



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

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

PROJECT READINESS

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

Project Detail

6. **Is this project on the 2018 RTP Constrained list?**¹ Yes No
7. **What is the RTP Project ID #?** 10127
8. **In which RTP network and policy map(s) is the project included?** Check all that apply, indicate specific functional classification.
 - High Injury Corridor (or ODOT ARTS Hotspot map) *People on Bikes*
 - Bicycle: *Regional Bicycle Parkway*
 - Pedestrian: *Regional Pedestrian Parkway*
 - Freight [Click here to enter text.](#)
 - Transit: *Regional Bus*
9. **List the project beginning and ending points. What specific streets/intersections are included in the project area?** This project begins at the intersection of OR-43 and Mapleton Drive and ends at the intersection of OR-43 and Barlow St.
10. **Is the project included in an adopted local transportation safety plan or audit?** Yes No
Please describe. While the City of West Linn does not have a stand-alone safety plan or audit, planned improvements to Highway 43 are intended to reduce severe injury and fatal crashes

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

and reduce the number of high collisions at locations with known safety risks identified in West Linn's current 2016 Transportation System Plan.

11. **Describe the non-RFFA funding sources available and amounts necessary for the project to be completed. How secured is the funding for each funding source (Certain, Probable, or Competitive?)** The City has local funds and bond funds available for project funding. Funding availability can be considered certain.
12. **Which Project Development Stages are to be considered for RFFA funding?**² Final detailed engineering design, right-of-way acquisition, utility coordination, and construction.
13. **If your project is found to not be as far along as indicated or has specific challenges that need to be (re)addressed to improved technical feasibility, are you interested in RFFA funding for project development activities?** Yes No
14. **Attach or describe the project schedule and include information about important schedule considerations or drivers.**
2019-2020: 100% locally funded detailed design including plan and profile drawings (currently underway).
2020-2021: Development and finalization of required IGA's with METRO and ODOT and consultant selection.
2022: Final design completion in coordination with ODOT.
2022: Right-of-way acquisition and utility relocation.
2023: Construction.

Project Completeness

15. **At what stage of the project development process is the project, and what is the status of each project stage (refer to Defining Project Development Stages above)?** Conceptual design is complete and has been formally adopted as an addendum to the City's adopted 2016 Transportation System Plan. Detail design including surveying, plan, and profile drawings of the corridor from Mapleton to the I-205 interchange are underway and funded through the City's GO Bond and local utility funds.
16. **Is right of way (ROW) acquisition likely? Will the project need any unique ROW requirements such as temporary easements, special coordination with other agencies? What is the status of the ROW acquisition task of the project?** Right-of-way acquisition is anticipated from Mapleton Drive to Mark Lane predominately on the east side of OR-43. Potential right-of-way impacts include the entire frontage of Mary S. Young Park where right-of-way was never dedicated to the road due to both areas being State owned. The City's adopted OR-43 Concept Plan recommends using constrained cross-sections north of Dillow Dr. to minimize right-of-way impacts. Right-of-way acquisition is largely narrow slivers along the frontage of existing parcels anticipated to be detailed within the final design and will require coordination with Oregon Department of Transportation. No large parcels or buildings are impacted by the project.
17. **What project development (project study reports, transportation safety plan, safety audit, feasibility studies) has been completed? How recent are these reports or this project development, and are they still relevant? Are they in digital format for possible transfer?** The City is currently underway with plan/profile design of the Highway 43 corridor from Mapleton Dr. to the I-205 interchange which includes traffic and geotechnical study. This work is

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

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

18. **Does the project area intersect with Title 13 resource areas³, wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting?** The project intersects with some Title 13 resource areas such as wetlands and/or riparian zones. TSP adopted transportation projects are exempt from additional permitting within the City of West Linn. However, the City will partner with ODOT to implement mitigation strategies such as prevention of sedimentation and erosion to the greatest extent practical, use of native trees and plants when replanting is required, following dark sky best practices for lighting, and preservation and maintenance of existing trees and tree canopy coverage which are all city standard practice.
19. **To what extent has environmental permitting been scoped or completed?** Environmental permitting scoping is part of the plan/profile design effort currently underway. Based on work to date no additional regional or federal environmental permits are anticipated to be required but the final project design will follow standard ODOT process for environmental review.

Community Support

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

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

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

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

Interagency Connections

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

PROJECT RISKS

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

27. Has a person(s) with the proper authority reviewed and agreed to the project design, and signed off on this application?⁴ Yes No

28. Are there any anticipated risks for the following:

a. **Right of way (ROW)**

- i. **Are ROW acquisition costs included in the cost estimate?** Yes, all ROW impacts are documented in existing plans and identified in detail in the cost estimate.
- ii. **Were the federal Right of Way Uniform Act's acquisition and negotiation processes performed during the ROW acquisition stage or considered in the schedule and budget, for those projects which have not yet performed ROW acquisition?** No right of way has been acquired for this section of the corridor yet as plan/profile design is currently underway. All right of way acquisition will follow the Uniform Act and ODOT standard process.

b. **Utility Relocation**

- i. **Are utility relocation costs included in the cost estimate?** No, utilities are required to relocate in accordance with the City's standard utility franchisee agreements.

c. **Stormwater considerations**

- i. **Water quantity** The City has identified all water quantity locations on existing city owned facilities along or near the corridor and factored this into the project costs.
- ii. **Water quality** Same as # 28.c.i above, all water quality facilities are included in the cost estimate with identified locations.

d. **Environmental and Permitting**

- i. **Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified?** Preliminary environmental review is underway and will be formalized as part of final design.

e. **Schedule** As shown in #14 above. Plan/profile design is underway. IGA development and consultant design selection with ODOT takes considerable time. This project will benefit from the previous similar work in the corridor and build on existing IGAs and work of that project which should keep the project design and construction on track. Right of way acquisitions are frontage slivers with no impacts to existing buildings/structures and shouldn't impact the schedule as identified.

f. **Budget** Total project cost is estimated at \$8,540,294 in 2019 dollar which is being rounded to \$9,240,000 for inflation/escalation in the actual fund years as shown in the cost estimate. The city is providing a 30% local match so a total of \$6,468,000 in RFFA funding is sought with a \$2,772,000 local match. This local match is in addition to the local funds already expended on project planning and formal design plan/profile development.

g. **Staff availability**

- i. **Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project?** Please describe. As a state facility, this project will require participation by both ODOT and the City of West Linn. The City of West Linn Project Manager/Engineer has extensive knowledge of the technical, administrative, and financial requirements to successfully complete a federal aid transportation project. West Linn is not a certified local agency and thus will

⁴ As indicated on final page of application.

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

PROJECT DESIGN

Project designs will be scored on the level of safety and environmental improvements they can provide. A project that includes as many safety and environmental mitigation elements as feasible will more completely meet the criteria.

29. Describe the project elements and countermeasures that address safety.

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

30. What countermeasures are included that reduce conflicts between modes (vehicles, pedestrians, bicycles, railroad crossings) and improve safety? (Use Appendix C design checklist, check all that apply) See attached Appendix C.

31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?⁵ See question #48 (per issued errata sheet)

32. Are there additional design elements or countermeasures not on the checklist that are included in the project design that will improve safety and environmental outcomes? The planned improvements will improve access to the existing TriMet facilities in the project area. This will be a significant safety improvement for transit users in the area who often do not have uninterrupted bike and pedestrian facilities available.

PROJECT OUTCOMES

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

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

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

Affordability/Equity

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

Safety

38. **How many fatal or serious injury crashes have occurred in the project area in the last 5 years (or most recent 5 years of available crash data)?** Per ODOT statistics, and Metro's Death and Serious Injuries Map, there have been 3 fatal or serious injury crashes within the project

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

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

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

System Completion

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

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

Multimodal Travel, Mode Share, and Congestion

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

Climate Change and Environmental Impact

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

Freight Related Impact

49. **How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement?** This project is not located on a heavy freight route with freight primarily focused on local trips and destinations. Improved traffic flow and a continuous center turn lane and project cross section will allow for improved freight travel time and reliability.
50. **Is this project on a “Reduction Review Route” (defined and stipulated by statute; OAR 731-012 and ORS 366.215) and to what extent has coordination occurred with the freight industry?** This project is not located on a Reduction Review Route (RRR). The project will follow the standard cross section and design of the section of Highway 43 currently under design which is being coordinated with the freight industry following ODOT standard process.
51. **If there is freight delay along the corridor, when does this delay occur, to what extent is there delay, and how does this project address that delay?** The Highway 43 corridor is not considered a major freight route with 3% freight volume of all vehicular traffic during weekday peak evening traffic. Improvements in the project cross section help minimize delay for all vehicles in the corridor including freight.

Employment/Economic Development

52. **Describe the employment area(s) served by this project. What is the number of current and projected jobs in traded sectors?**⁷ Per Metro’s Economic Equity Atlas, there are approximately 1,262 goods producing and other tradable industry jobs in the map tract areas directly adjacent to the project boundaries. Metro classifies Highway 43 as a regional street that connects Metro-designated town centers on OR 43 to town centers in Lake Oswego and Oregon City. According to 2040 land use data and the City’s 2016 Transportation System Plan, the City will see a 63% growth in future employment in the area.
53. **Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.**⁸ According to Metro’s Economic Values Atlas and its GP2020 Target Industries, the project boundary has a concentration of 5-50 jobs within Clean Tech, a concentration 5-50 jobs within Advanced Manufacturing, and a concentration of 5-50 jobs within High Tech. The proposed project support these sectors by providing low-carbon alternate transportation

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

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

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

Project Leverage

54. **How does this project leverage other funding sources?** The City has local funds to leverage for this project. Project funds include Street fees, Street SDC's, and other utility funds such as stormwater which will be available as necessary based on project needs. The City anticipates having the \$2,772,000 in local funds available to match any grant award received. The City has demonstrated its commitment to multimodal and safety improvements, as well as congestion relief projects in this corridor as it has already allocated significant funding through GO Bond funds, street funds, and other utility funds for the detailed design of the proposed multimodal improvements.
55. **Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise?** If so, explain. The City of West Linn intends to seek any and all funding opportunities that may arise to fund this important and regionally significant multimodal project. As a direct connection to planned improvements along I-205, use of RFFA and local funds along the Highway 43 corridor demonstrates regional commitment to this area for future federal funding opportunities for the I-205 corridor.
56. **Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies?** This project will incorporate bike and pedestrian counters to track and monitor goals of increased multimodal transportation and participation. One of the project's goals is to encourage modal shift from cars to alternate transportation.
57. **Is this project on the Regional Emergency Transportation Network?⁹ Will this project help improve resiliency of the transportation network? If so, describe how.** Yes, this project is located within the Regional Emergency Transportation Network. Increasing access to active transportation options reduces reliance on vehicular transportation thus, reducing overall congestion in the corridor.

PROJECT COST ESTIMATE

58. What is the source of the project cost estimate?

Conceptual: These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.

Planning level: These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).

Engineering level: These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

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

59. During what project development stage (refer to page 9 of the RFFA application guidebook) was the cost estimate created?

- Planning
- Alternatives Identification and Evaluation
- Preliminary Design
- Final Design

60. What year was the cost estimate created? Does it include any escalation factors and to what year? The cost estimate was created based on the current 2019 year and includes escalation factors to the planned construction year of 2023.

61. To what extent were the following considered during cost estimating? All items below were considered in developing the project cost estimates. In addition, the current design work along Highway 43 directly north and adjacent to this project provided further cost estimate detail related to often difficult items like right of way and federal aid project requirements.

