

# OCP 2022 Project Refinement Application

(Applications Accepted November 1, 2022  
Through  
11:59 pm January 31, 2023)

## Overview

For the 2022/23 application cycle, ODOT is conducting a solicitation for the Oregon Community Paths (OCP) Program Project Refinement projects. Project Refinement grants are the “first 30% design” and does not include engineering, federal National Environmental Protection Act analysis, nor Right of Way. The application will follow the previous cycle where applicants meet eligibility requirements in order to be invited to submit an application. Important eligibility requirements and restrictions are noted below

- Total funding for this solicitation is \$29.9 Million in federal funding. State funds are not available for this solicitation cycle.
- Funding availability per project is \$150,000 - \$750,000 (Grant award, not including match)
- Applicant must be an eligible entity to receive federal funds. To be eligible, applicant must be:
  - Any unit of local government below a State government agency, except for an MPO
  - A transit agency
  - A natural resource or public land agency
  - A school district
  - A tribal government
- Non-profits are not eligible to apply for federal funding under the OCP
- Applications will be accepted from November 1, 2022 until 11:59 pm, on January 31, 2023
- Applicants must be able to provide a cash match of 10.27% of grant award at time of award
- Land donations, or other non-cash contributions provided prior to grant execution are disallowed under federal guidelines, and will not be considered as contributing to the project
- An applicant may not apply for an OCP grant, if they have an active OCP grant older than five years beyond the grant execution date

## Worksheet Instructions

Please use this worksheet to prepare your responses before completing the Application posted on the [Oregon Community Paths](#) website. In completing the application, answer the questions clearly and concisely. If you have any questions while completing the application, please contact ODOT OCP at [CommunityPaths@ODOT.Oregon.Gov](mailto:CommunityPaths@ODOT.Oregon.Gov)

# Related Documents

- Oregon Community Paths 2022/23 Guidelines
- Official OCP Project Refinement Application Form
- Application Scoring Matrix

# 2022/2023 Solicitation Schedule

August 2022 – September 15th 2022	Pre-Applications Accepted
September 30th 2022	Applicants notified of eligibility/ineligibility to proceed
November 2022 – January 2023	Applications Accepted
February 2023 – April 2023	Application Review
May 2023	Oregon Bicycle and Pedestrian Advisory Committee Recommendation
July 2023	Oregon Transportation Commission Awards Projects
October 2023	Project Execution/Notices to Proceed

# Application Evaluation Process

Applicants may not submit an application without first submitting a pre-application. Submitted Applications will be reviewed, evaluated and ranked by PTD Staff, regional staff, and Active Transportation Liaisons.

The ranked listing will be provided to the Oregon Bicycle and Pedestrian Advisory Committee (OBPAC) with the top scoring applications within the available funding (100% list) being recommended for funding, and the remaining ranked applications as back-up in the event of a project not being funded.

# Project Refinement Application Sample Worksheet

## Organization

**Name of Applicant Organization**

**Title of Project**

**Contact Person Name**

Jaimie Lorenzini

**Contact Person Title**

Policy Analyst

**Contact Person Phone Number**

(503) 886-8428

**Contact Person Email**

jaimiel@happyvalleyor.gov

**Mailing Address**

16000 SE Misty Dr

**City**

Happy Valley

**County**

Clackamas

**Zip Code**

97086

**Please list your eligible agency type:**

- Tribal government
- Local government
- Transit agency
- Natural resource or public land agency
- School district

*\*Other will be evaluated for eligibility.*

**Is your agency certified by ODOT to manage federal transportation grants?**

[Certification Status](#)

Yes  No

*Note: If your agency is not certified, a certified agency, or ODOT, must deliver and administer the grant. This can increase administrative costs associated with the grant, and should be accounted for in your budget development.*

**Will you be partnering with any other agency to complete this project?**

Yes  No

## Project Information

**One Sentence Project Description**

Project will complete project refinement for a continuous, off-road regional trail between the OR 212/224 interchange and Springwater Bridge, benefitting several manufactured home communities and a planned Carver Riverfront District.

