



Transportation Project Sponsors

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

Organization Name: Metro	
Contact Person Name: Jane Hart	Title: Senior Regional Planner
Street Address: 600 NE Grand Avenue	Phone: (503) 797-1585
City, State Zip: Portland, Oregon 97232	
E-mail: jane.hart@oregonmetro.gov	

2. Co-Sponsor(s)

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

Portland Parks & Recreation Department
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Transportation Project Information

3. Project Name–REQUIRED

Project Name: Willamette Grnwy Trail: Chimney Park/Kelley Pt Park

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

	Project Funds	% of Project Costs
Total Costs	\$8,100,000	
Non-Eligible Costs	\$0	
Total Transportation Project Cost	\$8,100,000	100%
Matching Funds	\$831,870	10.27%
Requested Funds	\$7,268,130	89.73%

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

Close a 4-mile gap in the Willamette Greenway Trail to connect North Portland to the Rivergate Industrial area. Segment 1 runs north from an ODOT/TE funded bike/pedestrian bridge about 2 miles to a viewpoint on a restored landfill. The work includes a study to determine the type of crossing needed at Columbia Blvd. (a freight corridor) and construction of that crossing; upgrading an existing at-grade railroad crossing; improving an existing bridge; a new trail segment; and a spur trail to the viewpoint. Segment 2 starts at the viewpoint, extending for 2 more miles to connect to an employment area and hundreds of miles of regional trails surrounding Portland. Improvements include a 90' long x 14' wide bike/pedestrian bridge over the N. Columbia Slough and repair of 1 mile of damaged trail.

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

- Yes No

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

This project continues STIP project 'Willamette Greenway Trail: Chimney Park – Pier Park Bridge'. The previous STIP project purpose is twofold: to provide a safe and direct non-motorized connection between the two parks; and complete the first phase of a 4-mile trail gap in the Willamette Greenway Trail. The project design is completed, building permits are secured and bidding is set (February 28th 2013), pending receipt of the final aerial easement from UPRR. Milestone 2 - Obligation of Funds for Construction is June 30, 2013. Milestone 3 – Project Completion is set for September 30, 2014. Preliminary Engineering was completed within budget for \$407,722. The construction funding (~ \$1,080,930) and field engineering funds (~ \$201,079 with a contingency of \$31,438) are fully intact.

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 implements a segment identified in the STIP funded North Portland Greenway master plan (ODOT Key No. 17374) and connects to the northern terminus of the STIP bike/pedestrian bridge described in item 6 above, to complete a 4 mile gap in the Willamette Greenway trail . The southern terminus of the STIP bridge connects to an internal trail system in Pier Park that will be upgraded by Portland Parks to ADA accessible trail standards by the time the bike/pedestrian bridge is complete, and before this project would commence. With that connection in place, trail users can use bike lanes and sidewalks to connect to points east and south including the Peninsula Crossing trail, downtown St. Johns and the Willamette Greenway trail to downtown Portland.

8. Project Problem Statement–REQUIRED

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

A 4-mile gap in Portland's 140-mile regional trail system separates 51,000 residents in North Portland neighborhoods from 600 employers in the Rivergate Industrial area and abundant nearby recreational and natural resources. Columbia Blvd., a heavily used truck route, separates the densely populated neighborhoods of North Portland from the nearby natural area and opportunities to connect with nature and world-class views. The natural area is surrounded on two sides by one of the state's largest industrial employment complexes. Residents living in North Portland who work in the industrial area will benefit from a safe, non-motorized option to get to their jobs. Children attending 14 nearby secondary schools can address "nature deficit disorder" close to home.

9. Transportation Project Location–REQUIRED

City: <input type="text" value="Portland"/>	County: <input type="text" value="Multnomah"/>
MPO: <input type="text" value="Metro"/>	Special District: <input type="text"/>

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)

Southern terminus of proposed trail project is located at 9360 North Columbia Boulevard (in Chimney Park) and northern terminus of trail project ends at the intersections of North Lombard Street, North Marine Drive and N. Kelley Point Park Road. Project is located in ODOT Region 1.

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)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input checked="" 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)

The project will extend the 12' wide multi-use Willamette Greenway Trail from an ODOT/TE funded bike/pedestrian bridge in Chimney Park, north approximately 4 miles to connect with an employment area. The proposed improvements are divided into two, 2-mile segments for the purpose of providing flexibility in project phasing and implementation. Segment 1 is a complete project and stands on its own. Segments 1 and 2 combined are also a complete project. Segment 1 begins in Chimney Park and terminates at a viewpoint on an elevated meadow on the former St. Johns landfill. This segment includes constructing 3000 feet of multi-use trail (including a new 1100 ft. segment on the former landfill); upgrade of an existing at-grade railroad crossing; upgrade of an existing bridge over the Columbia Slough; new metal gates and post and cable fencing; and a spur trail to a viewpoint on the former landfill. Approximate cost - \$1.5 million (including \$455,000 currently estimated for the Columbia Blvd. crossing, assuming an at-grade crossing).

Segment 2 includes paving 7000 ft. of gravel perimeter roads on former landfill for the trail; a new 90' long x 14' wide bike/pedestrian bridge over the N. Columbia Slough (2-span steel truss with concrete deck, supported by mid-channel pier and spread footings); gates and fencing; and repair/widen 1 mile of damaged trail. Adds \$ 6.6 million for total project cost of \$8.1 million.

This trail project will be a permanent facility and maintained by Metro and the City of Portland. No land acquisition is needed to build the project. City of Portland approval will be needed for the Columbia Blvd. trail crossing and the Union Pacific railroad will need to approve upgrades to an at-grade rail crossing for the trail. Communications have been initiated with the City, UP railroad and ODOT rail. The rail crossing is not a major line and UPRR has intimated that approval is possible as long as their requirements are met. City of Portland land use review will be needed for elements of the project that are not located on the former landfill. A comprehensive land use application to the City of Portland for all improvements on the former landfill has been submitted and approval is expected in 2013. The project is expected to comply with state and federal permits and approvals required for in-water work related to the bike/pedestrian bridge over the North Slough including NMFS, ODFW, and DSL.

Preliminary Engineering will be needed to ascertain the best solution for crossing Columbia Blvd., a designated freight corridor for the City of Portland. This study can take advantage of baseline data being collected in 2013. Additional Preliminary Engineering will be necessary to design the best solution for an existing trail section that has failed (this is in Segment 2).

Project costs include the Columbia Blvd. crossing study, environmental work and required land use and environmental permits, design, construction and project administration. Projected start date



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

for the planning, right of way and preliminary engineering work is 2016 and 2018 for construction.