- a. Right of way (ROW)
- b. Utility relocation or underground
- c. Stormwater considerations
- d. Environmental mitigation strategies
- e. Bridge, railroad, or major facility impacts
- f. Retaining walls
- g. Clearing and grading
- h. Removal of current pavement or facilities
- i. Signing and pavement markings
- j. Sidewalk and street furniture
- k. Street trees, landscaping, irrigation
- 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: See attached.

- a. Unit cost assumptions
- b. Contingency assumptions

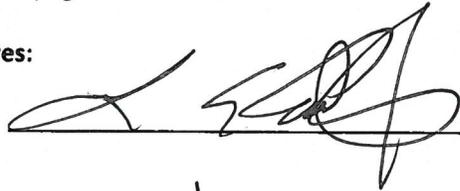
2022-2024 RFFA Project Application

SIGNATURE PAGE

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

Applicant agency staff signatures:

Project manager



Engineering

Right of Way

Environmental



Other agency signatures (as required):

ODOT Highway

Mandy Putney 6/19/19

ODOT Rail

TriMet

SMART

Utilities

Railroads

Other (please indicate)

APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

Please note: These guidelines are taken from Metro’s Regional Active Transportation Plan (2014) and Regional Transportation Safety Strategy (2018), and is consistent with Metro’s street and trail design guidance, which is currently in the process of being updated. The street and trail guidance is scheduled to be completed in July 2019. Applicants are free to use design guidance from draft regional documents prior to adoption.

The following checklist items are street design elements that are appropriate and desirable in regional mobility corridors. Trail projects should use the Off-Street and Trail Facilities checklist (item D) at the end of this list. All other projects should use items A – C.

A. Pedestrian Project design elements – check all that apply
Design elements emphasize separating pedestrians from motor vehicle traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and making it easier and more comfortable for people walking to access destinations.

For every element checked describe existing conditions and proposed features: ***See attached detailed drawings**

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- Add sidewalk width and/or buffer for a total width of 17 feet or more (recommended), 10 feet minimum (over 30 mph, ADT over 6,000). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- Add sidewalk width and/or buffer for a total width of 10 feet or more (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 25 mph or less). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- Sidewalk clear zone of 6 feet or more
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
- Add enhanced pedestrian crossing(s) at appropriate locations
- Re-open closed crosswalks
- Add crosswalk at transit stop
- Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- Reduced pedestrian crossing distance
- Narrowed travel lanes (reduces pedestrian crossing distance)
- Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)
- Curb extensions and/or in-lane transit boarding
- Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- Dark skies compliant lighting
- Add countdown heads at signals
- Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
- Access management: minimize number and spacing of driveways

- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- Wayfinding
- Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street
- Other pedestrian priority design elements

B. Bicycle Project design elements

Design elements emphasize separating bicycle and motor vehicle traffic, increasing visibility of bicyclists, and making it easier and more comfortable for people traveling by bicycle to access routes and destinations.

For every element checked describe existing conditions and proposed features:

- On streets with traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- On streets with traffic speeds and volumes over 30 mph and ADT 3,000 to 6,000: Buffered bicycle lane, at least 6 foot bike lane with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- Bicycle boulevard treatment (markings, slowed traffic speeds, wayfinding etc.) where ADT is less than 3,000 per day and speeds are equal to or less than 20 mph
- Separated multi-use path parallel to roadway with at least 5 foot separation from roadway (refer to item D below)
- Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals
- Protected intersection treatments
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes
- Lighting at intersections
- Dark skies compliant lighting
- Other bicycle priority design elements

Use the following table to help determine the suitable bikeway widths:

| Peak Hour One-way User Volume | Preferred Operating Space Width | Minimum Operating Space Width |
|-------------------------------|---------------------------------|-------------------------------|
| <150 | 6.5 feet | 5 feet |
| 150-750 | 8 feet | 6.5 feet |
| >750 | 10 feet | 8 feet |
| Peak Hour Two-way User Volume | Preferred Operating Space Width | Minimum Operating Space Width |
| <150 | 11 feet | 8 feet |
| 150-350 | 12 feet | 10 feet |
| >350 | 16 feet | 12 feet |

Source: Metro

Note: Recommended widths do not include 2' minimum buffer, or shy distance from curb, if applicable

C. Other Complete Street Features

For every element checked describe existing conditions and proposed features:

- Transit priority treatments (e.g. queue jumps, transit signal priority)
- Move transit stop to far side of signal
- Benches
- Transit stop amenities or bus stop pads
- Gateway feature
- Street trees and/or landscaping
- Stormwater treatments
- Intelligent Transportation System (ITS) elements (i.e. signal timing and speed detection)
- Wayfinding
- Other complete streets design elements:

D. Off-Street and Trail Facilities

Use of federal transportation funds on separated pathways are intended for projects that primarily serve a transportation function. Pathways for recreation are not eligible for federal transportation funding through the regional flexible fund process. Federal funds are available from other sources for recreational trails. To allow for comfortable mixing of persons on foot, bicycle and mobility devices at volumes expected to be a priority for funding in the metropolitan region, a 12-foot hard surface with shoulders is a base design width acceptable to FHWA Oregon. Exceptions to this width for limited segments is acceptable to respond to surrounding context, with widths less than 10-feet subject to a design exception process. Wider surfaces are desirable in high volume locations.

- For every element checked describe existing conditions and proposed features:
- Minimum 12' trail width (plus at least 1' shoulder on each side)

- Treatments separating pedestrians and bicycles (e.g., separate pedestrian path), if necessary
- Always maintains minimum 5' separation when adjacent to street or is never adjacent to street
- All on-street segments with average annual daily traffic over 1,000 include one of the following treatments, (item C, above) or no on-street segments
- Sidewalks and separated bikeway on each side of the street - this configuration is appropriate along streets with frequent access points and where the on-street connection continues for more than a couple blocks. This configuration needs to design for transitions between the multi-use path and the bicycle lanes on each side of the street. Refer to Item B above to check off bikeway treatments.
- Sidewalk and two-way separated bicycle lane on one side of the street - this configuration is most appropriate when one side of the street has few or no access points, and therefore would have few motor vehicle conflicts with users. It also offers the possibility of transitioning to and from the multi-use paths without needing to cross the street. Refer to Item B above to check off bikeway treatments.
- A multi-use path on one or both sides of the street (with 5' separation) - this configuration is also appropriate when the street has few or no access points. It also offers the possibility of transitioning to and from the trail without needing to cross the street. A multi-use path is more space efficient than separated bicycle lanes and sidewalks and can be used when trail user volumes do not warrant separation
- At least 3' of shy distance (more in high traffic areas) from the edge of paved trail to walls, light fixtures, trees or other vertical elements; shy distance can include buffer
- All street crossings include an appropriate enhanced high-visibility crosswalk treatment
- Trail users do not have to travel out of direction at street crossings
- All 4-lane street crossings include appropriate refuge island or no 4-lane street crossings
- Frequent access points (generally every ¼-mile)
- Access points are easily visible and provide adequate sight distance
- All crosswalks and underpasses include Dark Skies compliant lighting
- Dark Skies compliant trail lighting throughout
- Trailhead improvements (e.g., signs, information, trash receptacles, bicycle parking, seating)
- Rest areas with benches and wheelchair spaces
- Wayfinding or interpretive signage
- Signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians)
- Trail priority at all local street/driveway crossings
- Landscaping, trees, enhancements to the natural landscape
- Wildlife crossings are incorporated into the design, if necessary
- Pervious pavement treatments

Instructions for Using This Workbook

Password for locking/unlocking this sheet is 'metro'. All other sheets have no password.

Purpose:

This workbook provides a methodology for planning-level cost estimating for transportation infrastructure projects. Alternative methodology of similar or better detail is acceptable.

Where agencies propose cost methodology significantly different from this methodology, documentation should be provided.

This includes unit costs which vary significantly from that specified here. Consistency of such costs between projects is desirable in that it allows for equitable comparison of projects.

Instructions:

This workbook or a comparable cost estimate must be completed for each project submitted.

Complete the project information below and in Sheets 1 through 5. Worksheets are accessed by tabs at the bottom of the window. Sheet 6 summarizes total estimated cost of the project.

Input cells are shaded light blue, and should be filled in by the user (where applicable). Other cells are locked and should not be changed.

<sample> ← Appearance of input cells used throughout this workbook.

Locked cells can be unlocked by selecting Review > Unprotect Sheet. This is not recommended in most cases. Password is 'metro'.

Questions about completing the workbook should be directed to Anthony Buczek, Transportation Engineer with Metro.

Feedback and comments about this workbook are encouraged, and will help to improve it for future updates.

phone: 503-797-1674

e-mail: anthony.buczek@oregonmetro.gov

Project Information: **Fill in all of the information below for your project.**

| | | |
|-------------------------|--|------|
| Funding year: | PE | 2022 |
| | ROW | 2022 |
| | Const | 2023 |
| Project name: | Highway 43 Multimodal Transportation Project | |
| Corridor and endpoints: | MP 9.0 (OR 43 at Mary S. Young State Park) to MP 10.0 (OR 43 at Barlow St) | |
| Project description: | Enhancements to pedestrian and bicycle travel along the Highway 43 corridor | |
| Local plan project #: | | |
| RTP project #: | 10127 | |
| Submitting agency: | City of West Linn | |
| Agency contact: | Lance Calvert | |
| Contact phone: | 503-722-3424 | |
| Contact e-mail: | lcalvert@westlinnoregon.gov | |

These cells are shaded light blue, which means they should be filled in.

Proceed to Sheet 1 when the above is completed.

Unit costs year: 2019

| Escalation rate | Used in Calculations | Default | Override |
|-----------------|----------------------|---------|---|
| 2007 - 2008 | 100.38% | 100.38% | |
| 2008 - 2009 | 84.72% | 84.72% | 2007 - 2015 based on FHWA NHCCI |
| 2009 - 2010 | 96.78% | 96.78% | 2016 - 2021 based on ODOT inflation assumptions |
| 2010 - 2011 | 101.04% | 101.04% | |
| 2011 - 2012 | 105.05% | 105.05% | |
| 2012 - 2013 | 97.86% | 97.86% | |
| 2013 - 2014 | 100.79% | 100.79% | |
| 2014 - 2015 | 100.71% | 100.71% | |
| 2015 - 2016 | 104.00% | 104.00% | |
| 2016 - 2017 | 104.00% | 104.00% | |
| 2017 - 2018 | 104.00% | 104.00% | |
| 2018 - 2019 | 104.00% | 104.00% | |
| 2019 - 2020 | 104.00% | 104.00% | |
| 2020 - 2021 | 104.00% | 104.00% | |