**Estimated project cost, (not including ODOT administrative fees or contingency costs)**

\$213,000.00

**ODOT Administrative Costs if uncertified (5% of estimated project cost)**

\$10,650.00

**Contingency (30% of estimated project cost)**

\$63,900.00

**Total Project cost (including administration and contingencies)**

\$287,550.00

**Amount of Grant funds requested (must be between \$150,000 and \$750,000)**

\$258,018.62

**Cash match amount (10.27% of total project cost)**

\$29,531.39

**Source of Match amount (10.27% of total project cost):**

General Fund

## Project Location

**Beginning Point (Latitude and Longitude)**

45.40953, -122.50592

**End Point (Latitude and Longitude)**

45.39457, -122.49678

**Estimated Length of Project (Linear Feet)**

6,250

## Eligibility

Eligibility repeats what was in the pre-application. It is repeated here in the event the project has been modified during the period the pre-application was submitted, and the application submitted.

This section seeks to determine if your project is eligible for Oregon Community Paths. Questions marked as yes or no indicate eligibility.

Questions marked "check all that apply" indicate not just eligibility, but also how well it meets eligibility requirements. These questions will be scored in the grant application

**Government Support: I have endorsement from elected bodies along the length of the project**

Yes  No

Attach any letters of support, plan adoption resolution (where plan includes/lists project).

**Transportation Purpose: Will the project, if constructed, primarily serve a transportation (versus recreation) purpose?**

Yes  No

**If yes, please explain.**

Currently, OR 224 is unsafe to walk or bike. Throughout much of the corridor, vehicles travel between 35-45 mph. There are areas with narrow shoulders, sidewalk gaps, and freight movement. These conditions limit how neighbors living along the corridor can travel: About 45 percent of neighbors have a commute of greater than 30 minutes, but only 1.1 – 1.2 percent commute by public transit and no commuters travel by foot, which is substantially lower than the regional average (Equitable Development Index Tool, Metro).

The proposed Clackamas River Trail will parallel OR 224 via the riverfront, offering an off-street, multi-use trail with wayfinding signage throughout. Upon future construction, this regional trail will connect employment, residential, and recreational uses. Inclusion of this amenity will function as a form of transportation demand management on OR Hwy. 224, encouraging a reduction in drive-alone auto trips and reducing modal conflicts in the existing right-of-way.

**Limit 1,000 characters**

**Is the Project a Regional Path A regional path is a fairly long path (greater than 10 miles in planned or completed form), or a network of interconnected paths between communities, neighborhoods. Will the project, if constructed, contribute to development of an ADA compliant continuous path made up of one or more connected segments that (Check all that apply)?**

Is primarily physically separated from the roadway

Connects two or more communities, with each community no more than 15 miles apart, or traverses through a single large community with a path that is 10 miles or longer. (Large community defined as any single community that can accommodate the proposed path 10 miles or longer within its boundaries)

Closes gap in a larger path network that connects two or more communities, or traverses a single large community

**Is the Project a Critical Link: A critical link is the key destination that the path connects to, or helps to connect. Will the project contribute to development of an ADA compliant biking and/or walking path that connects to high need locations (i.e. transportation disadvantaged areas, schools, shopping or employment centers, medical services, connections to transit and regional paths, and downtowns)?**

Yes  No

**If yes, please describe.**

Data indicates that neighbors along the affected segment of OR Hwy. 224 must travel farther than their regional counterparts to access the nearest grocery store or school. Moreover, about 45 percent of neighbors have a commute of greater than 30 minutes, however only 1.1 – 1.2 percent commute by transit, and no commuters travel by foot, which is substantially lower than the regional average (Equitable Development Index Tool, Metro).

The proposed Clackamas River Trail will help connect neighbors to employment uses along OR Hwy 212, the residential uses along OR Hwy 224, a planned Carver Riverfront District, and land recently purchased for a waterfront park. Within the broader trail network, the northern terminus of the Clackamas River Trail will help facilitate neighbors' connection to the future north/south Rock Creek Regional Trail and the proposed refinement of the future east/west Sunrise Corridor Regional Trail. Proposed facilities will be designed for ADA-integration.

**Limit 1,000 Characters**

**Will the project, if constructed, contribute to development of separated biking and/or an ADA compliant walking path in areas where no connections exist, transportation options are limited, or**

**significant safety concerns are addressed by the improvement?**

Yes  No

**If yes, please describe.**

Project proposes to mobility around OR 224 via project refinement for an off-street, regional trail between the OR 212/224 interchange and Springwater Bridge. Facilities will be designed for ADA-integration, deferring to a local ADA-transition plan in progress and Parks Master Plan. If local ADA plan is not adopted prior to project engineering and design, then City will defer to state and federal best practices.