The proposed project will comply with all design standards and guidelines outlined in the following documents: AASHTO Guide for the Development of Bicycle Facilities, Oregon Bicycle and Pedestrian Plan, BNSF Railway–Union Pacific Railroad Guidelines for At-Grade Projects (2007), Manual on Uniform Traffic Control Devices (2003). Practical Design considerations will be taken into account, especially on the paving materials. For example, using chip seal and/or resurfacing existing gravel trail segments as a base course may meet the design needs for a lower cost.

Major stakeholders include the 7 neighborhoods to the south of this project, the freight community, the railroad, trail advocates, and the Columbia Slough Watershed Council. All have been consulted in developing this proposal and most have signed on as supporters and/or financial participants.

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:		

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input checked="" 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
2018	Bid Let Date
2018	Construction Contract Award
2019	Construction Complete
	Capital Equipment Purchase
2019	Operations/Service Begin
	Other Major Milestone:
2019	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

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.

This project has been part of planning efforts for many years. First identified as a priority project in the North Portland Peninsula Plan (1972), others include:

- 40 Mile Loop Master Plan (1983). The 40 Mile Loop is a state-designated trail
- The Willamette Greenway Trail Plan (1987), also a state-designated trail
- Smith & Bybee Natural Areas Trail Feasibility Study (2005)
- North Slough Bridge Feasibility Study (2010)
- Metro 2035 Regional Transportation Plan update (2010)
- City of Portland TSP (2010)

The project is consistent with all of these plans and meets the plan intent by providing a safe alternative transportation route connecting neighborhoods to jobs. It is a major component of some of these plans as it closes a key gap. The project is divided between project numbers 11322, 10356 and 10234 on the financially constrained list in Metro’s 2035 RTP (see Appendix 1.1, pgs. 6, 34 and 41).

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 project is consistent with OTP Strategy 1.1.4 because it adds an alternative transportation choice to a heavily-congested section of the region at a very reasonable price. With the project in place, a dense urban neighborhood can get to the region's main port facility without clogging roads and highways that are needed for freight connections. The alignment takes advantage of other projects that have been partially completed and leverages those to complete a highly desired link. The project aligns with the changing nature of commuting for many Portland residents, where a high percentage of commuting is by bicycle if a safe and convenient alternative is available.

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?

Extending the Willamette Greenway trail northward by 4 miles will complete a critical gap in the 140 mile and growing regional trail system that surrounds Portland. In addition, this project contributes to the development of a seamless multimodal transportation network that is envisioned for the Portland area. Providing a high-quality pedestrian/bicycle network reduces the need for people to drive, reducing the overall demand on the roadway network including I-5, which is approximately 4 miles east of the project.

Currently, a resident of St. Johns needs to travel 6 miles by car to get to a job in the Rivergate Industrial area that is 3.5 miles by bike. In doing so, they would use N. Portland Road and Marine Drive, both of which are needed for freight movement.

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?

Every gap in the Portland region's pedestrian and bicycle network reduces the effectiveness of the overall transportation network and the mobility of pedestrians and bicyclists to travel efficiently and access destinations. The project will improve mobility for non-motorized transportation users by creating a safe crossing of Columbia Blvd. and a safe, comfortable and efficient connection between St. John's town center, employment areas and the Smith and Bybee natural area. The project fills a gap in the regional transportation network and connects up to hundreds of miles of regional trails.

Columbia Blvd. is a barrier to non-motorized mobility within the area. Heavy truck traffic at higher speeds make the street difficult and dangerous to cross for pedestrians and bicyclists, prohibiting mobility. By working closely with the freight community – including getting their input on proposed crossing options – the improved crossing will prioritize safety for pedestrians/ bicyclists without compromising freight movement.

The primary north-south connection from St. Johns to the Rivergate Industrial area is on N. Lombard, which has sub-standard bicycle and pedestrian facilities. This project provides an alternate and safer north-south route for non-motorized users. The project improves access to transit, linking to transit on N. Marine Drive at Kelley Point Park and on Columbia Boulevard at the area of the proposed crossing.

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 proposed solution will help accessibility and connectivity in North Portland and the region in a variety of ways. Most immediately the trail will connect the residents in North Portland neighborhoods with 600 employers in the Rivergate Industrial Area. In addition to a significant employment area, there are 14 nearby schools and the proposed project will give school children a safe route to bike and walk.

The proposed project connects with bus line 11, Rivergate/Marine Drive and bus line 75, Cesar Chavez/Lombard. These bus lines link the trail with the Yellow Line Expo Transit Center and Lombard Street south to the City of Milwaukie. These connections offer choices for combining bus and light rail with bicycling and walking modes.

The proposed trail will fill a key gap in the 140 mile regional multi-use trail system, increasing connectivity between the Willamette Greenway Trail, Marine Drive Trail and the links south and east. This project connects existing neighborhood bike and pedestrian routes to an impressive series of destinations including employment centers, Pier Park, Chimney Park, Smith and Bybee Natural Area and Kelley Point Park. Residents will be able to safely cross the current barrier of Columbia Boulevard and join the documented millions of yearly users of the regional trail system.

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?

The residents of North Portland are disproportionately lower on the economic scale and more likely to be in poorer health according to the City of Portland, Multnomah County and the US Census Bureau. The Oregon Economic and Community Development Department has identified North/NE Portland as a severely distressed area.

This project is a key component of providing bicycle and pedestrian access to the nearby Rivergate Industrial Area which has been identified by the Governor's Economic Revitalization Team as a location with Opportunity Sites with statewide significance for job creation.

The development of bicycle and pedestrian routes between cities and natural areas is part of the State's strategy to attract tourism and improve recreation, bringing associated economic benefits. This project supports this strategy by linking an existing urban trail network to downtown St. Johns, the Smith and Bybee Natural Area, the Columbia Slough, the Columbia River, and hundreds of miles of a regional trail system.

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?

This proposal helps build an environmentally responsible transportation system and encourages conservation of natural resources. This project reduces the use of energy and fuel, and will help maintain clean air in North Portland by reducing the vehicle miles traveled.

The trail alignment repurposes existing, seldom used roads including a maintenance road. Building on existing alignments avoids new impacts to natural areas. Even in the sensitive wetlands, the trail follows the road around the perimeter of the former landfill and avoids disturbance to trees and native vegetation.

The Smith and Bybee Natural Area as a destination from the south will be accessible exclusively via biking and walking. Because it will be a world-class draw, this will encourage more biking and walking trips that would otherwise use automobiles.

This project also strengthens environmental stewardship by exposing people to the wealth of fish and wildlife in this 2000 acre preserve. The views of the wetlands and associated wildlife are spectacular and will be a popular destination for families. Access to this resource and the associated interpretive signage and educational potential are important for future generations of environmental stewards.