Escalation Lookup Table

| v From \ To > | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 2007 | 100.00% | 100.38% | 85.04% | 82.30% | 83.16% | 87.36% | 85.49% | 86.16% | 86.78% | 90.25% | 93.86% | 97.61% | 101.52% | 105.58% | 109.80% |
| 2008 | --- | 100.00% | 84.72% | 81.99% | 82.84% | 87.03% | 85.17% | 85.84% | 86.45% | 89.91% | 93.50% | 97.24% | 101.13% | 105.18% | 109.38% |
| 2009 | --- | --- | 100.00% | 96.78% | 97.79% | 102.72% | 100.53% | 101.32% | 102.04% | 106.12% | 110.37% | 114.78% | 119.37% | 124.15% | 129.11% |
| 2010 | --- | --- | --- | 100.00% | 101.04% | 106.14% | 103.87% | 104.69% | 105.43% | 109.65% | 114.04% | 118.60% | 123.34% | 128.28% | 133.41% |
| 2011 | --- | --- | --- | --- | 100.00% | 105.05% | 102.80% | 103.61% | 104.35% | 108.52% | 112.86% | 117.38% | 122.07% | 126.96% | 132.04% |
| 2012 | --- | --- | --- | --- | --- | 100.00% | 97.86% | 98.63% | 99.33% | 103.31% | 107.44% | 111.74% | 116.21% | 120.85% | 125.69% |
| 2013 | --- | --- | --- | --- | --- | --- | 100.00% | 100.79% | 101.51% | 105.57% | 109.79% | 114.18% | 118.75% | 123.50% | 128.44% |
| 2014 | --- | --- | --- | --- | --- | --- | --- | 100.00% | 100.71% | 104.74% | 108.93% | 113.29% | 117.82% | 122.53% | 127.43% |
| 2015 | --- | --- | --- | --- | --- | --- | --- | --- | 100.00% | 104.00% | 108.16% | 112.49% | 116.99% | 121.67% | 126.53% |
| 2016 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 100.00% | 104.00% | 108.16% | 112.49% | 116.99% | 121.67% |
| 2017 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 100.00% | 104.00% | 108.16% | 112.49% | 116.99% |
| 2018 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 100.00% | 104.00% | 108.16% | 112.49% |
| 2019 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 100.00% | 104.00% | 108.16% |
| 2020 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 100.00% | 104.00% |
| 2021 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 100.00% |

Workbook revision date: June 27, 2016 (metro)

1. Construction Highway 43 Multimodal Transportation Project
 Sections A through E must be completed. Complete Sections F and/or G if applicable. MP 9.0 (OR 43 at Mary S. Young State Park) to MP 10.0 (OR 43 at Barlow St)
 Projects will not include all elements below, but most will include elements from multiple sections. City of West Linn
 Enter quantities only for elements actually included in your project.

1.A - Road Construction, Reconstruction, or Resurfacing

| Item | Unit | Quantity | Unit cost | Total | Description |
|---|------|--|-----------|------------------|---|
| Road - new/reconstruct (incl. curb, sidewalk, drainage) | SF | 0.0 | \$15 | \$0 | Specify SF of pavement, not including sidewalks and curbs (these are assumed in unit cost). |
| Road - resurface | SF | 200,640.0 | \$4 | \$802,560 | |
| - Specify length and typical width of project | | | | | For documentation of assumptions used. |
| | | Length = 1.0 mile (5280 feet), Width = 38 feet | | | |
| Section 1.A Subtotal | | | | \$802,560 | |

Assumptions:

5280' total length x 38' pavement width (from cross-section)
 From MP 9.0 to MP 10.0

1.B - Addition of Roadway Elements to Existing Roadway

| Item | Unit | Quantity | Unit cost | Total | Description |
|---|------------------|----------|-----------|--------------------|---|
| Minor widening, no curbs | SF | 1,500.0 | \$15 | \$22,500 | Used for bike lanes, other minor widening. Does not include curbs, sidewalks, or drainage. |
| Remove pavement | SF | 0.0 | \$1.00 | \$0 | |
| Curb only | LF | 21,120.0 | \$30 | \$633,600 | For new curb installation. Does not include drainage. |
| Remove curb | LF | 800.0 | \$10 | \$8,000 | |
| Median in existing lane no drainage | LF | 0.0 | \$129.00 | \$0 | Includes pavement removal, curbs, landscaping for a 12' median in 14' lane. No drainage included. |
| Landscaping only - medians and bulbouts | SF | 15,000.0 | \$5 | \$75,000 | Install 18" topsoil plus plants |
| Drainage system - both sides | LF | 2,500.0 | \$140 | \$350,000 | For new installations. Length is overall project length where drainage is added. |
| Bridge - new or replace | SF | 0.0 | \$250 | \$0 | |
| - Specify length and width of bridge | | | | | For documentation of assumptions used. |
| Street trees with tree grates | LF | 0.0 | \$40 | \$0 | Per side. |
| Irrigation system | Provide estimate | | | \$0 | For irrigation of medians and bulbouts. Specific estimate required if used (describe in Section 1.G). |
| Signing/markings | LF | 15,840.0 | \$1 | \$15,840 | Use when new pavement markings are to be installed (per line). |
| Clearing | SF | 0.0 | \$0.06 | \$0 | Used for new alignments. |
| Grading | CY | 2,000.0 | \$25.00 | \$50,000 | Provide an estimate of grading and describe assumptions in Section 1.G. |
| Retaining walls (by wall area) | SF | 0.0 | \$55 | \$0 | Use SF of walls if known. If not, estimate length of walls and describe assumptions in Section 1.G. |
| Retaining walls (by length) | LF | 2,000.0 | \$200 | \$400,000 | |
| Section 1.B Subtotal | | | | \$1,554,940 | |

Minor widening is proposed in short narrow section of existing pavement.

Curbs on edge of road and between bike path-sidewalk; 4 parallel x 5280'

N/A

Additions/modifications to existing system

N/A

N/A

N/A

N/A

1.C - Addition of Pedestrian Elements to Existing Roadway

| Item | Unit | Quantity | Unit cost | Total | Description |
|------------------------------|------|----------|-----------|--------------------|----------------------|
| Sidewalk, no curb | SF | 61,360.0 | \$20 | \$1,227,200 | Includes curb ramps. |
| Remove sidewalk | SF | 12,000.0 | \$5 | \$60,000 | |
| Shared-use path | SF | 68,640.0 | \$10 | \$686,400 | Includes curb ramps. |
| Street furniture - bench | EA | 0 | \$2,275 | \$0 | |
| Street furniture - bike rack | EA | 0 | \$330 | \$0 | |
| Street furniture - trash can | EA | 0 | \$1,350 | \$0 | |
| Section 1.C Subtotal | | | | \$1,973,600 | |

6' wide sidewalk both sides (5' at retaining walls)

6.5' asphalt bike path both sides

N/A

N/A

N/A

1.D - Utilities

| Item | Unit | Quantity | Unit cost | Total | Description |
|--|------------------|----------|-----------|------------|---|
| Utility burial | Provide estimate | | | \$0 | If utility burial is included, provide a detailed cost from the appropriate utility. |
| Utility relocation | Provide estimate | | | \$0 | Describe what utilities will or may be relocated. Provide cost estimate and describe assumptions. |
| Description: Existing franchise agreements require utility relocation. There are no planned utility burials. | | | | | |
| Railroad impacts | | | | | |
| Summary: Summarize impacts Describe potential impacts to railroads in project area. | | | | | |
| There are no railroad impacts associated with this project. | | | | | |
| Section 1.D Subtotal | | | | \$0 | |

N/A

N/A

N/A

N/A

1.E - Traffic Signals and Lighting

| Item | Unit | Quantity | Unit cost | Total | Description |
|-------------------------------------|------|----------|-----------|------------|--|
| Traffic signals (4-lanes or more) | EA | 0 | \$350,000 | \$0 | Use where at least one roadway is 4 lanes or more. |
| Traffic signals (less than 4-lanes) | EA | 0 | \$300,000 | \$0 | Use where both roadways are 3 lanes or less. |
| Street lighting - per side | LF | 0.0 | \$80 | \$0 | Install street lighting at 100' spacing per side. |
| Section 1.E Subtotal | | | | \$0 | |

N/A

N/A

N/A (City funded by franchise agreement with PGE)

1.F - Associated Costs

| Item | Basis | Total | Description |
|---|-------------------------|-----------|--|
| Mobilization, staging, traffic control | 15% | \$649,665 | |
| Erosion control - enter value to override fixed 1.5% | \$ \$60,000.00 Estimate | \$60,000 | Use 1.5% of construction costs, or provide a cost estimate and describe assumptions. |
| Description: Erosion control estimate includes a pollution control plan, as estimate is part of City's concept plan cost estimate | | | |
| Section 1.F Subtotal | | | \$709,665 |

1.G - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.
 Minor landscape grading in certain portions of project including along Mary S Young park.

| | | |
|-----------------------------|------------------|------------|
| Other Expected Costs | Provide estimate | \$0 |
| Section 1.G Subtotal | | \$0 |

SUMMARY

Total of sections A through G **\$5,040,765** Section 1 Total

2. Environmental Impact and Mitigation

Sections A and B must be completed. Complete Section C if applicable. Contact Metro if information for 2.B is needed.

2.A - Status and Information

Please place an 'X' in the appropriate box.

| | |
|--|-------------------------------------|
| EA not completed; an EIS IS expected. | <input type="checkbox"/> |
| EA not completed; an EIS is NOT expected. | <input checked="" type="checkbox"/> |
| EA not completed; unknown whether EIS is expected. | <input type="checkbox"/> |
| EA has been completed; an EIS IS required. | <input type="checkbox"/> |
| EA has been completed; an EIS is NOT required. | <input type="checkbox"/> |
| Both an EA and an EIS have been completed. | <input type="checkbox"/> |

Describe expected environmental impacts, assumptions, and unknowns.

Description:

2.B - Environmental Impacts and Mitigation

| Item | Unit | Quantity | Unit cost | Total | Description |
|---------------------------------------|------|-----------------------------------|-----------|----------------------------------|-------------|
| Estimate acreage of impact/mitigation | ACRE | <input type="text" value="0.00"/> | \$150,000 | <input type="text" value="\$0"/> | |
| Section 2.B Subtotal | | | | \$0 | |

2.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

Other Expected Costs Provide estimate →

Section 2.C Subtotal **\$0**

SUMMARY

Total estimate for environmental mitigation **\$0** Section 2 Total

3. Right-of-Way Cost Estimation

Highway 43 Multimodal Transportation Project

Use either Method 'A' or Method 'B'. Method 'A' is preferred. Complete Section C if applicable.

MP 9.0 (OR 43 at Mary S. Young State Park) to MP 10.0 (OR 43 at Barlow St)

City of West Linn

Where the exact SF of ROW is unknown, an estimate must be made. At the most simplistic level, this estimate can be made by calculating the difference between the proposed cross-section width and the existing ROW width, multiplied by the project length. Where ROW width cannot be determined, it should be assumed to be the width of the existing roadway including sidewalks.

