



Transportation Project Sponsors

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

Organization Name:	City of Milwaukie		
Contact Person Name:	Kari Svanstrom	Title:	Associate Planner
Street Address:	6101 SE Johnson Creek Blvd.	Phone:	(503) 786-7653
City, State Zip:	Milwaukie, Oregon 97206		
E-mail:	svanstromk@ci.milwaukie.or.us		

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	\$965,000	
Non-Eligible Costs	\$0	
Total Transportation Project Cost	\$965,000	100%
Matching Funds	\$99,150	10.27%
Requested Funds	\$865,850	89.73%

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

The City of Milwaukie is proceeding with removal of the Kellogg Dam (box culvert and fish ladder) under the OR-99E bridge over Kellogg Creek. The removal of this dam will allow for the restoration of 14 acres of the lakebed to a natural, aesthetic, and recreational amenity in downtown Milwaukie. The Kellogg Creek pedestrian/bicycle underpass and multi-use trail project would improve bike and pedestrian mobility east-west across OR-99E/McLoughlin via a grade-separated crossing. It will also provide access to the newly restored natural area from the Trolley Trail and the future 17th Ave Connector (multi-use trail). The underpass and trail will provide a safe, attractive connection between downtown Milwaukie, the Main St Light Rail station and Riverfront Park and the Willamette River.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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.

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.

8. Project Problem Statement–REQUIRED

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

The box culvert beneath the OR 99-E bridge over Kellogg Creek is an integral part of the OR 99E bridge (last major construction 1934). The box culvert impounds Kellogg Lake just above the confluence with the Willamette River. The culvert and fish ladder structure (c 1990s), collectively called Kellogg Dam, are significant temporal barriers to fish passage, including for listed endangered species. The culvert was identified as the critical barrier to restoration of fish populations.

The City is proceeding with the removal of Kellogg Dam and restoration, and working with ODOT to replace the bridge at 99E. No funding has been identified for enhancement of bicycle and pedestrian access under 99E that would provide a grade-separated crossing of 99E and access to the new natural area.

9. Transportation Project Location–REQUIRED

City: <input type="text" value="Milwaukie"/>	County: <input type="text" value="Clackamas"/>
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)

Highway 99E/SE McLoughlin Blvd at Kellogg Creek in downtown Milwaukie (at 45°26'30.37"N, 122°38'31.09"W)

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 type="radio"/> Attached/Upload <input checked="" 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)

Description of work: Construct a pedestrian/bicycle underpass under 99E/McLoughlin Blvd and multi-use trail connecting Riverfront Park (via the underpass) to the future Kellogg Creek nature area and South downtown Milwaukie. The underpass will be suspended under 99E or attached to the bridge abutments and then transition to an at-grade multi-use trail to the east and west of the 99E bridge.

This project is part of a larger project to remove Kellogg Dam and reconstruct the 99E bridge at this location. Environmental remediation and all required environmental studies (creek contamination, bathymetry, hydrology, etc.) will be performed by Wildlands, a habitat development and land management company working as the project developer for the City to develop and operate a conservation bank. Engineering analysis geotech, etc.) and design for the 99E bridge replacement will provide the base engineering studies needed for the trail, and the dam removal and reconstruction of the bridge will provide the additional span of the bridge and excavation and re-contouring required for the underpass construction.

Practical design: The underpass is one part of the larger Kellogg for Coho Initiative (KFCI), which includes 1) the Kellogg dam removal project and extensive environmental remediation project for the Kellogg Creek area, 2) reconstruction of the 99E bridge over the creek, which would include a wider bridge with improved bicycle/pedestrian facilities. The project is also part of the City's South Downtown Plan to connect Riverfront Park to south downtown and the Adams Street Connector (a pedestrian/bicycle street) connecting the new Milwaukie Main St light rail station to downtown.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Much of the ground work and required environmental studies needed for this project are being completed through other grant and funding methods as part of the KFCI and reconstruction of the bridge, thus this underpass and multi-use trail is much more cost-effective than if done as a separate project.

Phases: The underpass project is one phase of the larger KFCI. The project itself cannot be done in phases, and will likely need to coincide with the 99E bridge reconstruction.