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?

The project supports local land use goals by encouraging walking and bicycling and improving access to open space and natural areas. Neighborhoods with high levels of walking and bicycling tend to produce fewer motor vehicle trips, supporting the concept of the 20-minute neighborhood, with residences, retail needs, and jobs all located within a 20-minute walk.

Lombard Street through the heart of St. Johns is a designated Special Transportation Area, and providing additional alternative transportation options near this town center, as this project will, will support that development.

St. Johns was built using principles of compact development. Providing this link will allow this major housing center access to thousands of the region's highest paying industrial jobs, and will increase the desirability of these neighborhoods as a place to live.

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?

This proposal completes and celebrates the transformation of a landfill site from community burden to a spectacular resource, increasing livability and telling a story of historic significance.

From the 1930s through 1990, the North Portland community shouldered the burden of a significant landfill and all the associated impacts. In 1932 the City of Portland opened a waste incinerator at the site known today as Chimney Park. Incinerator ash and waste were buried between Columbia Blvd. and the Columbia Slough until 1940; then a bridge was built over the slough, and the waste was disposed of in the St. Johns landfill.

Since closure and capping of the landfill in 1990, the Smith and Bybee Natural Area has changed from a city dump to a place where wildlife thrives. The natural area supports a wide variety of plants and animals including 17 species of fish and more than 150 bird species. Now the former landfill is home to deer, coyote, red fox, river otter, beaver, mink, long tail and short tail weasel and the western painted turtle, to name a few.

Today views of wetlands and wildlife are limited to a single path off Marine Drive on the north side of the natural area. This trail proposal is key to accessing the richness of the place and encouraging healthy lifestyles through biking and walking in nature. A viewpoint on an elevated meadow will give potential users an unprecedented view of this unique wetland complex, with spectacular mountain peaks in the background.

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?

The project improves safety and security for all users, especially pedestrians, bicyclists and other users of non-motorized transportation. Providing a safe crossing at Columbia Blvd. and an off-street trail facility will help reduce bicycle and pedestrian crashes involving automobiles. This project will also improve safe access to bus stops on Columbia Blvd. and N. Marine Drive, and improve safe access to the Smith and Bybee Natural area and nearby employment areas.

Analysis of the region's crash data reveals that 67% of serious pedestrian crashes and 52% of serious bicycle crashes occur on arterial roadways. Two fatal/serious pedestrian crashes occurred during the period of 2007-2009 on Columbia Boulevard in the vicinity of the proposed crossing and on N. Lombard; the project provides an alternate route to bicycling or walking along N. Lombard which does not have complete sidewalks and a "less suitable" rating for bicycling due to high traffic speeds. Providing routes that feel safer to pedestrians and bicyclists is a key element to increasing the number of people walking and bicycling. Pedestrian and bicycle prioritized crossings of arterials and separation from auto traffic dramatically increases the perception of safety. Studies have shown that increasing the safety of pedestrians and bicyclists increases the safety for all roadway users.

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?

It is clear that this project site is adjacent to many underserved communities. This project will benefit the adjacent North Portland neighborhoods where nearly 80% of the students are on the free/reduced lunch program, over 15% of the population is below the poverty level, and many families do not own automobiles. The area is home to many communities of color. For example, the 2010 census shows that the St. Johns Neighborhood is comprised of over 36% non-white residents with increases over the past ten years in African American, American Indian and Hispanic or Latino residents. Similarly, Kenton and Portsmouth neighborhoods include 32% and 40% residents of color respectively. The demographics composite for the 2014-15 Flexible Spending Allocation designates the area of this project as “significantly above average EJ (environmental justice) and underserved”. A 2009 report by Portland State University Center for Transportation Studies comparing equity and bicycle facilities in Portland found that the St. Johns area is an underserved area for bicycle facilities.

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?

Walking and bicycling infrastructure is typically the lowest cost approach to constructing and maintaining a transportation system. Metro and the City of Portland will be responsible for operations and maintenance of the trail, including associated costs.

This project leverages many prior investments including:

- \$1.5 million of ODOT's Transportation Enhancement funds for the Pier Park-Chimney Park bridge which is under budget ;
- City of Portland will be building a new ADA accessible trail that transverses Pier Park and connects to the Pier Park-Chimney Park bridge.
- Investments in a variety of trail feasibility and master plans to identify project components, costs, permits needed etc. including ongoing STIP funded North Portland Greenway Master Plan.
- Matching funds from Metro, City of Portland, Columbia Slough Watershed Council;
- Metro's North Portland Enhancement Committee is considering contribution of \$500,000 to \$1 million towards this project; committee to vote on amount in early 2013.
- Two miles of Port of Portland trail built in the 1980s along the Columbia Slough – this section needs repair and upgrading (it needs repair, but it is still a former investment).
- Millions of dollars of investment that have been spent on closing the landfill and converting it to a natural area.



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	\$100,000	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$1,300,000	
Environmental Work	\$50,000	
Coordination and Outreach	\$0	
Leased Space	\$0	
Building purchase and/or Right of Way	\$20,000	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$1,470,000
Utility Relocation	\$0	
Construction	\$6,630,000	
Construction Project Costs Total		\$6,630,000
Total Eligible Project Cost		\$8,100,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)	\$0	

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	Metro	\$629,870	8%
Co-Sponsor	City of Portland Parks & Recreation	\$200,000	2%
Participant	Columbia Slough Watershed Council	\$2,000	0%
Participant			0%
Total		\$831,870	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.



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:

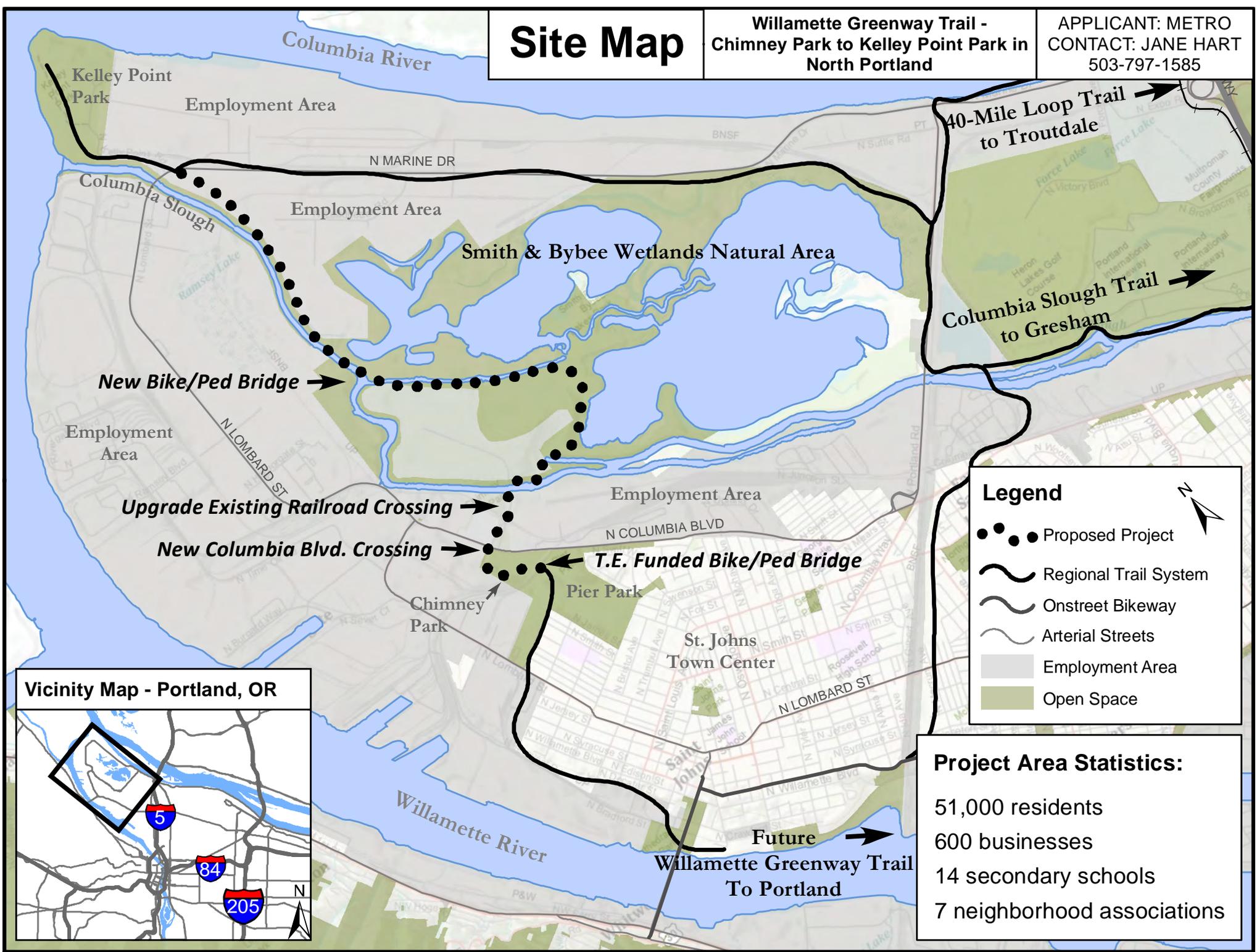
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

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

Site Map

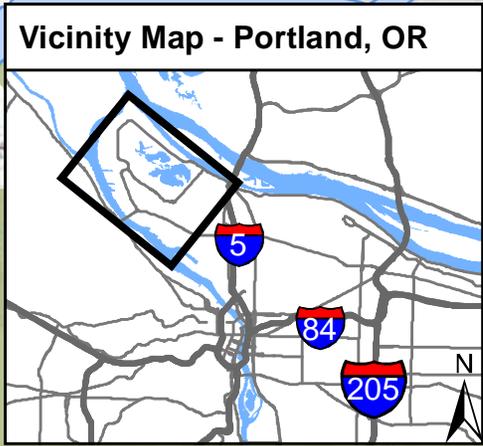
**Willamette Greenway Trail -
Chimney Park to Kelley Point Park in
North Portland**

**APPLICANT: METRO
CONTACT: JANE HART
503-797-1585**



Legend

- Proposed Project
- Regional Trail System
- Onstreet Bikeway
- Arterial Streets
- Employment Area
- Open Space



Project Area Statistics:

- 51,000 residents
- 600 businesses
- 14 secondary schools
- 7 neighborhood associations

Site Plan for Willamette Greenway Trail: Chimney Park to Kelley Point Park

Segment 1 - \$1,500,000

Chimney Park to viewpoint on former landfill (2 miles)

Segment 2 - \$6,600,000

Viewpoint to Kelley Point Park (2 miles)

Kelley Point Park

Segment 2 ends here

Repair existing damaged trail between new N. Slough bridge and Marine Drive

Smith and Bybee Wetlands Natural Area

Pave existing 10'-12' wide gravel roads for trail. New fencing and gates where needed.

Rivergate Industrial Area

Segment 1 ends here with spur trail to viewpoint

New N. Slough bike/ped bridge

Former St. Johns landfill

Pave existing gravel roads. New fencing and gates where needed.