3.A - Method 'A' (moderate confidence)

| Item | Unit | Quantity | Unit cost | Total | Description |
|--|------|----------|-----------|------------------|--|
| Estimate area (SF) of ROW taking | SF | 21000.0 | | | |
| Describe assumptions used in calculating area: | | | | | |
| Estimate unit cost (per SF) of taking | \$ | \$25.00 | | | |
| Describe assumptions used in calculating unit cost(s): | | | | | |
| The concept design indicates which parcels may be affected by the road widening. Area was measured between existing ROW and proposed edge of road/sidewalk. All properties assumed to be "developed" ROW taking for cost estimate. This cost is consistent with the City's recent appraisals and acquisition in other locations. | | | | | |
| Estimated total cost of taking | | | | \$525,000 | Estimated area multiplied by estimated unit cost. |
| Number of affected parcels: | EA | 23 | \$10,000 | \$230,000 | Reflects administrative costs of property acquisition. |
| Section 3.A Subtotal | | | | \$755,000 | |

3.B - Method 'B' (low confidence)

| Item | Unit | Quantity | Unit cost | Total | Description |
|--|------|----------|-----------|------------|---|
| Estimate square-feet of high-value ROW taking | SF | | \$30 | \$0 | Use in urban areas and moderate to high-priced neighborhoods. |
| Estimate square-feet of developed ROW taking | SF | | \$20 | \$0 | Use in other established neighborhoods. |
| Estimate square-feet of undeveloped ROW taking | SF | | \$15 | \$0 | Use in undeveloped areas. |
| Describe assumptions used in calculating area: | | | | | |
| | | | | | |
| Estimated total cost of taking | | | | \$0 | Estimated area multiplied by estimated unit cost. |
| Number of affected parcels: | EA | | \$10,000 | \$0 | Reflects administrative costs of property acquisition. |
| Section 3.B Subtotal | | | | \$0 | |

3.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

SUMMARY

| | | |
|---|------------------|--|
| Method 'A' Right-of-Way estimate (moderate confidence) | \$755,000 | Section 3 Total (moderate confidence) |
| Method 'B' Right-of-Way estimate (low confidence) | \$0 | Section 3 Total (low confidence) |

4. Design and Administration Costs

Highway 43 Multimodal Transportation Project

Complete input cells in Sections A and B if applicable. Default markup values can be overridden.

MP 9.0 (OR 43 at Mary S. Young State Park) to MP 10.0 (OR 43 at Barlow St)

City of West Linn

4.A - Design

Construction Costs (from Section 1):

| |
|-------------|
| \$5,040,765 |
|-------------|

Environmental Impact Costs (from Section 2):

| |
|-----|
| \$0 |
|-----|

Item

| Base Cost | Markup | Total | Description |
|-----------|--------|-------|-------------|
|-----------|--------|-------|-------------|

Surveying, design, coordination

| | | | |
|-------------|-----|-----------|--|
| \$5,040,765 | 15% | \$756,115 | |
|-------------|-----|-----------|--|

Construction Engineering

| | | | |
|-------------|-----|-----------|--|
| \$5,040,765 | 13% | \$655,299 | |
|-------------|-----|-----------|--|

Other Expected Costs

| | | | |
|------------------|---|--|--|
| Provide estimate | → | | |
|------------------|---|--|--|

Description of other expected costs:

| |
|---|
| Survey and 30% plan/profile design currently underway. City staff to provide assistance throughout the project at no additional cost. |
|---|

Section 4.A Subtotal

\$1,411,414

4.B - Administration

Project Administration will be applied throughout project.

Administration

| | | | |
|-------------|-----|-----------|--------------------------------|
| \$5,040,765 | 10% | \$504,077 | (Default 35%) Project overhead |
|-------------|-----|-----------|--------------------------------|

Section 4.B Subtotal

\$504,077

4.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

| |
|---|
| Administration markup reduced to 10%. Reasons include: preliminary design has been completed and project has clear direction due to public input during development process, local staff time will be funded by the City and not included in grant funds, administration for environmental aspects are expected to be minimal as the majority of work is within existing right-of-way and contained within existing paved surfaces. |
|---|

SUMMARY

Total of all above items

\$1,915,491 Section 4 Total

5. Contingency and Risk

Highway 43 Multimodal Transportation Project

Complete input cells in Section A if applicable. Default markups can be overridden. Section B must be completed.

MP 9.0 (OR 43 at Mary S. Young State Park) to MP 10.0 (OR 43 at Barlow St)
City of West Linn

5.A - Contingency

| Item | Section Total | Markup | Contingency \$ | Description |
|--|------------------|----------------------------------|----------------|-------------|
| Section 1 - Construction | \$5,040,765 | 10% | \$504,077 | |
| Section 2 - Environmental | \$0 | 15% | \$0 | |
| Section 3.A - Right-of-Way (moderate confidence) | \$755,000 | 15% | \$113,250 | |
| Section 3.B - Right-of-Way (low confidence) | \$0 | 50% | \$0 | |
| Section 4.A - Design | \$1,411,414 | 5% | \$70,571 | |
| Section 4.B - Administration | \$504,077 | No contingency on Administration | | |
| Other Expected Costs | Provide estimate | —————▶ | | |

Description of other expected costs:

Section 5.A Subtotal

\$687,897

5.B - Risk

Describe project components, impacts, or unknowns that are uncertain in scope at this point. Items might include:

- environmental issues
- nearby historic or cultural resources
- railroad or utility work
- bridge work
- agency approvals
- existing deficient infrastructure
- complex or untested components
- other unique elements

Description of these items is not intended to affect project selection, but rather to identify and document key issues that need refinement.

Low risk. Project has completed 10% plan layout as adopted in coordination with City and ODOT. City is also funding 30% plan/profile/survey design currently underway.

6. Project Summary Sheet

Highway 43 Multimodal Transportation Project

MP 9.0 (OR 43 at Mary S. Young State Park) to MP 10.0 (OR 43 at Barlow St)

Enhancements to pedestrian and bicycle travel along the Highway 43 corridor

City of West Linn

6.A - Cost Summary in 2019\$

Preliminary Engineering (PE)

Surveying, design, coordination

Contingency at 5%

Administration at 10%

| | Item Total | Phase Total |
|--|------------|-------------|
| | | \$869,532 |
| | \$756,115 | |
| | \$37,806 | |
| | \$75,611 | |

Right-of-Way (ROW)

Right-of-Way (moderate confidence)

Contingency at 15%

Right-of-Way (low confidence)

Contingency at 50%

| | | Phase Total |
|--|-----------|-------------|
| | | \$868,250 |
| | \$755,000 | |
| | \$113,250 | |
| | \$0 | |
| | \$0 | |

Construction (Const)

Construction (Section 1)

Contingency at 10%

Environmental (Section 2)

Contingency at 15%

Construction Engineering

Contingency at 5%

Administration at 10%

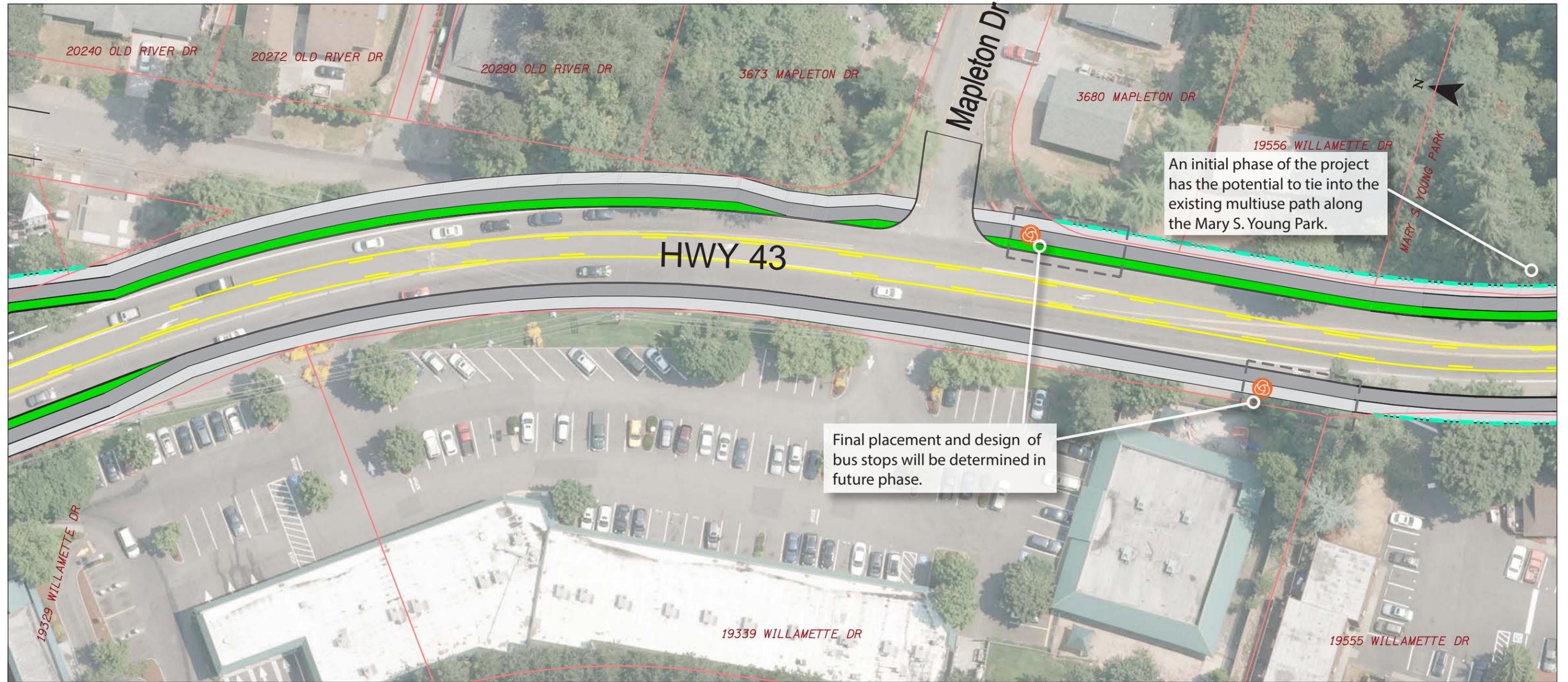
| | | Phase Total |
|--|-------------|-------------|
| | | \$6,802,512 |
| | \$5,040,765 | |
| | \$504,077 | |
| | \$0 | |
| | \$0 | |
| | \$655,299 | |
| | \$32,765 | |
| | \$569,606 | |

Total

\$8,540,294

6.B - Funding Summary by Year of Expenditure

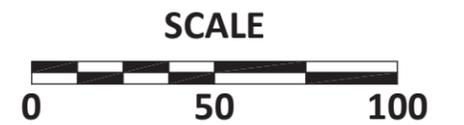
| Phase | | 2019 Dollars | YOE Year | Escalation | YOE Cost |
|-------------------------|--------------|---------------------|----------|------------|---------------------|
| Preliminary Engineering | PE | \$ 869,532 | 2022 | 8.16% | \$ 940,000 |
| Right-of-Way | ROW | \$ 868,250 | 2022 | 8.16% | \$ 940,000 |
| Construction | Const | \$ 6,802,512 | 2023 | 8.16% | \$ 7,360,000 |
| | Total | \$ 8,540,294 | | | \$ 9,240,000 |



