



Regional Freight Investments Projects

Name of Project Basalt Creek Ext: Grahams Ferry Rd to Boones Ferry Rd

(project name will be adjusted to comply with ODOT naming convention if necessary)

Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at:

<http://www.oregonmetro.gov/rffa>. Please complete the following:

Project Definition

Project Description

- Facility or area: street(s), intersection(s), or area:

Basalt Creek Parkway in the Basalt Creek Planning Area

- Beginning facility or milepost (west or north end): Grahams Ferry Road
- Ending facility or milepost (east or south end): Boones Ferry Road
- Provide a brief description of the project elements:

Response: This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area. The extension of Basalt Creek Parkway would have an east-west alignment that would cross the Seely Ditch with a 600 foot long bridge at a location that minimizes bridge length and provides excellent slopes to support a bridge structure.

- City (ies): Tualatin, Wilsonville
- County(ies): Washington County

Base project information

- Corresponding RTP project number(s) for the nominated project.

Response: The Basalt Creek Parkway extension is RTP Project #11470, which would construct a new 5-lane east-west arterial with bike lanes and sidewalks between Grahams Ferry Road and Boones Ferry Road.

- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).

Response: A completed Public Engagement and Non-discrimination checklist is attached.

- Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: decrease delay for freight vehicles in accessing the X industrial area from Interstate 205 to accommodate expected growth in the consolidation and

distribution of A, B, C commodity sectors. Project will have co-benefit of reducing transit delay on the ZZ Frequent Bus line from the Y area that has significant populations of persons with low-income).

Response: The project:

- (1) Reduces freight vehicle delay while increasing freight reliability and access for the development of 1,700 acres of surrounding industrial and employment lands in Basalt Creek, Coffee Creek, West Railroad, Southwest Tualatin Concept, and Tonquin Employment planning areas.
 - (2) Provides system link improvements that would lower gas consumption, and reduce air toxics and particulate matter.
 - (3) Removes constraints from development of industrial lands supporting the creation of family wage jobs that provide social inclusion.
 - (4) Increases safety and mitigates conflicts between freight movements with commuting bicyclists by separating the cyclists from the vehicular lanes used by freight.
 - (5) Result in a reduction of freight detours through Environmental Justice communities, reducing impacts such as noise and emissions.
 - (6) Leverage unallocated remaining MSTIP funds in the Basalt Creek Planning Area, where \$51 million in transportation improvements is already being invested in short-term projects.
 - (7) Provides multi-modal improvements within the project extents, and decreases the need for expansion of SW Grahams Ferry Road and SW Day Road.
- Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance).

Response: Post implementation metrics are proposed for measuring the effectiveness of the project construction on safety, freight mobility, and industrial development.

Safety effectiveness would be measured through monitoring crash rates, severity, and types of crashes during design and then again when at least one year of data is available after project construction.

Freight mobility effectiveness would be measured by determining the difference in intersection operational level of service (LOS) for the primary truck-turning movements. Intersection traffic counts would be taken that reflects vehicle type as well as volumes. The LOS would be determined during design and then again approximately one year after project construction. The project would be considered successful for freight mobility if the LOS for the primary truck-turning movements is improved.

Effectiveness for the project's ability to support industrial development would be evidenced by issuance of land development permits to Title 4 lands designated by Metro as Employment, Industrial, or Regionally Significant Industrial Area within the vicinity. Specifically, the project would be deemed successful if development permits are issued to any industrial or commercial development that adds trips to the Basalt Creek/Grahams Ferry Road intersection, Grahams Ferry Road/Day Road intersection, or Basalt Creek/Boones Ferry Road intersection, but does not result in additional intersection improvements being required. Development effectiveness would be assessed at one year after project construction. If effectiveness is not yet apparent, this metric would be assessed again at three years after project construction.

Project Cost and Funding Request Summary

- Attach a completed Cost Methodology worksheet (see Appendix E or alternative cost methodology). Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support.

Response: The attached project cost estimate was determined based upon a methodology worksheet similar to the one provided in Appendix E. To support the provided estimate is Part I, II, and III of the ODOT Project Prospectus for Basalt Creek Pkwy: Grahams Ferry Rd - Boones Ferry Rd for Key Number 19358.