Upgrade existing bridge

Upgrade existing railroad crossing

New Columbia Blvd. crossing

TE Funded Bike/Ped Bridge

Segment 1 begins here in Chimney Park

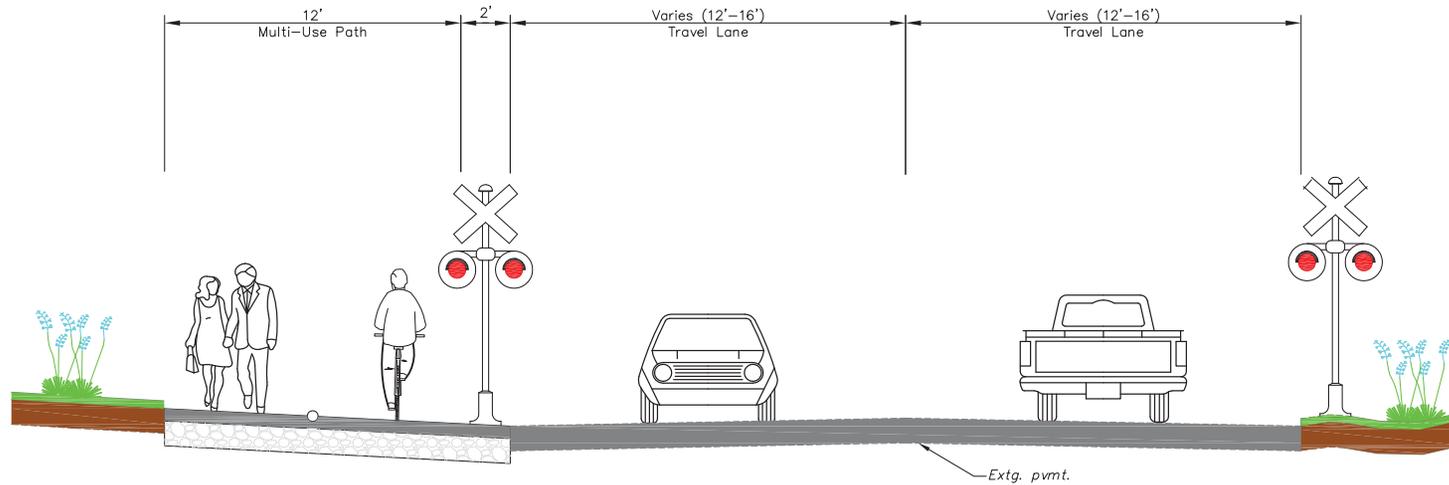
Pier Park

St. Johns Neighborhood

Applicant: Metro
Contact: Jane Hart
503-797-1585

Willamette Greenway Trail: Chimney Park to Kelley Point Park

Proposed trail improvements at existing railroad crossing



RAIL APPROACH TYPICAL SECTION



Applicant: Metro
 Contact: Jane Hart
 503-797-1585

PRELIM. - 10% PLANS

DAVID EVANS AND ASSOCIATES, INC.
 2100 Southwest River Parkway
 Portland Oregon 97201 Ph: 503.223.6663

**NORTH PORTLAND
 GREENWAY TRAIL**

MULTNOMAH COUNTY

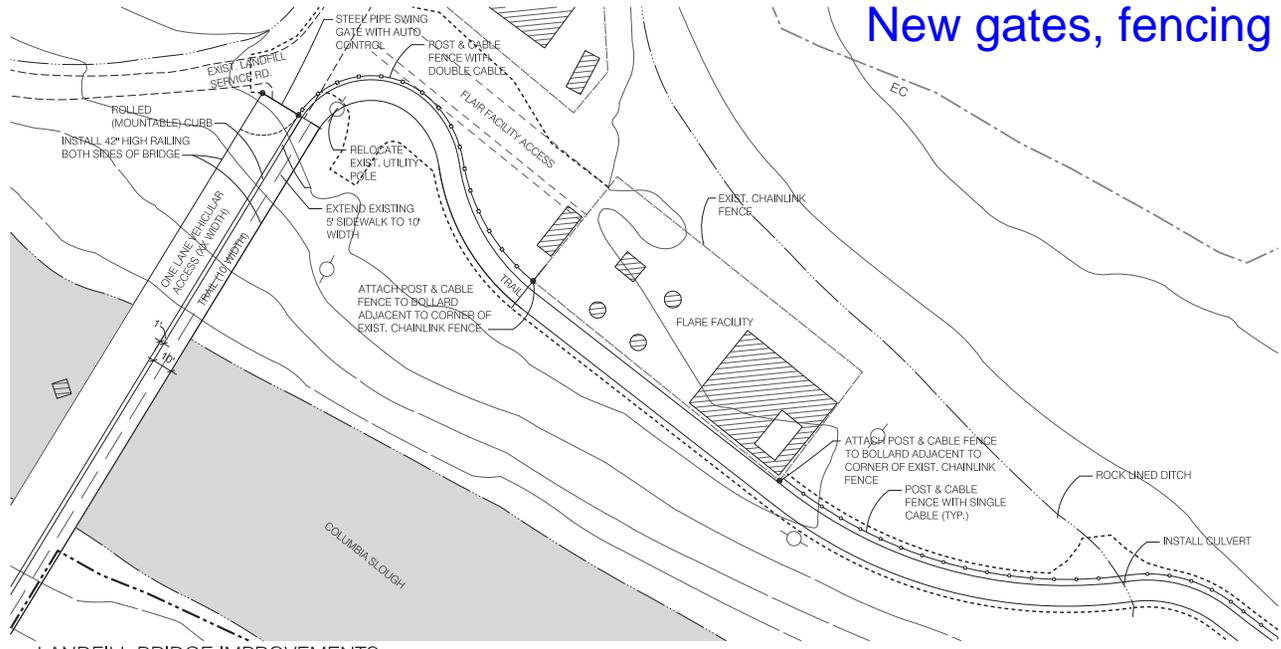
**TYPICAL SECTIONS
 (SEGMENT 1)**

SHEET
 NO.
 2

Willamette Greenway Trail: Chimney Park to Kelley Point Park

Proposed improvements to existing landfill bridge

New gates, fencing and trail segment on landfill

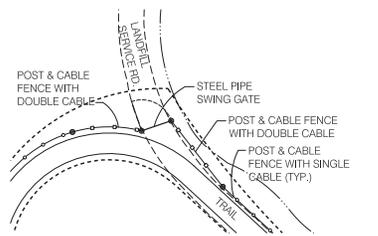


1 LANDFILL BRIDGE IMPROVEMENTS

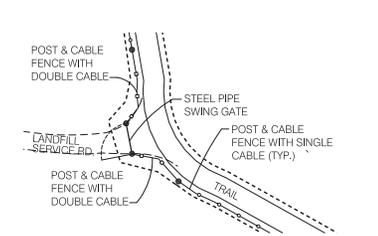
Applicant: Metro
 Contact: Jane Hart
 503-797-1585

LEGEND

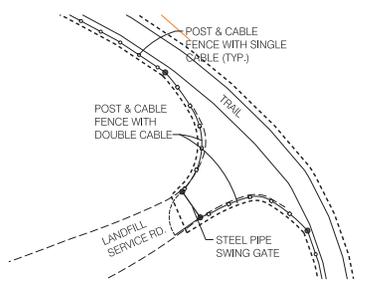
- PROPOSED TRAIL
- TEMPORARY DISTURBANCE LIMITS
- BODY OF WATER
- CNRP BOUNDARY
- PORTLAND ENVIRONMENTAL ZONES
- EXISTING GRAVEL SERVICE ROAD
- SINGLE CABLE POST & CABLE FENCE
- DOUBLE CABLE POST & CABLE FENCE
- CONTOUR (10' AND 2' INTERVALS)
- CONTOUR (10' AND 2' INTERVALS)