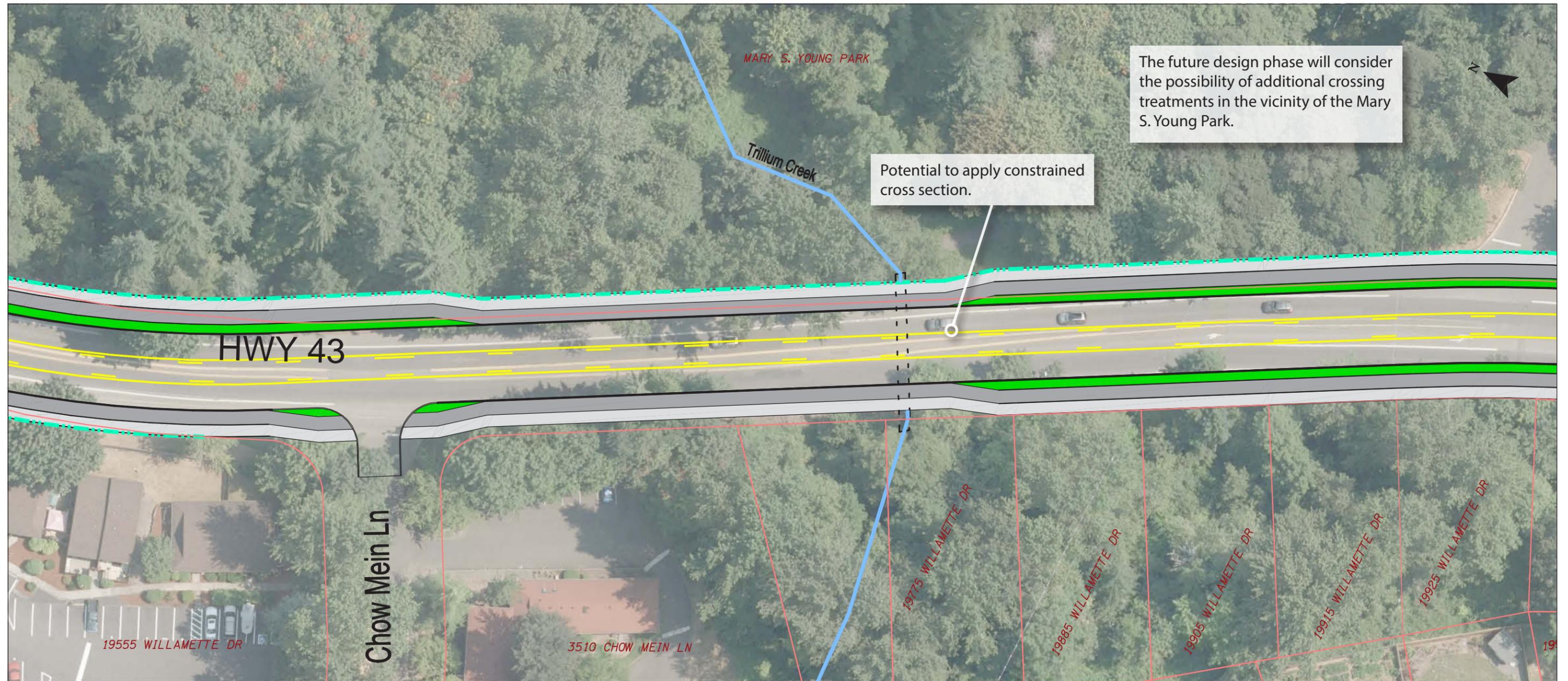
****Final design is subject to ODOT approval****

- Sidewalk**
- Protected Bike Facility**
- Buffer/Landscape**
- TriMet Bus Stop Location¹**
- Signalized Intersection²**
- Potential Right-of-way Impacts³**

¹ Bus stop locations are preliminary based on existing stop locations and potential stop consolidation. Final stop locations will be determined in the design phase of the project.
² Signalized Intersection design will be refined in the next design phase of the project. Signalized intersections will be designed to provide a high level of comfort and protection to bicyclists, pedestrians, and transit riders, utilizing design elements shown in the 'Signalized Intersection Concept'.
³ Potential Right-of-way impacts are estimated and not based on survey. Actual right-of-way impacts will be determined in the next phase after acquiring survey data and refinement of the design to account for vertical grading, stormwater retention and utility relocation.



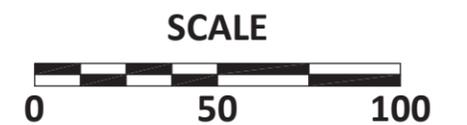
West Linn, Oregon **Figure 8**



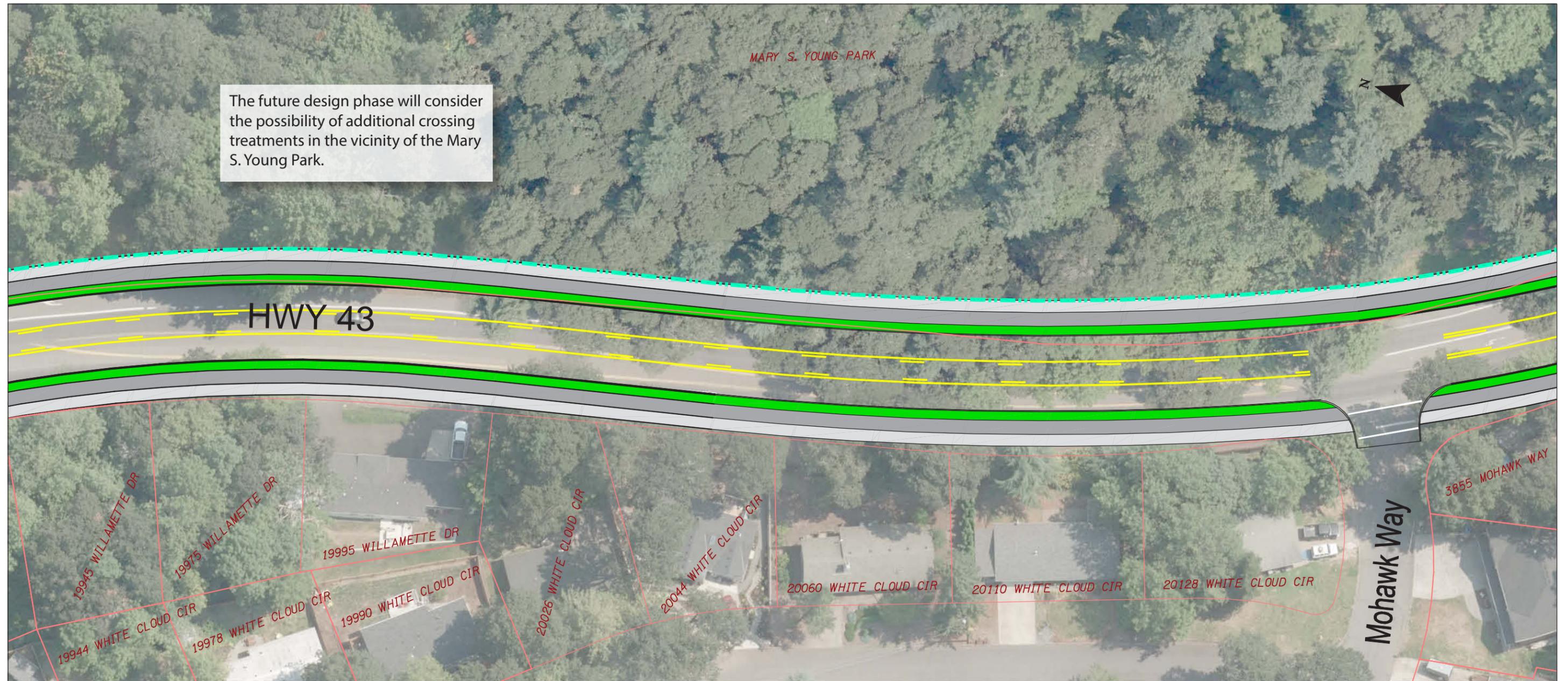
****Final design is subject to ODOT approval****

- Sidewalk**
- Protected Bike Facility**
- Buffer/Landscape**
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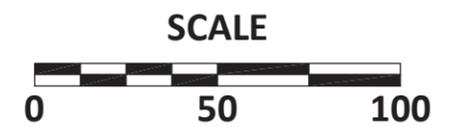
West Linn, Oregon | **Figure 9**



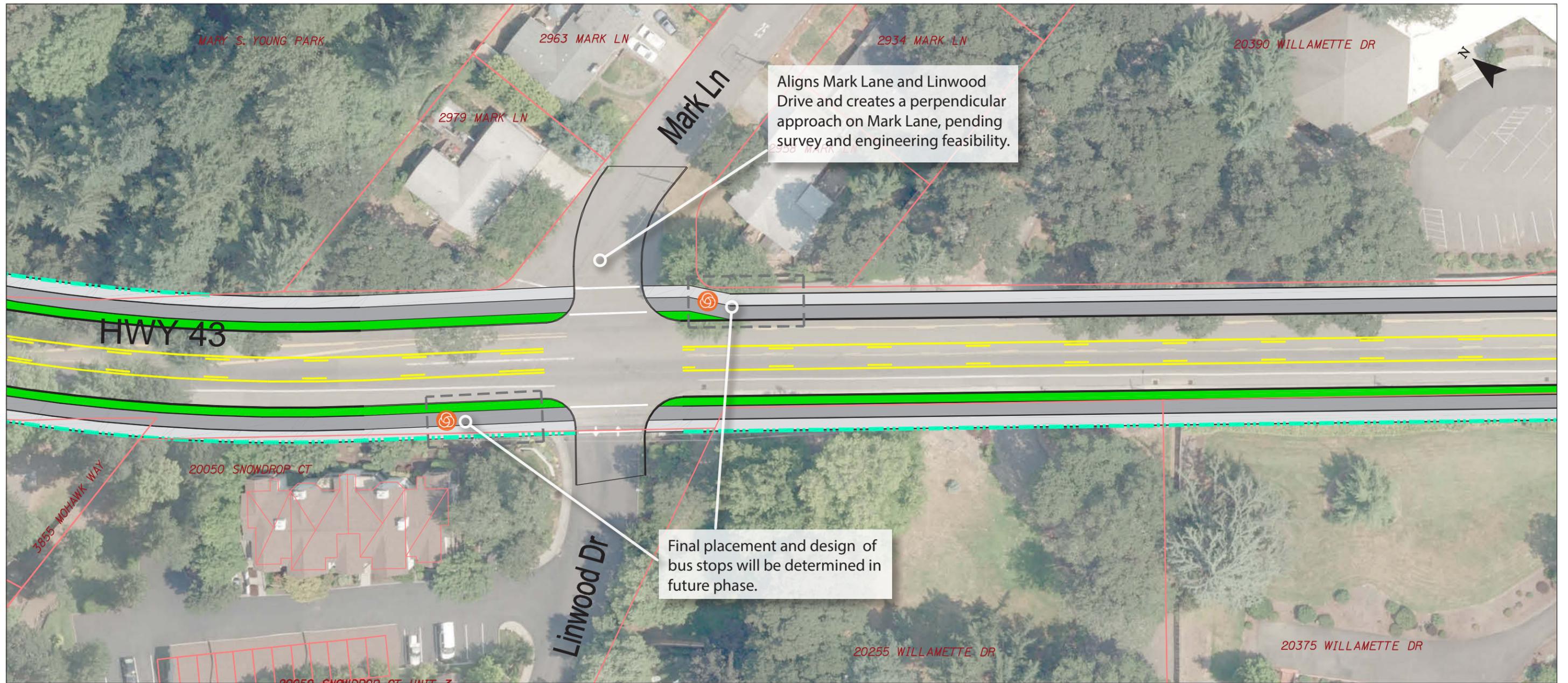
****Final design is subject to ODOT approval****

- Sidewalk**
- Protected Bike Facility**
- Buffer/Landscape**
- Potential Right-of-way Impacts³**
- TriMet Bus Stop Location¹**
- Signalized Intersection²**

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³ Potential Right-of-way impacts are estimated and not based on survey. Actual right-of-way impacts will be determined in the next phase after acquiring survey data and refinement of the design to account for vertical grading, stormwater retention and utility relocation.