Project will address significant bike/pedestrian safety concerns on OR 224. Throughout much of the adjacent corridor, vehicles travel between 35-45 mph. There are areas with narrow shoulders, sidewalk gaps, and freight movement. In a recent scan of the ATNI, the bicyclist Level of Traffic Stress between the OR 212/224 interchange and the OR 224/Springwater Rd intersection ranged between 3-4. The urban bike crash risk ranged from 4.17 – 6.65, and the urban pedestrian crash risk factor largely ranged from 6.32 – 9.72, with a small segment measuring 5.13.

**Limit 1,000 Characters** *Ensure description addresses each component of the question, and how it will contribute.*

**Provide a summary of the project in a concise manner that can be used on a website or publication. e.g. Perform a corridor study for a multi-use path between Point A and Point B. This project links a regional path to George Washington Middle school.**

The Clackamas River Trail project completes project refinement for a future regional trail between the OR 212/224 Interchange and Springwater Bridge. This multi-use path will offer neighbors new places to connect with nature, as well as a safe bike and pedestrian alternative to OR 224. The proposed path will improve connectivity between employment, commercial, residential, and recreational uses. Improvements will benefit nearby businesses, residential subdivisions, and several manufactured home communities.

**Limit 1,000 Characters**

**Why is this project needed? What problem are you trying to solve?**

OR 224 is a barrier to active transportation: Vehicles travel up to 45 mph, and there are areas with narrow shoulders, sidewalk gaps, and freight movement. These conditions limit travel options for nearby neighborhoods.

Over the last four years, the City has undertaken comprehensive planning for the OR 224 area. During this process, neighbors reimagined the OR 224 community as walkable, villagelike, and river-oriented.

In 2022, the City advanced the community vision by purchasing land along the Clackamas River for use as a future nature area. That same year, Metro awarded the City grant dollars to construct the first segment of the Clackamas River Trail (1,450 LF) on the purchased property. Building on this momentum, the City seeks state support to complete refinement for an additional 6,250 LF of trailway, which represents ALL outstanding segments needed to provide a continuous, off-street pathway between the OR 212/224 interchange and the Springwater Bridge.

**Limit 1,000 Characters**

**How does your project answer/resolve the above problem statement?**

To address the life-safety hazards on OR 224, the City seeks ODOT's partnership complete project refinement for 6,250 LF of regional trailway along the Clackamas River. ODOT's partnership will leverage a planned regional investment (1,450 LF), and prepare for a combined trail improvement of 7,700 feet, connecting the Clackamas industrial corridor to Springwater Bridge.

The future, ADA-accessible trail will (1) anchor development in a planned Carver Riverfront District, and (2) forge an interim solution to the bike/pedestrian hazards on OR Hwy. 224.

Whereas the Clackamas River Trail does not resolve the need for bike and pedestrian improvements to OR Hwy. 224, the Clackamas River Trail offers an interim and cost-effective alternative to the existing bicycle/pedestrian system gap while simultaneously restoring community access to the Clackamas riverfront.

**Limit 1,000 Characters**

## Transportation Disadvantaged Index

**What community benefits most from this project? Please describe the community, their location, their demographic makeup, etc.**

Six manufactured home communities, plus subdivisions near proposed alignment. About 27% of neighbors in census block group identify as a race other than white alone.

**Limit 200 Characters**

**Where are they located in relation to project location?**

Two manufactured home communities are along trail alignment, and there are four more to the west and north of the alignment. Subdivisions are located along and nearby the northern trail alignment.

**Limit 200 Characters**

**Are they located within 1.5 miles from the project location?**

Yes  No

**Please use the Transportation Disadvantaged Index tool to locate the benefitted communities and provide the score.** [Transportation Disadvantaged Index](#)

1.092037277

How to use the Tool:

1. On the search bar, type the name of your city and state
2. Click on the census tract where the benefitted community resides (must be within 1.5 miles of project)
3. Scroll down the pop-up table and copy the "TransDisIn" score (it should be towards the bottom)
4. If the benefitted community is within several census tracts, choose the highest scoring census tract that is within a 1.5 mile radius of the project length.
5. If you have problems using the tool, contact the Community Paths Program Manager at [CommunityPaths@odot.state.or.us](mailto:CommunityPaths@odot.state.or.us) or (971) 375-3903.

