



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name:	City of Estacada		
Contact Person Name:	Bill Elliott	Title:	City Manager
Street Address:	475 SE Main Street	Phone:	(503) 630-8270
City, State Zip:	Estacada, OR 97023		
E-mail:	belliott@cityofestacada.org		

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Transportation Project Information

3. Project Name–REQUIRED

Project Name:

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$1,527,380	
Non-Eligible Costs		
Total Transportation Project Cost	\$1,527,380	100%
Matching Funds	\$157,000	10.28%
Requested Funds	\$1,370,380	89.72%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes
 No



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If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

This project works with the previous STIP projects to pave a portion of the Springwater Corridor in Clackamas County.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

Currently, there is a gap in the alternative transportation system. This project will assist in connecting the City of Estacada with existing sections of the Cazadero Trail and further assist with the connection to downtown Portland via the Springwater Corridor.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Estacada"/>	County: <input style="width: 90%;" type="text" value="Clackamas"/>
MPO: <input style="width: 90%;" type="text" value="N/A"/>	Special District: <input style="width: 90%;" type="text" value="N/A"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

Begin Project Hwy 224 MP 19.1 ; Longitude -122.3511219467 Latitude 45.3419894938
 End Project Hwy 224 MP 22.1 ; Longitude -122.3464334453 Latitude 45.2991252287

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)



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<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

What will be built:

The following will have construction drawings, permitting, construction and construction engineering completed as part of this project:

- 1 - Construct 3.5 miles of 10 ft wide paved trail with 4 ft natural surface trail next to it.
- 2 - Construct (1) 60 ft x 14 ft bridge over Currin Creek.

The expected operational life of the bridge will be 50-75 years. The bridges will be concrete. The bridge will comply with the standards required by the American Association of State Highway and Transportation Officials (AASHTO), the Americans with Disabilities Act (ADA), Department of State Lands (DSL) / U.S. Army Corps of Engineers (USCOE), and all state and local requirements.

The bridge width is governed by the trail width, ADA requirements and typical emergency vehicle dimensions. The bridge length is governed by the width of the creeks to be crossed. The proposed bridge siting has been determined through the preliminary surveying and mapping.

Phasing:

The project could be phased, but would have implications in the usefulness of the multi-modal transportation facility.

Option 1 - Fund the P&E phase, which would provide construction ready documents and permits for a future funding cycle or source.

Option 2 - Fund the project to a compacted gravel standard to meet ADA requirements.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		



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13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
2/2017	Bid Let Date
5/2017	Construction Contract Award
11/2017	Construction Complete
	Capital Equipment Purchase
12/2017	Operations/Service Begin
	Other Major Milestone:
1/2018	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No



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Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

2035 Clackamas County Transportation Plan (In Process of Updating, 2012)
2035 Metro Regional Transportation Plan;
2008 OPRD Development Plan for Cazadero Trail;
2008 Blue Ribbon Committee identified Urban to Rural Trail Priority Trail (Metro);
2008 Statewide Comprehensive Outdoor Recreation Plan;
2008 Oregon Statewide Physical Activity Plan;
2006 Metro Natural Area Bond - identified as "Great Eight" Regional Trail Projects;
2003 Clackamas County Transportation System Plan: Bicycle Master Plan;
2005 Oregon Trails 2005-14: A Statewide Action Plan;
1994 Metro Trails and Greenspaces Plan

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?—REQUIRED

- Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

The proposed investment is consistent with OTP Strategy 1.1 by doing the following:

- Manages existing transportation system effectively by addressing alternative mode crossing need, which will address traffic flow and efficiency.
- Makes minor improvement to the transportation system which will greatly improve connectivity of alternative mode system's efficiency and operational capacity, while improving Hwy 224 traffic flow.
- Adds capacity to the alternative mode transportation system in rural Clackamas County
- Adds a new alternative mode transportation system for Clackamas County.

The proposed investment is consistent with OHP Action 1G.1 by doing the following:

- Protects the existing system - Preserves the functionality of Hwy 224 by addressing the pedestrian crossing, meeting the alternative transportation mode demands while improving traffic operations by separating use and controlling crossing of pedestrians across a rural highway.
- Improves efficiency of the existing highway facility by making a minor improvement to the alternative mode crossing of the highway.
- Adds a new facility to the system - by adding the bridges and highway, the system adds an alternative mode facility.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

This project will assist in creating a seamless multi-modal transportation system by creating a separated pathway system that connects with downtown Portland (some 30 miles away), while connecting with the City of Estacada Lake Shore Trail System, creating a link to an additional 1.4 miles of separated path.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

This will create a link in the multi-modal transportation system and address the safety and flow of traffic on Hwy 224 by separating multi-modal traffic away from the shoulder of the highway. The project will address the multi-modal project linking to commercial and industrial development near the intersection of Hwy 224 and River Mill Rd.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

The completion of this project will assist in creating an accessible alternative mode transportation system from downtown Portland to Estacada, a total distance of over 30 miles. This will connect several communities with businesses, services, other transit modes and open spaces.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

This project will link urban residents to natural recreation sites. It will also link rural residents with urban sites and transit options. The project will serve both transportation and recreation needs appealing to residents and tourists, with a projected 327,000 annual trips. Many of the users will access the trail coming from the Springwater Corridor, the cities of Portland, Damascus, Gresham, and neighboring communities.