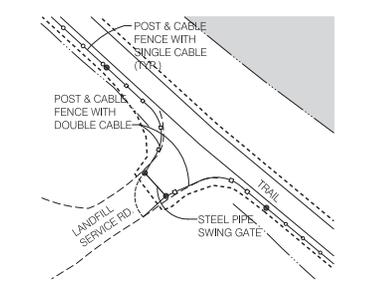
2 GATE 2



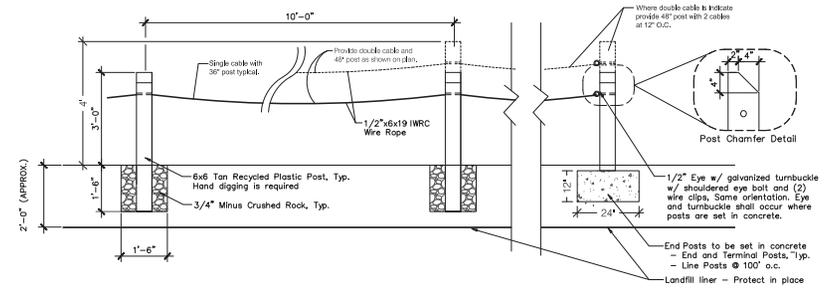
4 GATE 4



3 GATE 2



5 GATE 5



6 POST AND CABLE FENCE



CONSULTANT:
 Landscape Architecture
Neveu Ngan Associates
 1006 SE Grand Ave., Suite 250
 Portland, Oregon 97214
 phone 503.239.0600
 fax 503.239.0605

SMITH AND BYBEE WETLANDS NATURAL AREA
 COMPREHENSIVE NATURAL RESOURCE PLAN
 METRO
 SMITH AND BYBEE LAKES
 LAND USE REVIEW - NOT FOR CONSTRUCTION

REVISIONS:

DELTA	DATE	TITLE

SHEET TITLE:
REGIONAL TRAIL AND BRIDGE:
DETAILS: GATES AND BRIDGE

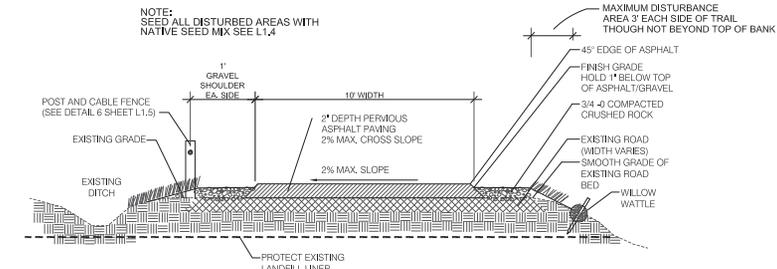
SCALE: SEE PLAN
 DRAWN BY: OT
 CHECKED BY: BN

LI.5
 APPENDIX C5

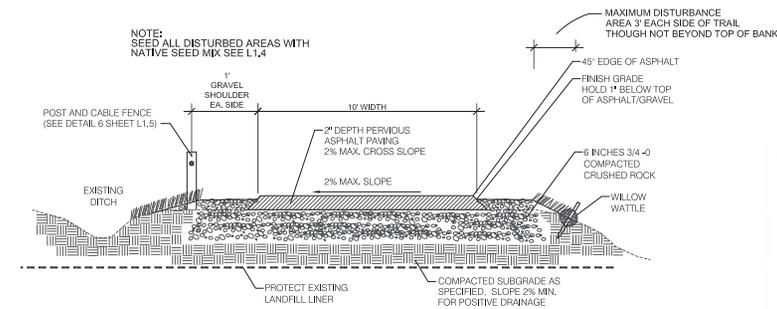
DATE: 6/13/12
 JOB NO. NNA 1205

Willamette Greenway Trail: Chimney Park to Kelley Point Park

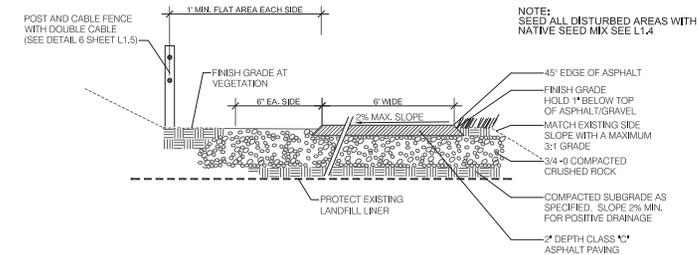
Proposed trail and viewpoint
 Proposed North Slough bike/
 pedestrian bridge
 (See attached expanded view)