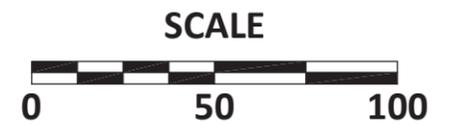
West Linn, Oregon **Figure 10**



****Final design is subject to ODOT approval****

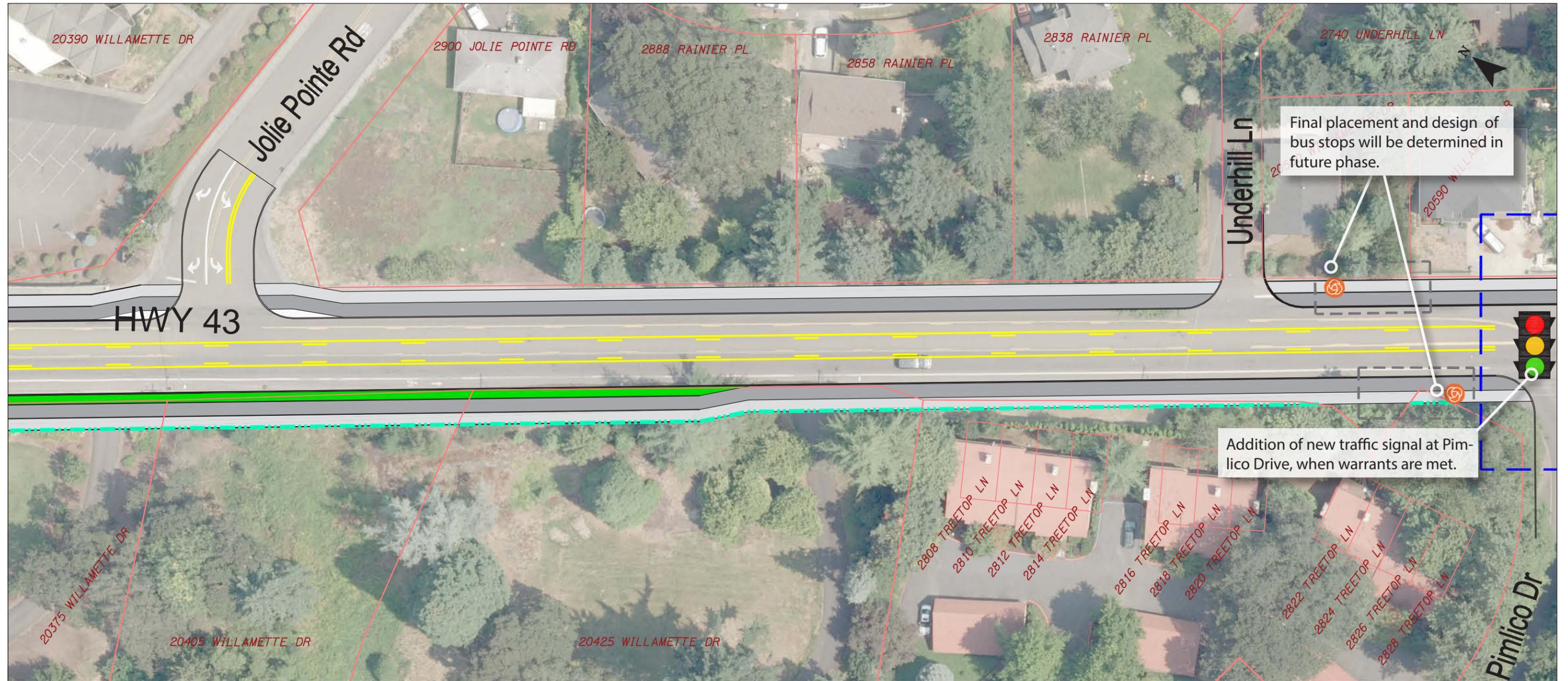
- Sidewalk**
- Protected Bike Facility**
- Buffer/Landscape**
- TriMet Bus Stop Location¹**
- Signalized Intersection²**
- Potential Right-of-way Impacts³**

¹ Bus stop locations are preliminary based on existing stop locations and potential stop consolidation. Final stop locations will be determined in the design phase of the project.
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West Linn, Oregon **Figure 11**

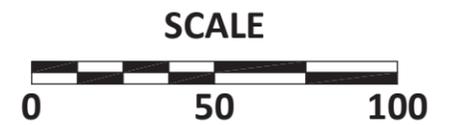
H:\projfile\18640 - Willamette Drive Conceptual Plan Update\dwgs\Figs\18640_CONCEPT_FIGURES.dwg Mar 30, 2016 - 3:25pm - bcaillmore Layout Tab: (FIG11)



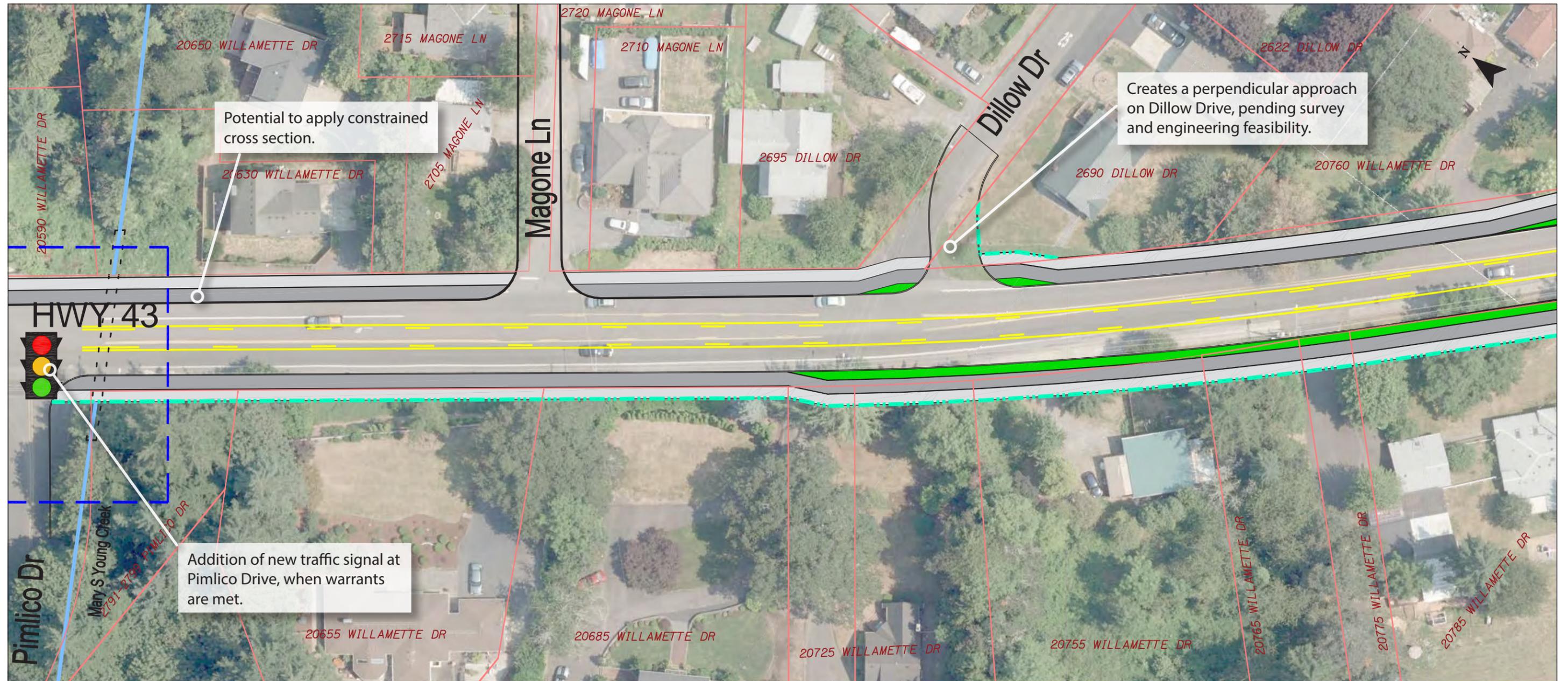
****Final design is subject to ODOT approval****

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- Protected Bike Facility**
- Buffer/Landscape**
- TriMet Bus Stop Location¹**
- Signalized Intersection²**
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³ Potential Right-of-way impacts are estimated and not based on survey. Actual right-of-way impacts will be determined in the next phase after acquiring survey data and refinement of the design to account for vertical grading, stormwater retention and utility relocation.



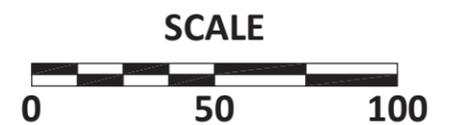
West Linn, Oregon **Figure 12**



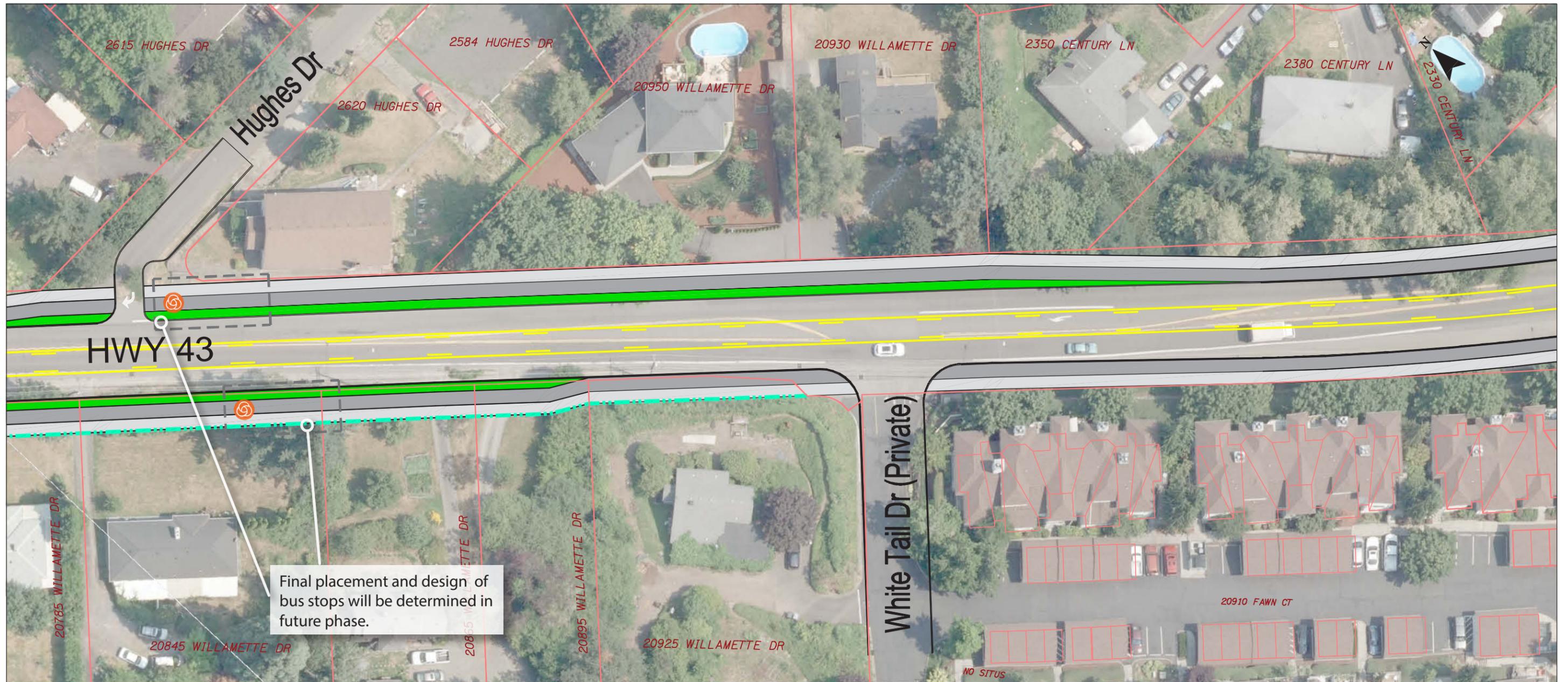
****Final design is subject to ODOT approval****