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 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
March 2016	Bid Let Date
May 2016	Construction Contract Award
June 2017	Construction Complete
NA	Capital Equipment Purchase
June 2017	Operations/Service Begin
October 2015	Other Major Milestone: Contract for Engineering
December 2017	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.

The project is consistent with the Milwaukie Comprehensive Plan (elements: Natural Resources, p. 3-14 to 3-18; Willamette Greenway p. 4-37 to 4-40;), the City's Downtown and Riverfront Land Use Framework Plan (p. 10-11 and 17-21), the South Downtown Concept Plan (p. 29). Now that planning for the removal of Kellogg Dam is underway, both enhanced bicycle/ped. crossing of Kellogg Creek at 99E (N/S) and bicycle/ped. connections from Riverfront Park under 99E (E/W) and into the Kellogg Creek Natural Area are being incorporated into the City's TSP update. The City's Riverfront Park design concept includes this underpass.

The proposed project is not only consistent with these plans, it is a key element of the City's Parks and Open Space strategy for restoring Kellogg Creek as a recreation and natural area that includes opportunities for active and passive recreation. The multi-use trail under 99E and into the Kellogg Creek Park and Natural Area (possible with the removal of Kellogg Dam) will create an access point that connects to the larger trail system, including the new pedestrian/bicycle bridge being constructed under TriMet's light rail bridge over Kellogg Lake.

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.

This project is consistent with OTP Strategy 1.1 by making the walking and bicycling crossing of 99E safer by providing a grade-separated crossing under 99E/McLoughlin at Kellogg Creek, and by improving the N/S pedestrian and bicycling corridor along 99E, which will help link the Trolley Trail south of Kellogg Creek, to downtown Milwaukie, Riverfront Park, and the future 17th Ave multi-trail connection to the Springwater Corridor. This will be an important link in the region's trail system. This project will also provide a link for pedestrians and cyclists to the downtown Milwaukie Light Rail station.

This project responds to OHP Action 1G.1 Priority 2: "Improve efficiency and capacity of existing highway facilities" by providing better access for alternative modes along 99E at Kellogg Creek and by making 'off-system improvements' for cyclists and pedestrians crossing 99E at this location.

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?

The proposed project improves the ability of pedestrians and cyclists to cross 99E through a grade-separated crossing (underpass) to the future Kellogg Creek natural area and downtown Milwaukie, including the Milwaukie Main St light rail station.

In addition, this project creates connections within the regional trail system by connecting trails in Riverfront Park up to Springwater Corridor to this natural area. The crossing over 99E (done as part of the bridge replacement project) will improve bicycle/pedestrian access along 99E to the Trolley Trail.

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?

The underpass project will enhance connections to pedestrian and bicycle facilities that are both existing (Trolley Trail, Springwater Corridor) and a number of projects that are being funded through other programs (pedestrian/bicycle bridge south over the eastern portion of Kellogg Creek along the light rail corridor, Adams Street Connector [a pedestrian/bicycle street connecting the light rail station to Main Street Milwaukie and Dogwood Park], the 17th Ave multi-use trail connector project, and Riverfront Park renovation).

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 underpass for cyclists and pedestrians under 99E will link two prime natural areas to each other and to downtown Milwaukie: Riverfront Park (currently undergoing a major renovation and upgrade) and the future Kellogg Creek natural area.

The underpass and bicycle and pedestrian enhancements along 99E will improve connections between several multi-use trails that connect through this area.

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 restoration of Kellogg Creek will create the opportunity to greatly enhance downtown Milwaukie's open space and recreation opportunities. Creating linkages for pedestrians and cyclists between the two major features - the Willamette River/Riverfront Park and Kellogg Creek Natural Area - will enhance the profile of both projects and promote this area as a recreation destination in the region. The underpass will connect the light rail station to the Riverfront, increasing the use and support for the Park and the public events held there. Development in the South Downtown area will be more attractive with a direct connection to the City's Riverfront Park. This is especially true given its proximity to the new Milwaukie Main Street light rail station just a block away, and with a new pedestrian connection on Adams Street that will lead from the station to Kellogg Creek at 99E.