*Please provide a screen capture of the TransDisIn score as part of the Application.*

# Safety

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**Is the project providing a parallel route to a specific road?**

Yes  No

**If it is providing a parallel route, please provide road name, and beginning and end points**

OR 224: from 45.40953, -122.50592 (OR 212/224 Interchange) to 45.39457, -122.49678

**What are the physical characteristics of the roadway for which the project will be an alternative?**

**Number of lanes in each direction (including central turn lanes, as applicable)**

Facility has a mixed configuration throughout the corridor. The number of lanes in each direction ranges from 1 to 3, including intersection turn lanes and central turn lanes.

**Posted speed limit**

25-45 MPH

**Roadway width**

30 FT

**Average Annual Daily Traffic**

According to the Oregon Transportation Monitoring System (2021), AADT west of the OR 212/224 interchange is 35,820 (Two-Way, ID 3544) and 8,382 at the intersection of OR 212/224 (One-Way, ID 19580). AADT on OR 224 south of the OR 212/224 interchange is 21,210 (Two-Way, ID 3545) and 7,308 by Springwater Bridge (Two-Way, ID 29800).

**Number of known bicyclist or pedestrian involved collisions in the last 5 years. If unknown, state zero**

2 (2017-2021)

**Did any of these bicyclist or pedestrian involved collisions result in a fatality or serious injury?**

Yes

No

## Public Outreach/Equity

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**Explain how this project will directly benefit transportation-disadvantaged communities. Include outcomes such as service to low-income housing, to shift-workers travelling in high-priority corridors, to people with limited English proficiency, and/or to historically marginalized**

**populations.**

Improvements prepare for multimodal alternatives where there currently are none. The resulting trail will connect people to employment and nature tourism between the OR 212 corridor and Springwater Bridge.

The project is anticipated to benefit a number of equity groups. There six manufactured home communities within .3 miles of the project, and the project is nearby the Rock Creek Employment Center and Clackamas industrial area.

Twenty-seven percent of neighbors in the census block group identify as a race other than white alone. Looking beyond the immediate project area, 27% of households in the larger census tract have one or more person with a disability, and 17.2% speak a language other than English (2020). Of neighbors who speak a language other than English, an estimated 36.5% speak English less than very well. Moreover, neighbors in the larger census tract have significantly lower walkability and community service access relative to the tract average (Economic Value Atlas).

**Limit 1,000 Characters**

**Is this project specifically listed in an approved or adopted Transportation System Plan, Active Transportation Plan, Safe Routes to School Plan, transit plan, metropolitan transportation plan, or other plan?**

Yes  No

*"Local Plan" means a local or regional transportation plan(s), which may include adopted policy(ies) that is developed and approved by the Governing Body of a Qualified Entity, Public Transportation Service Provider, or Metropolitan Planning Organization and which includes, at a minimum:*

1. *A planning horizon of at least four years;*
2. *An existing and future conditions analysis that includes:*
  1. *Current and forecast population and demographics, including locations of people who are often transit and/or active transportation dependent, including low-income households, individuals of age 65 or older, youth, and individuals who are racially and ethnically diverse;*
  2. *Locations of existing housing, employment centers, medical and social and human services centers, major destinations, and other locations with needs for multimodal transportation services and programs;*
  3. *Inventories of current Public Transportation Services located within, adjacent to, or with the reasonable potential to connect to the local or regional public transportation services, as applicable;*
  4. *Prioritized lists of active transportation improvements and capital projects; and*
  5. *Identified opportunities to integrate active transportation facilities within and outside the county, district, or tribal area and with other agencies and areas to improve connectivity.*

**If yes, please list the plan and page number.**

The Clackamas River Trail is specified in two plans. The Happy Valley Transportation System Plan (adopted 2021) identifies the “Clackamas River Greenway”. Within the Transportation System Plan, Clackamas River Trail is identified as the “Clackamas River Greenway” as a Regional Multiuse Trail running along the north side of the Clackamas River (Pg 5-18) and is depicted in the Pedestrian Masters Plan, Figures 5-3 (pg 72) and 5-4 (73). For the purposes of this grant the “Clackamas River Trail” is a component of the “Clackamas River Greenway”. Relevant pages are excerpted in grant proposal attachments. <https://www.happyvalleyor.gov/wp-content/uploads/2021/07/Happy-Valley-TSP-adopted-July-2021.pdf> The Clackamas River Trail is also identified in the draft Pleasant Valley/North Carver Comprehensive Plan (scheduled for adoption, March 2023). The trail is identified within the Bikeways and Trails Network (Figure 23, packet page 45, plan page 39). <http://happyvalleycityor.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=1604&Inline=True> (Note: Linked file is very large and may take time to load.)