The Right-of-Way estimate was developed by County Right-of-Way staff. Parcels potentially impacted by the Basalt Creek Parkway Extension were recently appraised as part of either the County's 2013 Boones Ferry Road Widening, or the current SW 124th Avenue Extension Project. The Right-of-Way agent had access to recent appraisals in the area as well as relocation costs, demolitions and land uses.

The project will be commencing the P.E. phase upon the impending execution of Washington County's agreement with ODOT. The project's design and permitting will be completed in time for these funds to be obligated and the right-of-way to be acquired within the 2019-21 timeframe.

Local match funds through the MSTIP Opportunity Fund have been approved for use upon RFFA Award. The project is supported politically by the Washington County Coordinating Committee, City of Tualatin, City of Wilsonville, and City of Sherwood. Letters of support have been provided by the City of Tualatin and City of Wilsonville.

- Total project cost
(Include and describe any cost elements beyond those funded by the request + match):

Response: The total project cost is estimated at about \$31,178,000. The applicant notes that this is less than the \$57,900,000 indicated in the 2014 RTP, which also included costs for the

portion of Basalt Creek Parkway now under construction between 124th Avenue and Grahams Ferry Road.

The P.E. and Environmental phases are estimated at \$2,376,017 total. The Right-of-Way phase is estimated at \$4,000,000 total. The construction phase, including overall project contingencies, is estimated at \$28,798,000.

- RFFA funding request by project phase:
(e.g. Project Development, P.E., Environmental, ROW acquisition, Construction)

Response: The applicant requests \$3,000,000 in 19-21 RFFA funds for the Right-of-Way phase.

- Local match or other funds
(Minimum match = 10.27% of funds requested + match):

Response: The applicant is committed to the \$308,100 minimum match plus an additional \$691,900, together totaling \$1,000,000. Washington County's commitment represents 33.33% match of the funds requested, and would be provided by the MSTIP Opportunity Funds.

Map of project area

- Provide a map of the project consistent with instructions in Appendix B.

Response: A map of the project is attached, and consistent with the instructions in Appendix B.

Project sponsor agency

Contact information (phone # & email) for:

- Application lead staff - Russell Knoebel, Principal Engineer,
Russell_Knoebel@co.washington.or.us, (503) 846-7861
- Project Manager (or assigning manager) - Renus Kelfkens, Project Manager,
Renus_Kelfkens@co.washington.or.us, (503) 846-7808
- Project Engineer (or assigning manager) - Russell Knoebel
- Describe the agency's record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why.

Response: To date, Washington County has never failed to deliver a federal aid transportation project, and is an agency well experienced in delivering projects with ODOT review and administration. Washington County has delivered numerous federal aid transportation projects in recent years, including Oleson Road Bridge over Fanno Creek, nine American Recovery and Reinvestment Act of 2009 (ARRA) projects, Meacham Road Bridge over Dairy Creek, the Banks-Vernonia Trail Extension, and Tualatin Sherwood Road ITS Phase 1. Within this same period, the County delivered several projects successfully for the Oregon Jobs in Transportation Act as well as projects with County and City funding. Washington County continues to deliver federal aid projects including Safe Routes to School projects, and Tualatin Sherwood Road ITS Phase 2 currently in construction.

- Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.

Response: Washington County is a robust organization with proven experience in transportation planning and capital project management. The Land Use and Transportation Department routinely handles numerous planning and capital projects at any given time, including 47 current capital projects and numerous transportation planning projects. The Engineering and Construction Services Division alone delivers an estimated \$50 million annually in projects of various sizes and complexities.

Washington County has committed funding set-aside through the P.E., Environmental, and Right-of-Way phases via the Major Streets and Transportation Improvement Program (MSTIP) 3d and MSTIP Opportunity Funds.

Highest priority criteria

1. What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project?

Response: Washington County has committed an expenditure of \$51 million to roadway and freight infrastructure within this project's general vicinity through design and current construction of the 124th Avenue Extension, realignment and widening of Tonquin Road, constructing Basalt Creek Parkway from Tonquin Road to Grahams Ferry Road, widening and improving the profile of Grahams Ferry Road from Tonquin Road to Day Road, and widening and safety improvements on Boones Ferry Road from Norwood Street to Day Road.