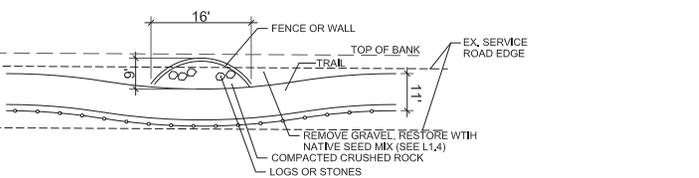
1 PAVED TRAIL TYPE A: TRAIL ON EXISTING GRAVEL SERVICE RD.
 NTS



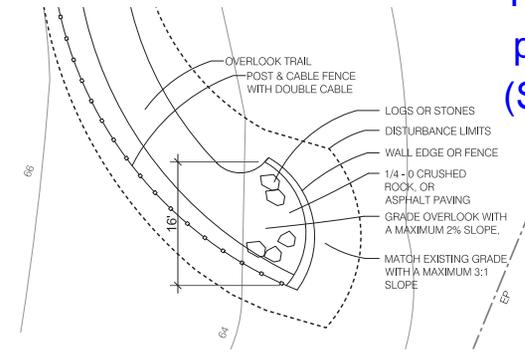
2 PAVED TRAIL TYPE B: TRAIL ON LANDFILL
 NTS



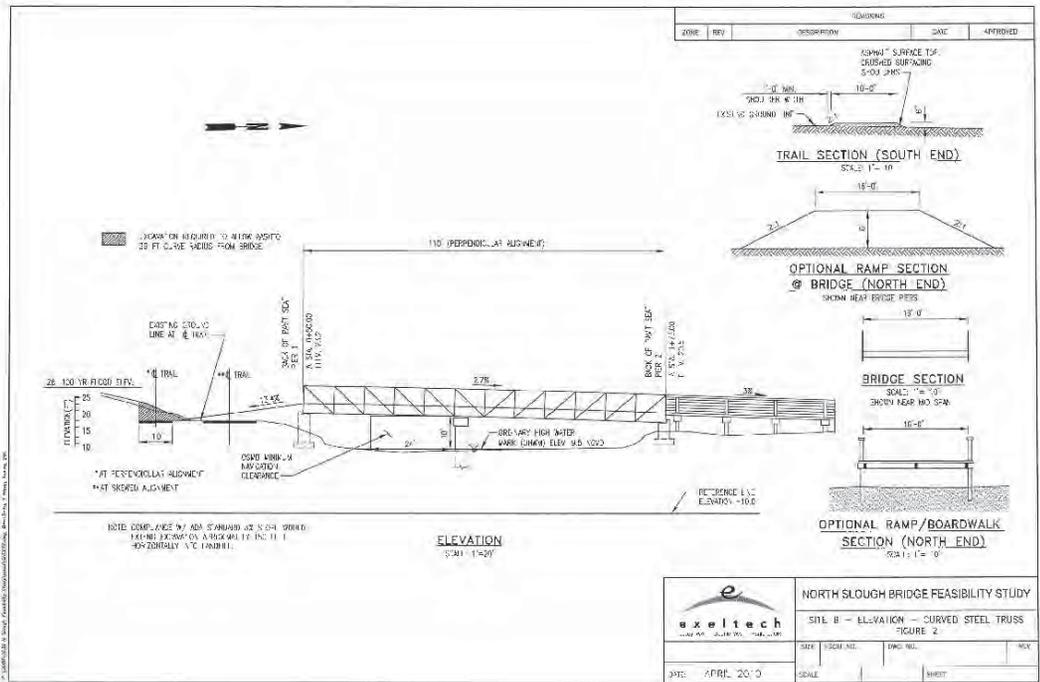
3 OVERLOOK TRAIL
 NTS



4 VIEW POINT
 NTS



5 OVERLOOK
 NTS



METRO OR DEA TO PROVIDE UPDATED BRIDGE SECTION

6 BRIDGE
 NTS

CONSULTANT:
 Landscape Architecture
 [New Line]
 Neve Ngran Associates
 1006 SE Grand Ave., Suite 250
 Portland, Oregon 97214
 phone: 503.239.0600
 fax: 503.239.0605

SMITH AND BYBEE WETLANDS NATURAL AREA
 COMPREHENSIVE NATURAL RESOURCE PLAN
 METRO
 SMITH AND BYBEE LAKES
 LAND USE REVIEW - NOT FOR CONSTRUCTION

REVISIONS	DATE	TITLE

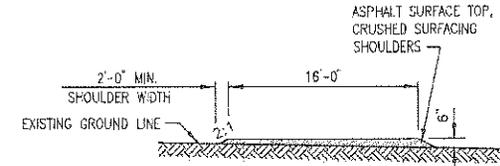
SHEET TITLE:
 REGIONAL TRAIL AND
 BRIDGE:
 DETAILS

SCALE: SEE PLAN
 DRAWN BY: OT
 CHECKED BY: BN
 SHEET
L1.6
 APPENDIX C6
 DATE: 6/13/12
 JOB NO.: NNA 1205

Willamette Greenway Trail: Chimney Park to Kelley Point Park

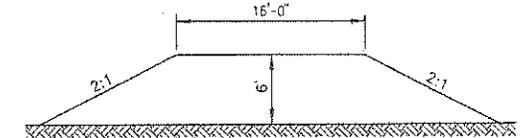
Proposed North Slough bike/pedestrian bridge

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED



TRAIL SECTION

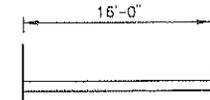
SCALE: 1" = 10'



OPTIONAL RAMP SECTION

⊙ BRIDGE (NORTH END)

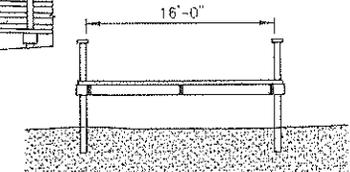
SHOWN NEAR BRIDGE PIERS



BRIDGE SECTION

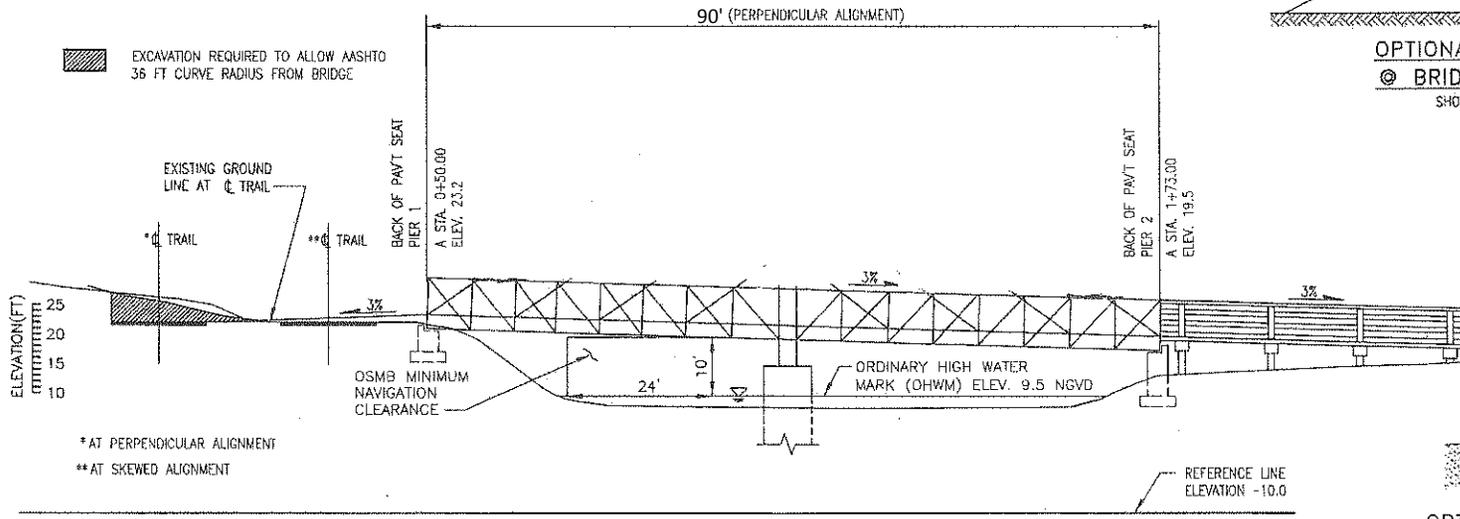
SCALE: 1" = 10'

SHOWN NEAR MID SPAN



OPTIONAL RAMP/BOARDWALK SECTION (NORTH END)

SCALE: 1" = 10'



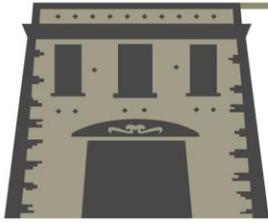
ELEVATION

SCALE: 1" = 20'

Applicant: Metro
 Contact: Jane Hart
 503-797-1585

 exeltech Lacey, WA Seattle, WA Portland, OR		NORTH SLOUGH BRIDGE FEASIBILITY STUDY		
		SITE A - ELEVATION - CABLE STAYED BRIDGE		
SIZE	FSCM NO.	DWG NO.	REV	
SCALE		SHEET	1 OF 5	

P. 1/2005 (06/27) M. Shuptrug, Feasibility Study (Level) (06/27/05) 2:27PM, Bureau 249



NORTH PORTLAND NEIGHBORHOOD SERVICES

2209 N. Schofield Street Portland Oregon 97217 info@npnscommunity.org

November 15, 2012

Mr. Jeff Flowers
Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

Re: Grant application to ODOT's Multimodal Transportation Enhance Program for
Willamette Greenway Trail Chimney Park to Kelley Point Park

North Portland Neighborhood Services (NPNS) supports Metro's grant application for construction of the Willamette Greenway Trail and related infrastructure connecting the new Chimney-Pier Bridge to Kelley Point Park.

