians and bicyclists. The bridge would also allow residents of northern Oregon City to access the amenities of downtown Gladstone including restaurants and a library.*
46. How does the project reduce the need for throughway expansion? *The project will reduce the need for throughway expansion, by creating a safer and more convenient alternative mode choice for residents and workers of Gladstone, Oregon City, and surrounding areas. This alternative connection will reduce the pressure to create more ped and bike facilities within the McLoughlin Corridor.*

Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact. *The funds would be used for environmental studies and engineering design necessary for the Trolley Bridge to become reality. Specific design elements, such as those that would mitigate the project's environmental impacts and greenhouse gas emissions will be determined during engineering design. It should also be noted here that the overall project is consistent with the region's vision for reduced reliance on the automobile, by creating a safe and convenient route for peds and bicyclists to MAX, nearby employment, community facilities, and attractions such as the RiverWalk.*
48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? *The funds would be used for environmental studies and engineering design necessary for the Trolley Bridge to become reality. Specific design elements, including those aimed at reducing environmental impacts will be determined once the feasibility study is complete and during engineering design.*

Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement? *The bridge will benefit freight movement on McLoughlin (a major nearby arterial) by significantly reducing the conflicts between trucks and bikes/peds.*
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? *The proposed bridge is not on the reduction review route.*
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 bridge would not directly affect freight, but to reiterate an earlier point – McLoughlin is a major freight corridor, and construction of the Trolley Bridge would allow for more efficient movement of freight on McLoughlin, by removing many if not most bikes and peds from McLoughlin.*

Employment/Economic Development

52. Describe the employment area(s) served by this project. What is the number of current and projected jobs in traded sectors?⁷ *There are about 3,000 jobs in Gladstone proper (more jobs in Oregon City). The Trolley Bridge will enhance access to these jobs, particularly from the south (Oregon City and points further south and east).*
53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.⁸ *The project will not appreciably impact these economic sectors.*

Project Leverage

54. How does this project leverage other funding sources? *The City will provide a match of 10.27% to the project (\$147,000).*
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. *We anticipate that RFFA funding of the environmental/engineering phase will put Gladstone and its partners in a much stronger position*

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

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

to secure ODOT STIP Enhance funds in the next round (2022), or the next round of Connect Oregon funding.

56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies? *The Trolley Bridge is listed as a pedestrian and bicycle link in the Gladstone Transportation System Plan and it is identified as part of the Trolley Trail Regional Trail by METRO. The bridge would advance Goal #1 to foster a vibrant community and encourage efficient urban travel behavior, Goal #2 which promotes transportation choices and making the region more accessible, Goal #3 promoting the use of transportation options, Goal #5 enhancing transportation safety, Goal #7 which promotes use of active transportation modes, including biking, walking and transit, and Goal #8 which ensures equity to all geographic, income and cultural backgrounds.*
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. *The project is not on the Regional Emergency Transportation Network. However, McLoughlin is on the network, in which case the new Trolley Bridge will significantly enhance resiliency of that network, insofar as the Trolley Bridge will be built to withstand stronger seismic events than is the case with either McLoughlin or other bridges in the vicinity.*

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? *Our cost estimate was created in June, 2019. It includes an annual cost escalation factor of 2.5%.*

61. To what extent were the following considered during cost estimating? *Since the proposed work is for the environmental/engineering phase, not all of the following categories are relevant (some of these categories are primarily relevant to actual construction projects). That said, our budget does*

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

consider all of the categories relevant to this phase – right-of-way, stormwater, environmental mitigation, etc.

- 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: *Attached as Exhibit 2.*
- a. Unit cost assumptions
 - b. Contingency assumptions

SIGNATURE PAGE

All relevant applicant agency and other agency staff with authority must attest to the design and cost estimates of the project, and that proper coordination and cooperation exists between all parties. Please attach additional signature pages as warranted.

Applicant agency staff signatures:

Project manager

A handwritten signature in black ink that reads "Jacques M. Betz". The signature is written in a cursive style and is positioned over a horizontal line.

Engineering

Right of Way

Environmental

Other agency signatures (as required):

ODOT Highway

ODOT Rail

TriMet

SMART

Utilities

Railroads

Other (please indicate)