A 2008 review by Metro identified that the completed link would generate over \$3 million in savings in avoided car crashes, reduced traffic congestion, and prevented road damage. Local residents would also stand to save over \$5 million on transportation costs and \$2 million in healthcare costs. Visiting trail users will spend about \$1 million annually.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

A 2008 review by Metro identified that this project could lead to local residents driving 20 million fewer miles over the long term preventing over 17 million pounds of carbon dioxide emissions over a 20 year period.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

As one of the most populous and fastest growing areas of the state, Clackamas County is currently planning to accommodate a large percentage of the Portland-Metro region's future growth. The new city of Damascus will hold a lot of the growth within its boundaries. The City of Estacada has grown twice as fast as the rest of Clackamas County in the past decade. With this growth will come an increased demand for bicycle and pedestrian facilities for both transportation and recreational use. Currently, the section of Highway 224 from Clackamas to Barton is not pedestrian or bicycle friendly. The section of Highway 212 from Clackamas to Boring has received enhanced bicycle features, but still has no alternative mode transportation routes. This trail will provide a vital alternative mode transportation connection with Portland and Gresham to Estacada.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

A key issue for getting citizens to engage in alternative modes of transportation is having a safe facility to use. This project opens up and addresses key safety concerns, providing a safe alternative mode transportation corridor that extends for over 30 miles.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

This project will create a separated alternative mode of traveler to enhance the safety for both motorists and bike and pedestrian users.

This section of Hwy 224 from 232nd St to Hwy 211 has been identified as having a volume-to-capacity ratio of over 0.80 and has been identified as a safety audit corridor.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

The current update of the Clackamas County Transportation Plan has identified this area of Clackamas County as a transportation disadvantaged population.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

OPRD has a dedicated budget and staff committed to ongoing annual maintenance and operation of the facility.



Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$20,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$285,180	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$305,180
Utility Relocation		
Construction	\$1,222,200	
Construction Project Costs Total		\$1,222,200
Total Eligible Project Cost		\$1,527,380
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Estacada	\$157,000	10%
Co-Sponsor			0%
Participant	ODOT	\$0	0%
Participant	OPRD	\$0	0%
Total		\$157,000	10%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.

Participant - Portland General Electric, Contribution To Be Determined



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

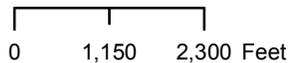
Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