-  **Sidewalk**
-  **Protected Bike Facility**
-  **Buffer/Landscape**
-  **TriMet Bus Stop Location¹**
-  **Signalized Intersection²**
-  **Potential Right-of-way Impacts³**

¹ Bus stop locations are preliminary based on existing stop locations and potential stop consolidation. Final stop locations will be determined in the design phase of the project.
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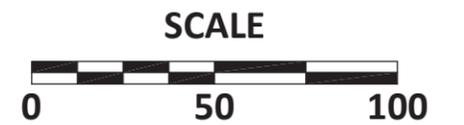
West Linn, Oregon | **Figure 13**



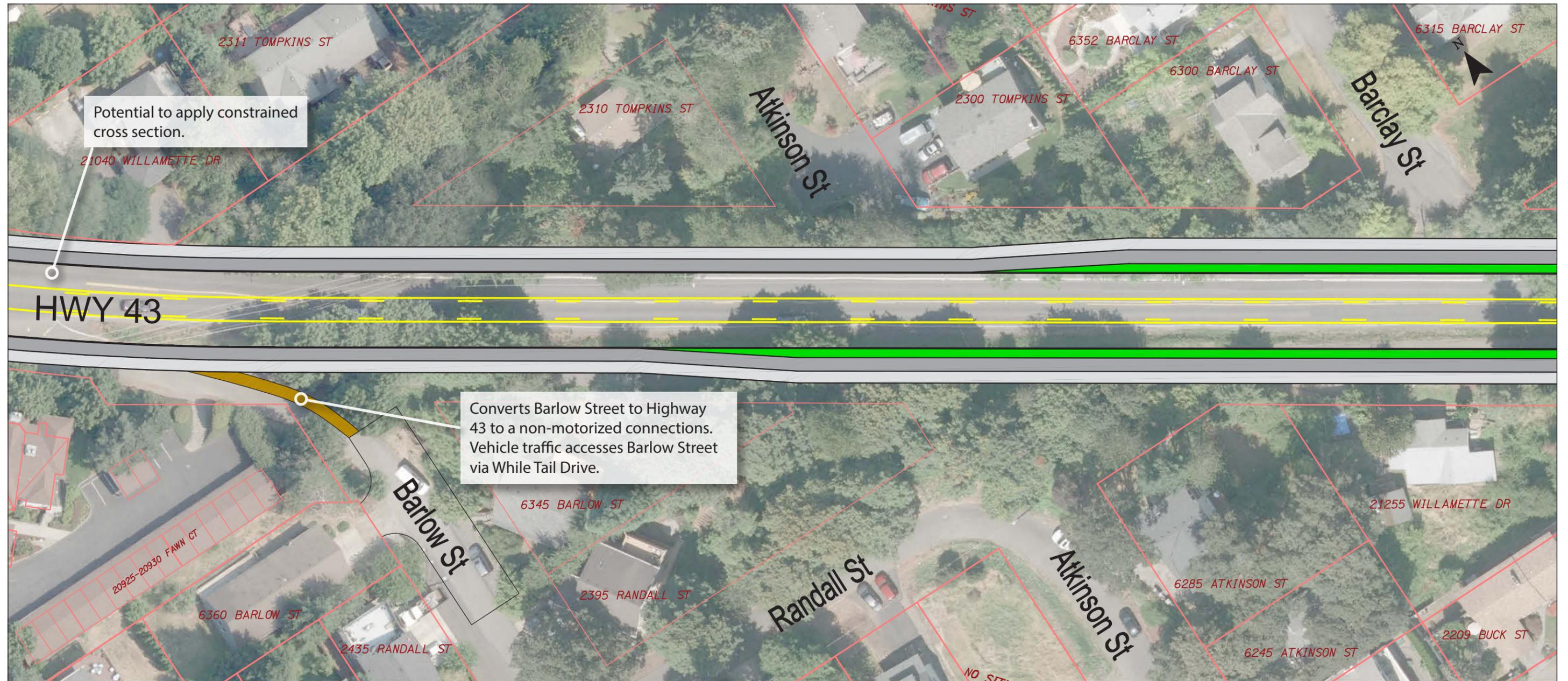
****Final design is subject to ODOT approval****

-  **Sidewalk**
-  **Protected Bike Facility**
-  **Buffer/Landscape**
-  **TriMet Bus Stop Location¹**
-  **Signalized Intersection²**
-  **Potential Right-of-way Impacts³**

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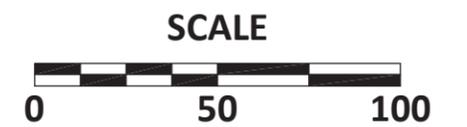
West Linn, Oregon **Figure 14**



****Final design is subject to ODOT approval****

- Sidewalk**
- Protected Bike Facility**
- Buffer/Landscape**
- TriMet Bus Stop Location¹**
- Signalized Intersection²**
- Potential Right-of-way Impacts³**

¹ Bus stop locations are preliminary based on existing stop locations and potential stop consolidation. Final stop locations will be determined in the design phase of the project.
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³ Potential Right-of-way impacts are estimated and not based on survey. Actual right-of-way impacts will be determined in the next phase after acquiring survey data and refinement of the design to account for vertical grading, stormwater retention and utility relocation.

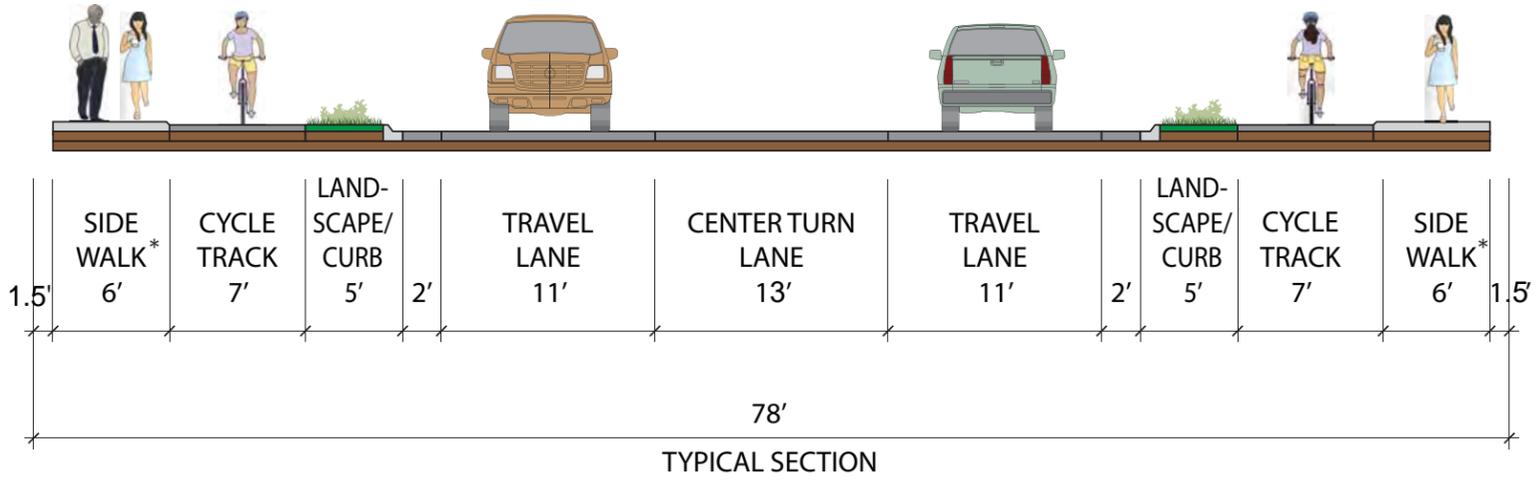


West Linn, Oregon | **Figure 15**

Street Cross Sections

Typical Cross Section

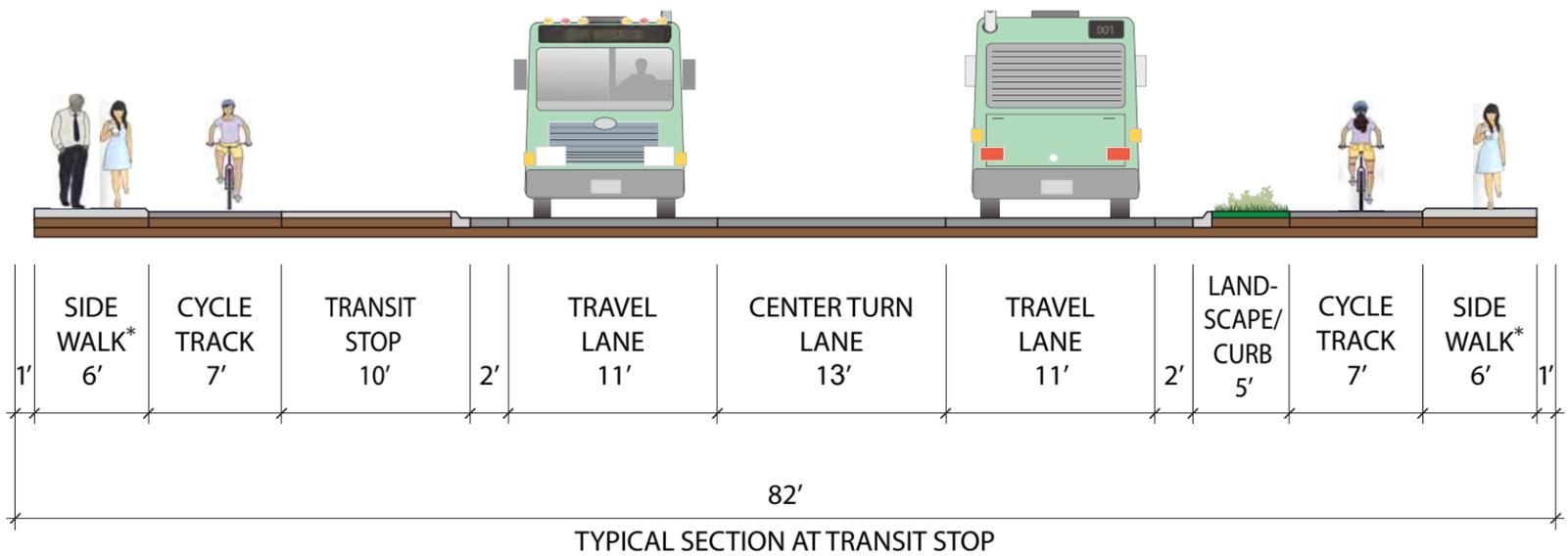
The typical cross section includes sidewalks, protected bike facilities (cycle tracks), a landscape buffer, one motor vehicle travel lane in each direction, and a center turn lane. This cross section is the preferred cross section throughout the corridor and is applied in locations not limited by extreme topography or potential building impacts.



* In commercial areas with zero-setback buildings, sidewalk widths may be expanded to provide additional pedestrian space.