*(You will be asked to attach the plan to the grant application)*

**Do you have demonstrated support of the affected community or communities**

Yes

No

**Describe your community engagement practices in the project's development process. How did the planning for this project engage historically-marginalized and transportation-disadvantaged populations in your service area?**

The Clackamas River Trail is part of the draft Pleasant Valley/North Carver (PV/NC) Comprehensive Plan. In 2018, the City of Happy Valley initiated the PV/NC Comprehensive Plan process by completing a work plan and appointing two advisory committees: the PV/NC Community Advisory Committee (CAC) and Technical Advisory Committee (TAC). The 13-member CAC, representing a broad cross-section of community members and property owners, met 13 times between October 2018 and August 2021.

In addition to CAC meetings, the community process included “pop-up” outreach events at area businesses, two community workshops (135 people attended), an online community workshop, two open houses and multiple information pieces provided through the Happy Valley News, two project videos, flyers, and the project web site. Project staff also provided briefings and updates to the Happy Valley Planning Commission and City Council throughout the project.

**Limit 1,000 Characters**

**How have (or will) historically excluded communities been informed, consulted, or involved in development of this program or proposed modifications as the program continues? What methods or tools were used (and/or will be used) for this engagement? Be specific.**

Planning and identification of the Clackamas River Trail is informed by PV/NC Comprehensive Plan public engagement. Engagement included a Community Advisory Committee, “pop-up” outreach events at area businesses, two community workshops (135 attendees), an online community workshop, two open houses and multiple information pieces provided through the Happy Valley News, two project videos, flyers, and the project web site. Project staff also provided briefings and updates to the Happy Valley Planning Commission and City Council.

If grant dollars are awarded for Clackamas River Trail Project Refinement, then trail refinement will continue to include, per the PV/NC Comprehensive Plan, all communities along the trail corridor through continued public outreach and information. Tools are anticipated to include direct mailings, the City’s newspaper and website, open houses in an inclusive public forum and as necessary, and any local adoption processes in compliance with State law.

**Limit 1,000 Characters**

**Describe how you selected a diverse range of leaders and stakeholders to assess needs, identify gaps, establish priorities, and develop solutions. If available, attach to this application any meeting minutes or other materials used for community engagement purposes:**

The Clackamas River Trail was informed by work of the PV/NC Comprehensive Plan Community Advisory Committee (CAC). The CAC was designed to be the Statewide Planning Goal 1 Community Involvement advisory committee with the responsibilities of helping with the community outreach strategy and advising on the content and language of the PV/NC Comprehensive Plan. The CAC was comprised of 13 individuals with broad and diverse interests. Membership included both representation from existing City residents, plus residents from within the planning area. This committee was recruited and appointed by the City Council prior to the commencement of work on the PV/NC Comprehensive Plan.

**Limit 1,000 Characters**

**In what ways does the program address the needs expressed by historically excluded communities? What are the benefits and burdens to those communities?**

At a 2019 workshop, concerns were raised about displacement and mobile home parking. Proponents of a certain community concept liked the riverfront access, walking access, and social aspects, with an aversion to apartments on the hillside or the river trail.

Addressing concerns, the City is preparing to build a riverfront park, including parking facilities. The park will provide riverfront access and public parks/recreation facilities to communities who have expressed a need for such amenities, particularly within walking distance. The Clackamas River Trail will connect to the park to provide neighbors with walking and social opportunities.

The City is preparing to build the first segment of the trail in partnership with Metro. As part this effort, an easement will be explored between the trail and Carver Mobile Home Ranch. The City also hopes to coordinate with the county, TriMet, residents, and indigenous tribes to identify possible trail amenities and placemaking improvements.

**Limit 1,000 Characters**

**Is there an opportunity through this program to increase safety and/or access for those historically excluded that does not directly address the purpose of the program?**

There are several underserved or economically vulnerable groups living within the project corridor or larger census tract. Project proposal may be leveraged to improve transit access, east/west mobility on OR 212, and emergency route resiliency for these users.

Data suggests that only about 1.1 -1.2 percent of people in project TAZs commute by public transit, even though TriMet Line 30 services OR 224. Enhanced transit access could be explored as part trail construction.

Clackamas County is also undertaking a separate visioning exercise for the Sunrise Gateway (OR 212/224). Information should be shared between projects to maximize mobility at the transition between the northern trail terminus and the future Sunrise Corridor Regional Trail.

Finally, OR 212 is an Oregon State Seismic Lifeline Route, and OR 224 is a Regional Emergency Transportation Route. A non-vehicular alternative adjacent to these routes may be advantageous to operations in an emergency.