NPNS represents 11 different neighborhood associations in North and Northeast Portland. This project gets an enthusiastic endorsement from a large and diverse community of property owners, renters, and small and large business owners.

Historically and currently, our district is the home of a regional landfill, the region's wastewater treatment plant, a heavily polluted Portland Harbor, the meat-packing industry, port functions, tanning companies, and other less than desirable industries and activities.

Today the landfill is closed and it is well on its way to becoming a spectacular natural area with views of the Columbia River. While it is not yet open to the public (Metro is under obligation to keep it closed until it is deemed safe and marketable methane has been harvested), it is on schedule to be open within the next five years. The landfill is bordered by a 2000 acre wetland and acres of our main employment area, the Port of Portland industrial sanctuary. Yet all this is effectively cut off to us by two huge physical barriers: Columbia Blvd (a designated freight corridor) and a Union Pacific main line.

This project aims to make this key connection. We who live and work here have hoped for this to happen for many years. It will make our community that much more livable to have transportation choices close to home. Please support us in making this real.

Tom Griffin-Valade
Director
North Portland Neighborhood Services

npGREENWAY
from the willamette to the columbia

November 20, 2012

Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

Attention: Mr. Jeff Flowers

Re: Grant application to ODOT's Multimodal Transportation Enhance Program for
Willamette Greenway Trail - Chimney Park to Kelley Point Park

Dear Mr. Flowers:

The board of npGreenway (Friends of the North Portland Greenway Trail) enthusiastically supports this important project.

npGreenway is actively engaged in advocating and supporting the realization of a 40 year old dream....a trail system providing access to and along the Willamette River enveloping the north riverfront from the Steel Bridge in downtown Portland to Cathedral Park near the St. Johns Bridge and extending through Baltimore Woods to Kelley Point Park. Our goal is to link North Portland neighborhoods with the Willamette River for recreation and access to jobs. This project will complete an important gap in the North Portland Greenway and help us meet our goal by linking North Portland neighborhoods to jobs in the Rivergate Industrial area to the north. In addition, this project will serve residents and visitors throughout the region who enjoy walking, running, cycling, skating, skateboarding, fishing, boating and being in nature.

This project builds on the momentum we have been working toward with a couple of other important "gap" projects: the Waud Bluff trail and the Pier/Chimney Park bridge. Each of these, like this project, overcome major physical obstacles in order to provide a seamless and safe connection for people to get the places they want to go. Of special concern is the trail crossing at N Columbia Blvd., a designated truck route. It is our understand that the grant request includes funds for an objective study to determine the best solution/design/cost for the Columbia Blvd. crossing and cover the construction cost to implement that solution.

Our members have worked with every organization and group that has been working on this project on the 10+ years it has been discussed. We have made a lot of progress in sorting out the details and have achieved broad consensus on how important it is to close this gap.

Please lend your support to this important cause.

Sincerely,

Francie Royce Co-Chair on behalf of the npGreenway board

Curt Schneider Co-Chair
Joe Adamski Secretary
Pam Arden Treasurer
Lenny Anderson
Beate Hoelscher
Shelly Oylear

40 MILE LOOP LAND TRUST

P.O. BOX 262
PORTLAND, OREGON 97207

Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

Attention: Mr. Jeff Flowers

Re: Grant application to ODOT's Multimodal Transportation Enhance Program for
Willamette Greenway Trail - Chimney Park to Kelley Point Park

Dear Mr. Flowers:

I am writing today to ensure that you know the 40 Mile Loop Land Trust is very supportive of Metro's grant application for construction of the Willamette Greenway Trail and related infrastructure connecting the new Chimney-Pier Bridge to Kelley Point Park.

The 40 Mile Loop Land Trust has worked diligently for over 30 years to realize a completed network of trails that would form a loop around the region knitting together the rivers, vistas and iconic landscapes of Portland – a vision first proposed in the 1903 Olmsted report to Portland City Council. Many parts of the Loop are now in place, including the Springwater Corridor, the Eastbank Esplanade, Peninsula Trail, and parts of Marine Drive. Every time a new segment is completed usage exceeds all expectations and the public embraces these facilities.

The particular segment proposed in the grant application would fill a critical gap in the Willamette Greenway and 40 Mile Loop. It leverages the investment made in the Pier-Chimney Bridge project by extending it north to the Smith and Bybee Natural Area and the Columbia River at Kelley Point Park. It will complete more than one third of the entire 10.5 mile North Portland Greenway Trail alignment which extends from Eastbank Esplanade to Kelley Point Park.

If you look at the entire loop today, you would see 85% of it is complete. What is left is the "hard stuff": gaps that need expensive bridges, difficult railroad crossings, challenging topography. Imagine a highway system that is missing a key interchange. We know what needs to be done and doing it will leverage the investments that have been made on either side of it.

This project enjoys broad support among the citizens of North Portland, business groups, tourism officials, and every affected jurisdiction. It is incredibly exciting and we urge you to make this dream happen.

Sincerely,

Robert E. Akers

President, 40 Mile Loop Land Trust

Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

Attention: Mr. Jeff Flowers



November 21, 2012

Re: Grant application to ODOT's Multimodal Transportation Enhance Program for
Willamette Greenway Trail - Chimney Park to Kelley Point Park

Dear Mr. Flowers:

The Intertwine Alliance is a coalition of more than 70 prominent non-profit organizations, businesses and public agencies working together to complete, protect and maintain the Portland – Vancouver region's network of parks, trails and natural areas and to more fully engage residents with the outdoors and nature. I am writing in support of the Chimney Park to Kelley Point Park segment of the Willamette Greenway Trail.

This project is a crucial connection in our growing urban trail network and key to one of the most important regional trails in the region. It will enable residents to walk and ride to their jobs; it will connect two largely intact trail segments; and it will improve access to a world-class wetland natural system from the highly urbanized adjacent neighborhoods. The project will alleviate a major transportation bottleneck and support the region's economy.

Much good work has been completed through a rigorous and thorough planning and engagement process. Please help us demonstrate that ambitious projects, hard work and patience can be rewarded with real life solutions.

Thank you for your attention.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike Wetter', with a long horizontal flourish extending to the right.

Mike Wetter
Executive Director