In addition to the \$51 million mentioned above, the Basalt Creek Extension's Preliminary Engineering (P.E.) and Environmental phases are funded at their estimated \$2,376,017 total. Funding is through the STP (16-18 RFFA Award) of \$2,132,000 plus \$244,017 in Washington County MSTIP 3d funds.

Washington County MSTIP Opportunity Funds would provide \$1,000,000 towards the Right-of-Way Phase, with the requested 19-21 RFFA Award providing the remaining \$3,000,000 to complete the right-of-way acquisitions. The project would not receive the MSTIP Opportunity Funds if the RFFA is not awarded.

The project's \$28,798,000 construction phase is currently unfunded. However, the project is listed on Washington County's MSTIP 3e 150% Project List, with up to \$4,000,000 identified in the 5 year funding cycle between FY 18-19 and FY 22-23. The MSIP 3e funding would be used as the construction phase local match of approximately \$3,000,000 for federal fiscal aid through the STP, with any excess amounts reimbursing the MSTIP Opportunity Fund.

This 19-21 RFFA Award would allow the MSTIP 3e funds to be leveraged and secure the construction phase funding identified through the STP.

With the P.E. phase funded and IGA's between Washington County and ODOT to commence the project's design, all of the funding would be aligned to deliver a completed project within the MSTIP 3e funding cycle.

The project is also expected to leverage private investments in the area for development and infrastructure. The Industrial Site Readiness project conducted by Washington County in 2014 and 2015 studied 7 large-lot industrial sites (25+ acres) in the South County Industrial Area, adjacent to or near Basalt Creek Parkway. This Metro CPGD grant-funded study identified that infrastructure and annexation are the two largest barriers to development of these sites. The new extension of 124th Avenue and the proposed extension of Basalt Creek Parkway will make the area more attractive for investment. The County is partnering with the Tualatin Valley Water District on aligning the 124th Avenue road project with the Willamette Water Supply pipeline investment, and has identified other opportunities to align investments cost-effectively. Investing in the transportation system of this area will impact the economic vitality of the entire region.

2. Describe the freight vehicle delay problem and how the proposed project will reduce this problem.

Response: Upon completion of the current construction of the 124th Avenue extension and Basalt Creek Parkway from 124th Avenue to Grahams Ferry Road, the corridor route to provide industrial access to I-5 and Elligsen Road interchange will be through Day Road. The resulting route along Grahams Ferry Road and Day Road is projected to exceed each facility's 3 lane capacity in the PM peak hour by 2020. The intersection of Grahams Ferry Road/Day Road is projected to be nearing its mobility standard under the 2020 scenario, projected to have a volume/capacity ratio of 0.98 and congesting the through traffic and left-turning freight movement between the industrial lands and the interstate freeway.

This project is intended to provide an alternate freight route to Interstate 5 southbound at Elligsen Road via SW Boones Ferry Road. This will result in more freight reliability by offering routes that allow right turns and through movements, instead of left turns. As documented in the Basalt Creek Transportation Refinement Plan, this project would construct the key new roadway link that addresses a location with known reliability issues. It will prolong the use of the available capacity of Grahams Ferry Road at least 10 years.

3. How will the proposed project increase freight access to industrial lands, employment centers and local businesses, and/or rail facilities for regional shippers?

Response: The Basalt Creek Extension project is located amidst several industrial land planning areas, and also serves existing employment centers, trucking businesses, quarries, and industrial sites.

The project site is located within Basalt Creek Planning Area, identified by Metro to be a Regionally Significant Industrial Area. The project would also serve the West Railroad Planning Area and Coffee Creek Planning Area. These 775 acres of industrial lands currently rely on capacity along Grahams Ferry Road. The Southwest Tualatin Concept Planning Area, a

614 acre industrial area to the west, has identified Grahams Ferry Road as a key route to access Interstate 5. Likewise, the Tonquin Employment Area further west on Tonquin Road will add trips to access Interstate 5 as its 300 acres of industrial lands develop.