This project will be leveraged with other significant capital investments currently being made in the revitalization of downtown Milwaukie - the Kellogg Dam removal (Kellogg for Coho), Riverfront Park, Portland to Milwaukie light rail, the Adams Street Connector (a new pedestrian connection from the Main St light rail station to Dogwood Park and the Kellogg Creek Natural Area.

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 project is part of the larger Kellogg for Coho initiative, which includes the Kellogg dam removal, extensive environmental mitigation, 14 acres of habitat restoration and almost 9 miles of stream habitat and fish passage restoration. This includes crucial habitat for Endangered Species Act-listed species (Lower Columbia coho and Spring Chinook salmon, and Steelhead) . The underpass will provide access and educational opportunities for the public to experience the creek and its wildlife. The trail will allow all area residents to access a natural area that is currently completely inaccessible.

In addition to introducing access to the Kellogg Creek Natural Area, the improved linkages made by this project will help promote alternative modes of transportation, including bicycling, walking, and light rail, by tying into existing trails and the light rail system.

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?

This project is located at the south side of downtown Milwaukie, and, together with the Kellogg Dam removal and restoration project and the light rail station and Adams Street connector, is a critical element in the community's efforts to revitalize the downtown area. The reconstructed 99E bridge and underpass connections will improve Milwaukie's infrastructure in the developing South Downtown area. As the area revitalizes, it will attract additional (compact and mixed-use) development in the downtown area.

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?

The overall project will enhance bicycling and walking amenities as well as access into park and natural areas within the City and County park system. The underpass and multi-use trail will enhance access into a newly restored natural area and provide linkages between Kronberg Park and Riverfront Park.

As the project is adjacent to an urbanized downtown environment, with a future light rail transit station immediately adjacent, providing tremendous opportunity for public education about environmental issues as well as wildlife viewing opportunities. The underpass and dam removal will improve the aesthetics and ecology of the natural environment at Kellogg Creek, making this an attractive recreational and environmental education destination.

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 underpass will provide a grade-separated crossing of 99E for cyclists and pedestrians crossing between downtown Milwaukie and the Main St light rail station and Riverfront Park. The underpass is expected to reduce the number of pedestrians and cyclists crossing 99E at grade on the south side of downtown.

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?

Given its location in the downtown area, the underpass and multi-use trail will be utilized by many sectors of the public, from the many visitors to Riverfront Park and the Willamette River, to those visiting downtown Milwaukie via the Main St light rail station, bicycle and pedestrian commuters, and residents of the downtown/ Historic Milwaukie and Island Station neighborhoods in the City.

Approximately 750,000 people live within 15 minutes of Riverfront Park, which is expected to generate over 100,000 visitors annually after its renovation is complete. A connection into the Kellogg Creek nature area via the underpass and multi-use trail at the south end of the park would greatly benefit these visitors.

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?

North Clackamas Parks and Recreation District (NCPD) currently maintains Riverfront Park, Dogwood Park, and Kronberg Park through an IGA with the City of Milwaukie. NCPD will maintain the trail west of 99E (in Riverfront Park) through this existing agreement. The City of Milwaukie is collaborating with NCPD to incorporate the new natural area, including the underpass and trail east of 99E into the IGA. If, for some reason, this does not occur, the City of Milwaukie will operate/ maintain this portion of the trail.



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	\$25,000	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$155,000	
Environmental Work	\$0	
Coordination and Outreach	\$3,000	
Leased Space	\$0	
Building purchase and/or Right of Way	\$0	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$183,000
Utility Relocation	\$0	
Construction	\$782,000	
Construction Project Costs Total		\$782,000
Total Eligible Project Cost		\$965,000
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.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Milwaukie	\$99,150	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$99,150	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.

Clackamas County Water Environment Services, North Clackamas Urban Watersheds Council, Johnson Creek Watershed Council, North Clackamas Parks and Recreation District, Metro, NOAA, ODOT, Oregon DEQ, Oregon Dept. of Fish and Wildlife, TriMet, US Army Corps of Engineers, US Fish and Wildlife



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.