**Limit 1,000 Characters**

## **Right of Way**

This section is designed to determine what level of coordination with external partners, particularly landholders.

1. If answering yes to any of the below, and your project is awarded, you must have, as a project deliverable, letters of support from all roadway authorities/property owners.
2. If project touches ODOT Right of Way, you must provide with your completed application, a letter from the ODOT district where the project is located detailing how they will coordinate and collaborate with the project.

**Will your project touch or be located on public property or public right of way?**

Yes  No

**Will your project touch or be located on an ODOT roadway right of way?**

Yes  No

**Will your project touch or be located along railroad right-of-way or crossings?**

Yes  No

**Will your project touch, or be located along farmland?**

Yes  No

*Applicant must provide letters of support as a product deliverable in the application scope of work.*

## **Environmental Considerations**

**Are there any known environmental hazards within, or adjacent to the project area?**

Yes

No

Unknown

**Are there any cultural resource sites within, or adjacent to the project area?**

- Yes
- No
- Unknown

**Are there tribes who may have an interest in the project?**

- Yes
- No
- Unknown

**Known Traditional Cultural Properties (TCPs) in the area?**

- Yes
- No
- Unknown

**Do you know of any protected species in the project area?**

- Yes
- No
- Unknown

**Potential for migratory bird nesting in or adjacent to the project area?**

- Yes
- No
- Unknown

**Will a Biological Assessment (BA) and/or Biological Evaluation (BE) be needed?**

- Yes
- No
- Unknown

## **Application Attachments**

Applications must include:

- A detailed scope of work consistent with Appendix A
- A detailed budget by task, consistent with Appendix A
- Any adopted plans that reference the project
- A map of the project area, showing the project, if constructed
- A Screen capture of the Transportation Disadvantaged Index Score
- Letters of support from elected officials representing constituents along the path, if not in an adopted plan
- Letters of support from property owners where easement or special permit may be required.

**Upload Files**

- Clackamas River Trail Project Schedule.pdf
- Clackamas River Trail Budget by Task.xlsx
- Happy Valley TSP Excerpt - Adopted July 2021.pdf
- PV-NC Comp Plan Excerpt - To be adopted March 2023.pdf
- Clackamas River Trail Project Map.pdf
- Clackamas River Trail Design Plan.pdf
- Clackamas River Trail Community Fact Sheet.pdf
- TransDisIn Score.PNG
- TransDisIn Map.PNG
- PVNC Community Advisory Committee Roster, Schedule, Minutes.pdf
- City Council Resolution.pdf
- Parks Committee Letter of Support.pdf
- HV Hikers Letter of Support.pdf
- Planning Commission Letter of Support.pdf
- Happy Valley Parks and Recreation Foundation Letter of Support.pdf

**Submission**

**Authorized Signature**

**Date of Submission**

1/31/2023



**Printed Name/Title**

Jaimie Lorenzini/Policy Analyst

**Appendix A: Sample Project Refinement Scope of Work Outline Tasks**

- **Project Management –**

- **Project Schedule**
- **Kick-Off Meeting**
- **Refined Project Schedule**
- **PMT Meetings (up to 5 total)**
- **Public Involvement Plan**
  - **Existing Conditions –**
- **Plan, Policy, and Land Use Review**
  - **assemble as summary;**
  - **recent TSP as primary source;**
  - **confirmation of land use action needed (or if not needed)**
- **Initial Survey**
- **Environmental review**
  - **Wetland/Environmental Fieldwork**
  - **Archeological Fieldwork**
  - **Floodplain Model (if applicable)**
- **Draft Title VI Report**
  - **Trail Concept**
- **5%Concept design**
  - **Preliminary Alignment**
  - **Draft Cross Sections**
  - **Trail head locations**
  - **Access needs**
  - **Roadway considerations**
  - **ROW needs (if any)**
- **Environmental incorporation**
  - **Final Survey**
  - **Environmental Recommendations**

- Archeological Recommendations
  - Final Floodplain Modeling
- **Planning-level cost estimates**
  - Corridor Design
- **ROW needs**
- **Environmental determinations/impacts/Permitting Needs**
- **30% Project Refinement Design**
- **Cost estimates (by project phase)**
  - Final project summary
- **Public involvement summary**
- **[Technical Scope Sheet](#)**
- **Final Title VI Report**
- **Chosen Concept**
- **Phasing plan**