In total, the project would provide safe freight access and reduced delays to approximately 1,700 acres of industrial and employment lands. The freight safety and access benefits would be realized both during their construction (quarries, asphalt, and concrete plants are located to the west) and afterward as freight increases to serve the developments themselves.

4. How will the proposed project help support economic sectors that are low-carbon and resource efficient? How will the proposed project offer economic opportunities for Environmental Justice or underserved communities?

Response: The new roadway link will allow the surrounding 1,700 acres of industrial lands to be more "development ready" attracting those economic sectors that are low-carbon and resource efficient, such as industrial production of solar products, LED products, and smart appliances. The new roadway link itself will accommodate the looping of utility pathways, whose availability, proximity, and reliability is extremely important in the go/no-go decision of siting industrial developments.

The roadway and bridge construction will directly create family-wage jobs available to Environmental Justice and underserved communities, as well as be a catalyst of family-wage job creation within the adjacent industrial areas.

Higher priority criteria

5. How will the proposed project improve safety? Describe how conflicts between freight vehicles and active transportation or other modes will be removed or mitigated.

Response: Potential conflicts between freight and existing commuting bicyclists are a safety concern within the general project vicinity. Cyclists commute along Grahams Ferry Road and along Boones Ferry Road between the residential areas of Tualatin to the north and the Coffee Creek and City of Wilsonville industrial areas to the south. The undulating terrain can be challenging for these active transportation choices. Commuting cyclists have been seen to accelerate downhill in order to increase their momentum for uphill climbs, rolling through intersections instead of stopping.

In order to mitigate the potential conflicts between freight and active transportation, the improvements would provide intersection approach profile grades between 2-3% with adequate sight distance for vehicles, trucks, and cyclists alike. This will decrease the likelihood of cyclists rolling through the intersection. Intersection crossings at Grahams Ferry Road and Boones Ferry Road would be signalized.

Additionally, the new roadway will include, at a minimum, buffered bike lanes (5 ft wide, with 2 ft buffers) and sidewalks to separate cyclists and pedestrians from the vehicular lanes used by freight. Intersections would have corner radii accommodating the freight turn movements

while clearly demarking areas and movements for pedestrians and cyclists in accordance with the NATCO guidelines.

Although additional roadway approaches are not currently planned to introduce new conflict areas, grade separated crossings of non-vehicular modes, such as a north-south trail being planned in the Basalt Creek Concept Plan, would occur in the future under the proposed 600 ft long bridge or an undercrossing of Basalt Creek Parkway. In addition, the bridge width would allow for any future east-west trail connections in the Basalt Creek Concept Plan to the Ice Age Tonquin Trail.

6. How will the proposed project reduce air toxics or particulate matter in the project area? What is the current air quality condition of the project area? What strategies (e.g. diesel retrofit trucks, engine change outs, etc.) will be used during construction and after the implementation (e.g. diesel retrofit trucks, etc.) of the project to reduce air pollution?

Response: The proposed project is in an area relatively near Interstate 5, mapped by the Regional Equity Atlas to have 21 to 40 times above the State of Oregon's clean air benchmarks.

The Basalt Creek Extension project would reduce vehicle and freight VMT by providing a new limited access roadway link that serves as an alternate route to other more congested options. By allowing a more direct route, vehicle and freight idling will be reduced, preventing air pollution that would otherwise occur.

7. Describe the EJ communities which are in proximity to the proposed project area. How will the project reduce the impacts of freight movement on these communities (e.g. reduced noise, traffic, land use conflicts, emissions, etc.)?

Response: The Regional Equity Atlas indicates "Above 20.75% Populations of Color" are located in south Tualatin census tracts north of SW Avery Street, and in north Wilsonville census tracts, south of SW Elligsen Road. Most of the same Tualatin and Wilsonville census tracts also indicate an "Above 6.73% Populations in Poverty". The general project vicinity indicates "Above 23.68% Youth (ages 0-17)". These communities more frequently use active transportation choices, where proximity to high volumes of freight traffic may make their modes of travel feel unsafe.