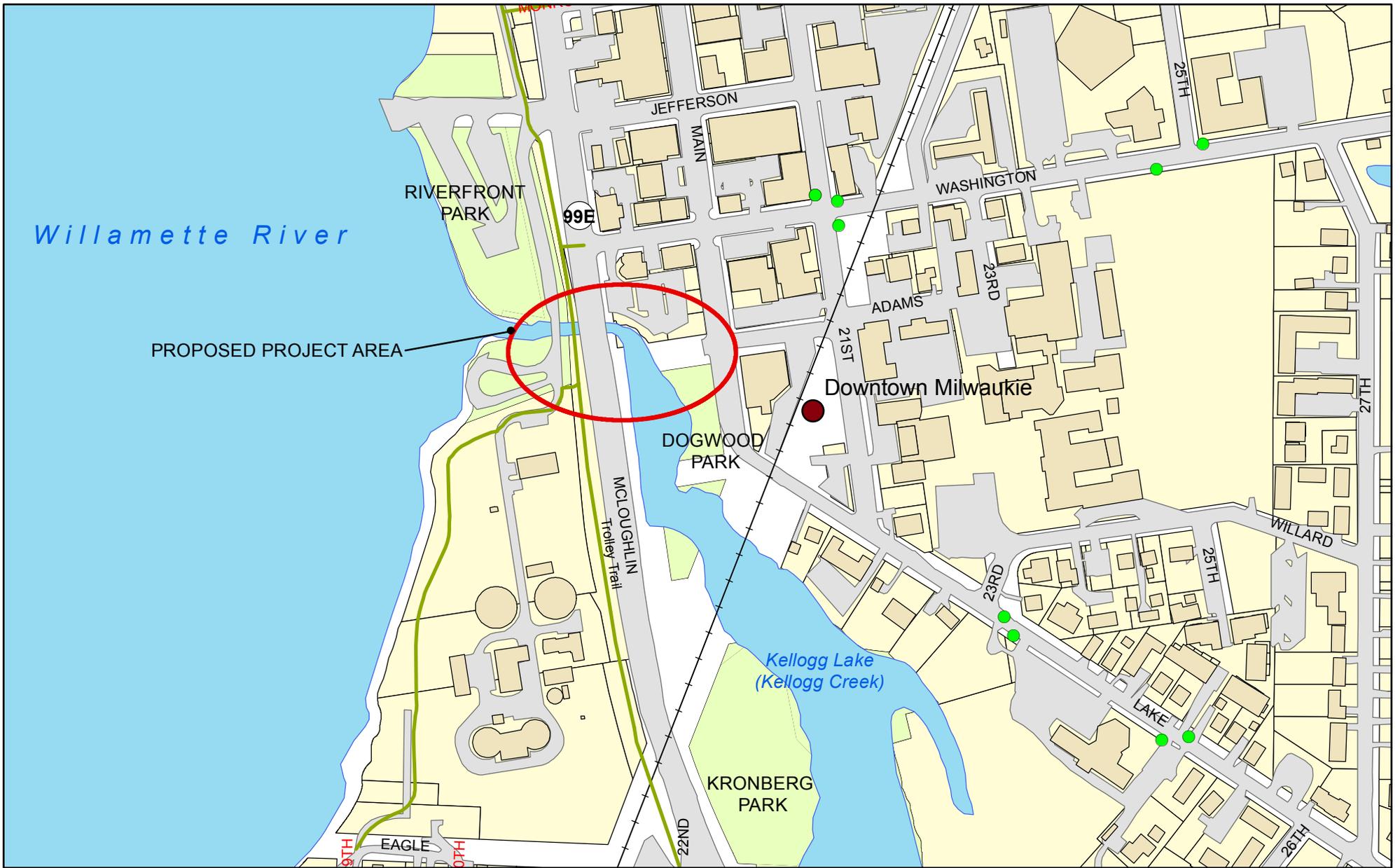


KELLOGG CREEK UNDERPASS AND MULTI-USE TRAIL

99E/McLoughlin at Kellogg Creek

AERIAL MAP





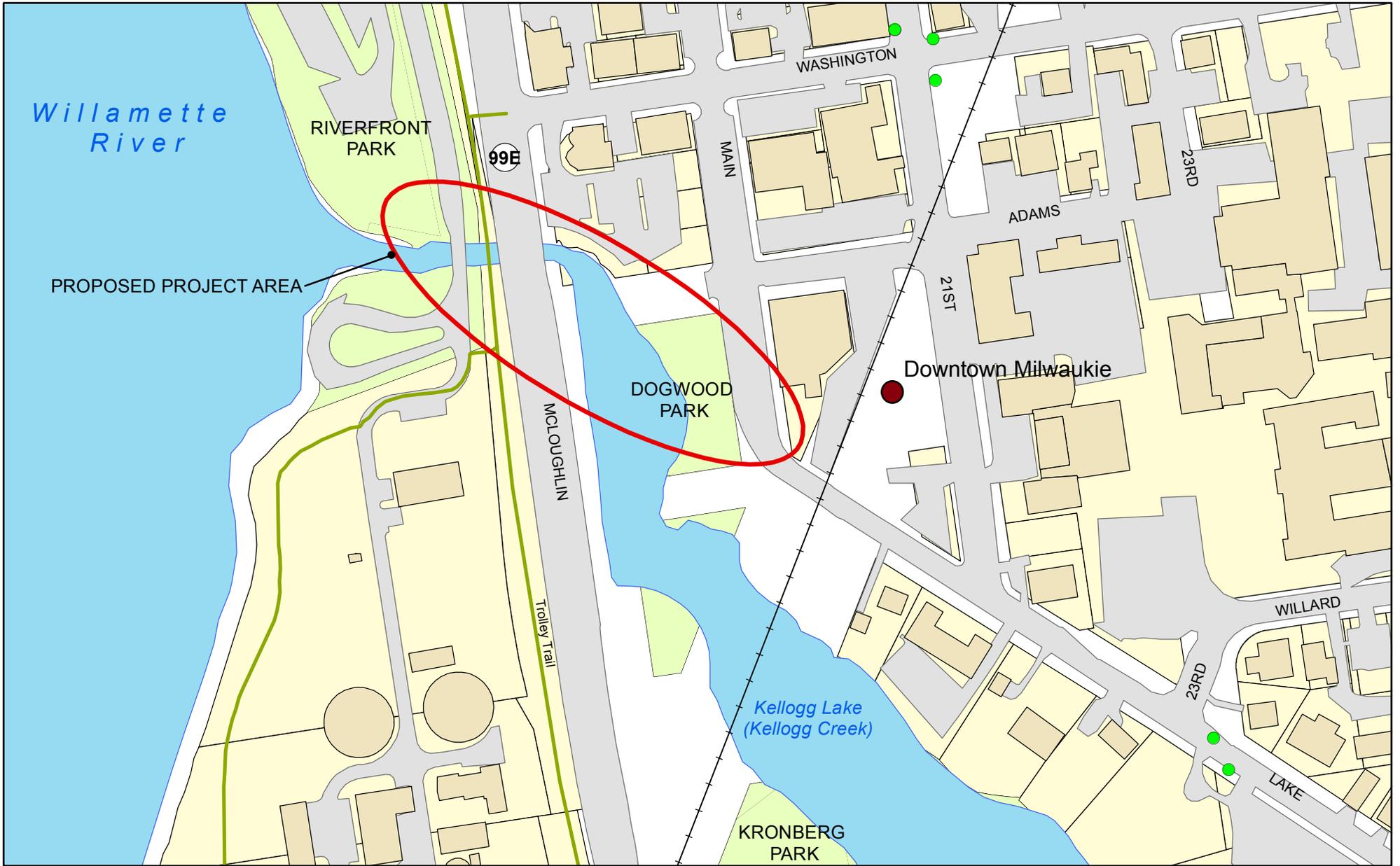
KELLOGG CREEK UNDERPASS AND MULTI-USE TRAIL

VICINITY MAP