Cazadero Trail - Eagle Creek to Estacada

Oregon Parks & Recreation Dept.
725 Summer St. NE, Suite C
Salem OR, 97301



This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



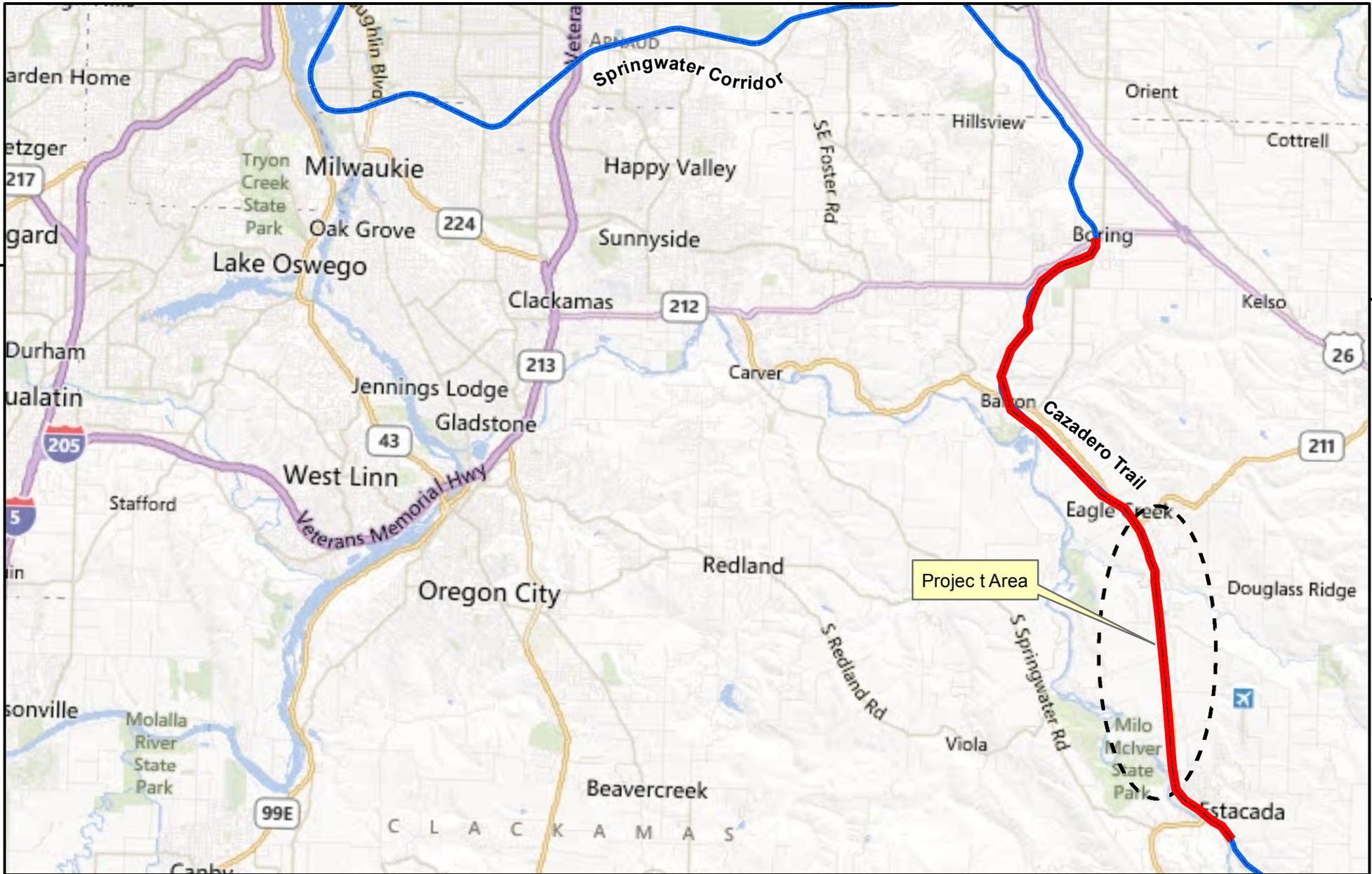
NMOB-2745 11/19/2012

E:11/19/2012

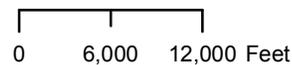
P:never

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E:11/19/2012

P:never



Oregon

John A. Kitzhaber, MD, Governor

Parks and Recreation Department

725 Summer St NE, Ste C

Salem, OR 97301-1266

(503) 986-0707

Fax (503) 986-0794

www.oregonstateparks.org

November 16, 2012



Oregon Department of Transportation

Enhance Program

Attention: Jeffrey Flowers, Region 1 Program and Funding Manager

123 NW Flanders

Portland OR, 97209

Re: Support for "Enhance" funding for the Cazadero Trail – Eagle Creek to Estacada Section

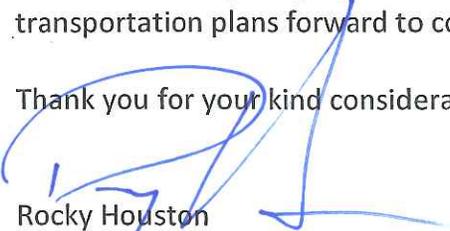
Members of the Region 1 2015-2018 STIP Selection Committee:

As a partner and recreation manager the Oregon Parks and Recreation Department (OPRD) urges the committee's support for the Cazadero Trail – Eagle Creek to Estacada Section Project. This project presents the opportunity to make a significant contribution towards the connection between Estacada and downtown Portland. If funded, this project will connect the Cazadero Trail from Eagle Creek to Estacada's existing pathway system, a distance of some 3.5 miles.

Our agency has worked closely with the City of Estacada on this project and applauds their foresight to apply for this project. OPRD has been a participant in the development of the project and will continue to participate with this project and the partnership with the City of Estacada. Namely, OPRD owns the property and is responsible for the management and day to day maintenance of the facility once construction is complete.

This project is one example of the partnership between Metro, Clackamas County, ODOT and the City of Estacada. Through this partnership we have been able to accomplish a lot of excellent work on the Cazadero State Trail in recent years. As a part of the Mt. Hood Connection Trail, this project serves as a essential link to move the region's alternative transportation plans forward to connect the region with the quintessential Oregon landscape.

Thank you for your kind consideration,


Rocky Houston
Park Trails Specialist



Email of Support for Project From PGE

From: Tony Dentel [<mailto:Tony.Dentel@pgn.com>]

Sent: Tuesday, November 27, 2012 10:58 AM

To: Skip Haak

Subject: RE: FW: Enhance Application for Eagle Cr to Estacada Segment of Cazadero Trail

Skip,

PGE is pleased to support this project.

We are currently working on improvement plans for Timber Park, these plans include the eventual link with this segment of the Cazadero Trail. We're looking forward to working with the City and OPRD on this project.

Tony