The Basalt Creek Transportation Refinement Plan Technical Report, Figure 53, shows that with the Basalt Creek Extension in place, traffic would be reduced on nearly all roads in the south Tualatin EJ communities, reducing noise, emissions, and land use conflicts. As shown on the Technical Report's Figure 55, traffic would additionally be reduced in the north Wilsonville EJ communities west of Interstate 5. The project's proposed roadway extension would therefore help minimize freight related impacts of the industrializing community located these two EJ community centers.

By providing this new roadway link, thereby reducing freight traffic through the proximate EJ communities, the project increases safety for active transportation choices, increasing transportation equity.

8. Describe the freight reliability issues the proposed project is intended to address. What are the anticipated improvements to reliability this project will deliver?

Response: Upon completion of the current construction of the 124th Avenue extension and Basalt Creek Parkway from 124th Avenue to Grahams Ferry Road, the corridor route to provide industrial access to Interstate 5 and Elligsen Road interchange will be through Day Road. The resulting route along Grahams Ferry Road and Day road is projected to exceed each roadway's 3 lane capacity by 2020. The intersection of Grahams Ferry Road/Day Road is projected to be nearing its mobility standard under the 2020 scenario, congesting the left-turning freight movement between the industrial lands and the interstate freeway.

This project is intended to provide an alternate freight route to Interstate 5 southbound at Elligsen Road via SW Boones Ferry Road. This will result in more freight reliability by offering routes that allow right turns and through movements, instead of left turns. As documented in the Basalt Creek Transportation Refinement Plan, this project would construct the key new roadway link to addresses a location will have known reliability issues.

A 2013 letter from Knife River states that improvements in this area would have an immediate impact to delivery times and make delivery more reliable. The letter states that Knife River intends to maintain operations in this area for a long time in the future and they see improvements to roads in this area as investments in the future by decreasing freight vehicle delay and increasing freight reliability and safety.

Priority criteria

9. Why may the proposed project not be eligible to receive funding from other potential sources? Is the project of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources such as state trust fund pass through to local agencies, local bridge program, or large state funding programs (Modernization, Bridge, Preservation, etc.), or have any other significant sources of funds?

Response: The proposed project is a new arterial roadway with a long bridge crossing natural resources in a developing Regionally-Significant Industrial Area. It is intended to be constructed before the inevitable traffic congestion problem, to spur development more quickly. The large state funding programs are geared toward those that enhance and replace existing infrastructure, rather than construct new roadway links.

The project is not eligible to receive Congestion Mitigation and Air Quality Improvement funds as it is not one of the 17 project types that may qualify. Although the project includes a new bridge, it does not qualify for Local Agency Bridge funding since it would not be a bridge replacement or rehabilitation.

The STP Allocation to Cities, MPOs & Counties, with local match, is funding the P.E. phase under ODOT Key 19358. With the large overall project cost, funding from every available source will be necessary to complete the project.

These project improvements would exceed the development requirements conditioned upon adjacent property owners as part of the normal course of development. Due to the large changes in grade, anticipated bridge and retaining walls, and their associated impacts to properties not in their control, a public agency improvement would be required.

10. Describe how the proposed project reduces the need to expand highway capacity.

Response: This final link of Basalt Creek Parkway will reduce the need to expand Day Road, the existing roadway parallel route to the south, and Grahams Ferry Road, the connecting road between SW Day Road and Basalt Creek Parkway. Both facilities will realize increased congestion as industrial development occurs within the surrounding 1,700 acres.

According to the Basalt Creek Transportation Refinement Plan, the traffic benefits of Basalt Creek Parkway between Tonquin Road and Grahams Ferry Road (now in construction) will not be realized until this project is completed. Without the proposed improvements, both Day Road and Grahams Ferry Road could experience significant congestion, delaying freight travel to and from Interstate 5.