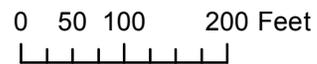
Legend

- Light Rail Station
- TriMet Bus Stops
- Trails
- Parks



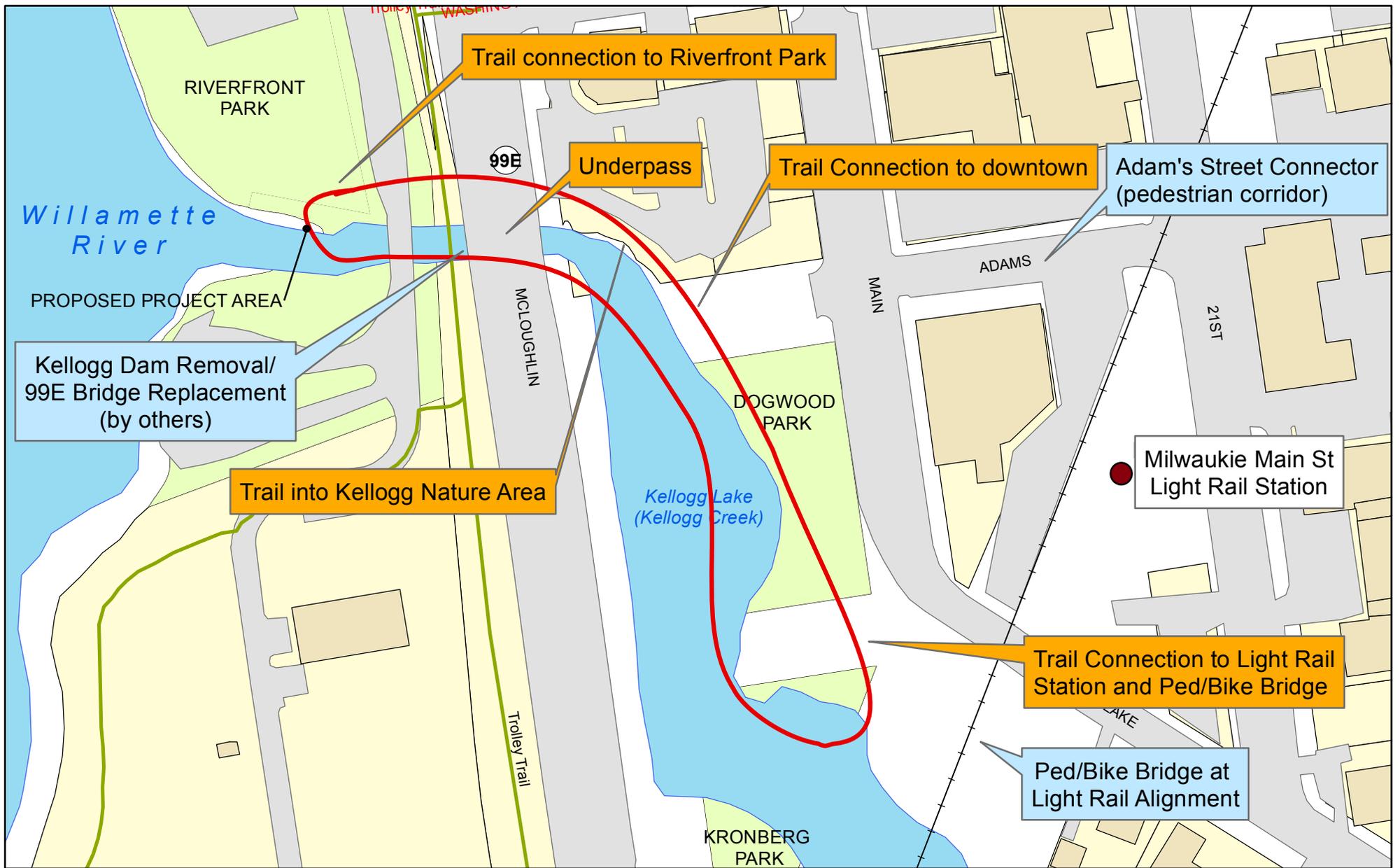
KELLOGG CREEK UNDERPASS AND MULTI-USE TRAIL

EXISTING CONDITIONS SITE MAP



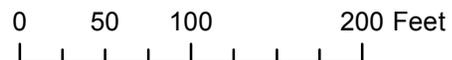
Legend

- Light Rail Station
- TriMet Bus Stops
- Trails
- Parks



KELLOGG CREEK UNDERPASS AND MULTI-USE TRAIL

SITE MAP



Legend

- Light Rail Station
- TriMet Bus Stops
- Parks
- Underpass and Multi-Use Trail
- Other Area Projects