Transit Stop Cross Section

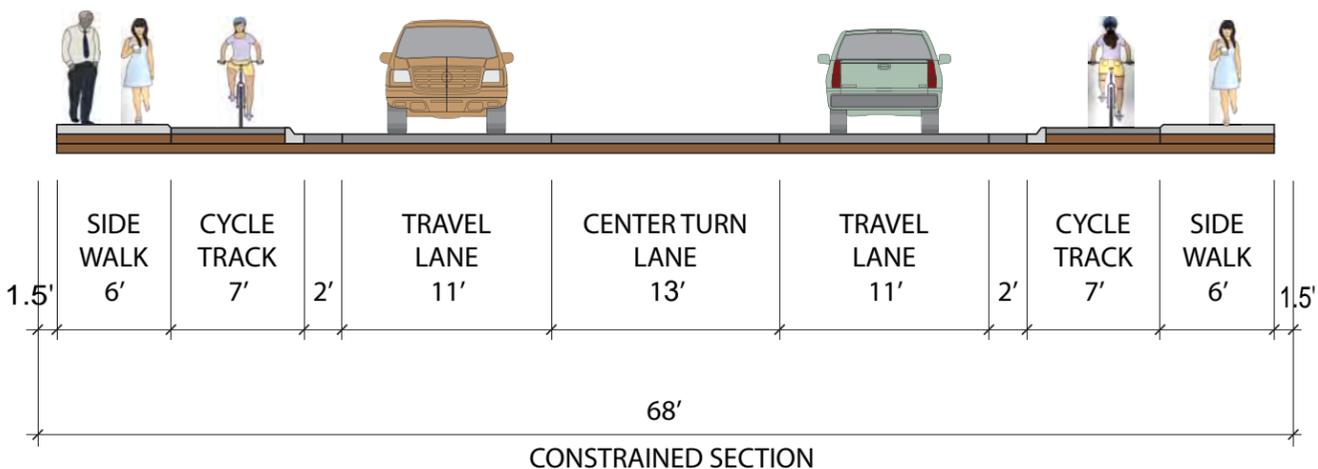
The transit stop cross section is very similar to the typical cross section, but it replaces the landscape buffer with a slightly wider transit stop platform to allow for accessible boarding and alighting of the transit vehicles in a location separated from the bicycle facility.



* In commercial areas with zero-setback buildings, sidewalk widths may be expanded to provide additional pedestrian space.

Constrained Cross Section

The constrained cross section is similar to the typical cross section, but it removes the landscape buffers between the bicycle facility and the motor vehicle travel lane. The constrained cross section is applied on one or both sides of the roadway in locations where topography, other natural features, or building impacts limit the total roadway width.



2022-2024 RFFA Public Engagement and Non-Discrimination Certification

Submitting agency name West Linn

Project name OR 43 Multimodal Improvement Project – Mapleton Dr. to Hughes Dr.

Background and purpose

Use of this checklist is intended to ensure project applicants have offered an adequate opportunity for public engagement, including identifying and engaging historically marginalized populations. Applications for project implementation (construction) are expected to have analyzed the distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents. The checklist demonstrates:

- project sponsors have performed plan-level public engagement, including identifying and engaging historically marginalized communities, during development of local transportation system plans, subarea plans or strategies, topical plans or strategies (e.g., safety), modal plans or strategies (e.g., freight) and transit service plans from which the applicant project is drawn.
- if project development is completed, project sponsors have performed project-level public engagement, including identifying and engaging historically marginalized populations, and have analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low incomes compared to those for other residents.
- if project development is not completed, project sponsors attest the intent to perform project-level public engagement, including identifying and engaging historically marginalized populations, and to analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

Metro is required to comply with federal (US. Department of Transportation, Federal Highways Administration and Federal Transit Administration) and state (ODOT) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements. Documentation of the local actions described below may be requested by regulators; if such a request is unable to be met, the allocation may be found to be out of compliance, requiring regional and local corrective action.

The completed checklist will aid Metro in its review and evaluation of projects for the 2022-2024 regional flexible funds allocation.

Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section 2) and certification statement (see Section 3), for projects submitted to Metro for consideration for 2022-2024 regional flexible funding.

Project sponsors should keep referenced records on file in case of a dispute. Retained records are not submitted to Metro unless requested.

A public engagement quick guide is available at oregonmetro.gov/rffa. Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at daniel.kaempff@oregonmetro.gov or 503-813-7559.

1. Checklist

Transportation or service plan development (from which the applicant project was drawn)

At the beginning of the agency's transportation system, topical modal, subarea or transit service plan, a public engagement plan was developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

During the development of the agency's transportation system, topical, modal, subarea or transit service plan, a jurisdiction-wide demographic analysis was completed to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating jurisdiction-wide demographic analysis

Public notices included a statement of non-discrimination (Metro can provide a sample).

Retained records: public engagement reports including/or dated copies of notices

Throughout the process, timely and accessible forums for public input were provided.

Retained records: public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results

Throughout the process, appropriate interested and affected groups were identified and contact information was maintained in order to share project information, updates were provided for key decision points, and opportunities to engage and comment were provided.

Retained records: public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list

Throughout the process, focused efforts were made to engage underrepresented populations such as communities of color, limited English proficient and low-income populations, disabled, seniors and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, which may include translation of key materials, using a telephone language line service to respond to questions or take input in different languages and providing interpretation at meetings or events.

Retained records: public engagement reports including/or list of community organizations and/or diverse community members with whom coordination occurred; description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summary of key findings

Public comments were considered throughout the process, and comments received on the staff recommendation were compiled, summarized and responded to, as appropriate.

Retained records: public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments

Adequate notification was provided regarding final adoption of the plan or program, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included information and instructions for how to testify, if applicable.

Retained records: public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list

Project development

This part of the checklist is provided in past tense for applications for project implementation (construction) funding where the project development has been completed. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.

At the beginning of project development, a public engagement plan was (shall be) developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

During project development, a demographic analysis was (shall be) completed for the area potentially affected by the project to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating demographic analysis

Throughout project development, public notices were (shall be) published and requests for input were (shall be) sent in advance of the project start, engagement activity or input opportunity.

Retained records: dated copies of notices (may be included in retained public engagement reports)

Throughout project development, public documents included (shall include) a statement of non-discrimination (Metro can provide a sample).

Retained records: public documents, including meeting agendas and reports

Throughout project development, timely and accessible forums for public input were (shall be) provided.

Retained records: descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results (may be included in retained public engagement reports)

Throughout project development, appropriate interested and affected groups were (shall be) identified and contact information maintained in order to share project information, updates were (shall be) provided for key decision points, and opportunities to engage and comment were (shall be) provided.

Retained records: list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list (may be included in retained public engagement reports)

Throughout project development, focused efforts were made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.

Retained records: description of focused engagement efforts, list of community organizations and/or community members representing diverse populations with whom coordination or consultation occurred, description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summaries of key findings (may be included in retained public engagement reports)

Throughout – and with an analysis at the end of – project development, consideration was (shall be) given to potential inequitable impacts of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

Retained records: description of identified populations and information about and analysis of potential inequitable impacts of the project for them in relation to other residents (may be included in retained public engagement reports)

Public comments were (shall be) considered throughout project development, and comments received on the staff recommendation were (shall be) compiled, summarized and responded to, as appropriate.

Retained records: summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports)

Adequate notification was (shall be) provided regarding final adoption of the plan, including how to obtain additional detailed information, at least 15 days in advance of adoption. Notice included (shall include) information on providing public testimony.

Retained records: dated copies of the notices; for announcements sent by mail or email, documentation of number of persons/groups on mailing list (may be included in retained public engagement reports or legislative staff reports)

2. Summary of non-discriminatory engagement

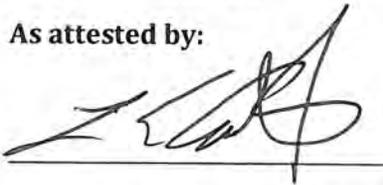
Attach a summary (1-2 pages) of the key elements of:

- if project development is completed, the public engagement process for this project, including outreach to communities of color, people with limited English proficiency and people with low income **ATTACHED**
- if project development is not completed, the public engagement plan for this project or agency public engagement practice, including outreach to communities of color, people with limited English proficiency and people with low income.

3. Certification statement

City of West Linn (agency) certifies the information provided on this checklist is accurate.

As attested by:



(signature)

Lance Calvert, P.E. – Public Works Director/City Engineer

(name and title)

6/14/2019

(date)



West Linn

2. 2022-2024 RFFA City of West Linn Application - Summary of non-discrimination engagement

Public engagement took place frequently throughout the development of the 2016 Highway 43 Conceptual Design Plan, the guiding document to this proposal. The project team drew first on documented public input from the 2008 Highway 43 Conceptual Design Plan and public involvement for the 2016 Transportation System Plan (TSP) which included ongoing Technical and Citizen Advisory Committee meetings, community-wide public open houses (including online public houses), and continuous web-based and email communications with residents. A separate online virtual open house was held for the 2016 Highway 43 plan, engaging over 150 people to provide input.

In addition, meetings with the adjacent Robinwood and Bolton neighborhood associations, a joint Planning Commission/City Council public meeting, and regular public meetings at the City's Transportation Advisory Board were part of the 2016 Highway 43 Conceptual Design Plan development. Bilingual (Spanish/English) fliers were posted at the local Food Pantry, Adult Community Center, and Library with direct mailings to low income residents in West Linn and to all residents along the Highway 43 corridor inviting public participation.

Social media (NextDoor, Twitter, and Facebook), City newsletter updates, and articles in the local newspaper were provided at key points throughout the development of the 2016 TSP and 2016 Highway 43 Plan to ensure timely public participation. Public input gathered highlighted the importance of creating safe multimodal connections throughout the Highway 43 corridor with improved traffic operations at key intersections. Public comments were documented for both the TSP and Highway 43 Plans and were used to finalize the content and design concepts within.

Public engagement through the City's website, social media, newsletters, newspapers, public meetings, mailers, as well as through ODOT public notice channels will continue during the final project design, construction, and completion. Nearing and following completion, it is anticipated that City, ODOT, and Metro staff will meet to discuss and implement further efforts to increase public education and awareness of the project.



CITY OF West Linn

June 17, 2019

Dear Metro Council,

It is with great enthusiasm that the West Linn City Council supports the Highway 43 Multimodal Transportation Project Regional Flexible Fund Allocation (RFFA) application. Continued construction of a multimodal corridor along Highway 43 will greatly increase safe active transportation options for all levels of users in addition to optimizing traffic flow on a congested State highway of regional significance. The City's 2022-2024 RFFA Application builds upon the City's current Highway 43 Multimodal project (Arbor Dr. to Hidden Springs Rd.) previously funded through a combination of State Enhance grant funding from the 2018-2021 STIP award, funding from the 2019-2021 RFFA award, and significant local match contributions.

Improvements to Highway 43 have long been a part of West Linn's master planning efforts and are a priority to citizens in West Linn, surrounding communities, and the region to ensure that State and local transportation facilities are operating at optimal levels to ensure livability, safety, economic, and sustainability goals are met.

Highway 43 contains only intermittent or substandard pedestrian/bike facilities and suffers from a lack of ADA accessibility, traffic congestion delays, and safety issues throughout the majority of the corridor. This project aims to improve the safety of all users of the road with an emphasis on those who walk, bike, and use public transportation. West Linn is committed to a Vision Zero goal to make our transportation system as safe as possible. We encourage Metro's support of this important and regionally significant project.

Sincerely,

Russell B. Axelrod, West Linn Mayor
On behalf of the West Linn City Council