11. Describe how the proposed project addresses issues and improves connectivity among multiple freight modes.

Response: The extension of Basalt Creek Parkway would improve the freight access between the 1,700 acres of surrounding Regionally-Significant Industrial Areas and Interstate 5, a statewide freight corridor. The freight-designated truck route would create a new connection between Grahams Ferry Road and Boones Ferry Road, two designated truck routes. It would provide the final link creating a through over-dimensional truck route along SW 124th Avenue and Basalt Creek Parkway, between Highway 99W to the northwest and Boones Ferry Road to the southeast.

The project will also complete a portion of the "Southern Arterial", as described in the I-5 to 99W Connector Study, providing an arterial connection between 99W and Interstate 5 between Sherwood and Wilsonville.

Process

- Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A)

Response: On June 10, 2010 the METRO Council adopted the 2035 Regional Transportation Plan, whose Project List included several projects related to the proposed I-5 to Hwy 99W Connector Project Alternative 7 "Southern Arterial".

The RTP called for detailed project planning and near term construction of an extension of SW 124th Avenue from Tualatin-Sherwood Road to the I-5/Elligsen Road interchange,

supporting industrial access from the Tonquin Employment, Southwest Tualatin, and Basalt Creek Planning Areas.

On December 11, 2012, the Basalt Creek Policy Advisory Group (PAG), which consisted of elected officials and key staff from the project's five partner agencies, recommended adoption of the Basalt Creek Transportation Refinement Plan Recommendations. The purpose of this refinement plan was to determine the major transportation system connecting Tualatin-Sherwood Road to I-5 in North Wilsonville through the Basalt Creek Planning Area. This study built on the analysis and findings of the I-5 to 99W Connector Study, the SW Tualatin Concept Plan, the Wilsonville Coffee Creek Concept Plan, the Washington County TSP, and Metro's 2035 RTP. The recommended roadway framework is being used by Washington County, Wilsonville and Tualatin as they develop a concept plan for the Basalt Creek Area.

This project is one of the projects mentioned in the Basalt Creek Transportation Refinement Plan Recommendations because it would make an immediate impact to freight reliability while serving a regionally significant industrial area and the future build out of the Basalt Creek Planning Area and thousands of jobs. Washington County selected this project to be put forward for RFFA funding consideration as a continuation of an existing project now funded only through the Preliminary Engineering phase.

Public engagement was performed as part of the Basalt Creek Transportation Refinement Plan starting in 2011 and completed in early 2013, following Metro's requirements in place at that time. The public was provided with information on the planning process and concepts being explored through two broad mailings, a website sharing the concepts, and two open houses that attracted about 80 participants per event. Public stakeholders were also able to attend the Policy Advisory Group meetings, and Tualatin and Wilsonville Councils received briefings open to the public. Presentations were given to Tualatin Citizen Involvement Organization 5, and had information stations at both Tualatin and Wilsonville Transportation System Plan open houses. Meetings were held in accessible forums, including public schools and city offices.

Washington County's adoption of the recommendations from the Basalt Creek Transportation Refinement Plan was included in its Transportation System Plan (TSP) 2035 update. Open House notices for community events held in January 2014 offered translation services with prior notice. Community meetings were held in accessible forums, including schools and churches, and public comments were considered throughout the process. Prior to the TSP adoption, notification of the public hearings at Planning Commission and Board of Commissioners was posted on its website.

Washington County follows its, "PUBLIC INVOLVEMENT GUIDELINES FOR TRANSPORTATION PLANNING, PROGRAMS AND PROJECTS", adopted on October 7, 2014. This document reiterates the County's commitment to follow Title VI of the Civil Rights Act. Title VI and Executive Order 13166 require "Improving Access to Services for Persons with Limited English Proficiency (LEP)." The County's process did reduce language barriers that may impede access to engagement activities by people who may not be proficient in English as well

as ensured low income communities and communities of color were and are engaged. To ensure opportunities for meaningful access by people who have a limited ability to speak English, the County utilizes the implementation principles found in Metro's "Limited English Proficiency Plan", which provides a needs assessment and implementation steps for providing language assistance.

In addition, the County provides assistance to disabled populations and complies with the Americans with Disabilities Act of 1990 (ADA). The County provides reasonable accommodations and services for persons who require special assistance to participate in engagement activities. Services are available, with reasonable notices for requests, for persons with hearing or speech loss, who have a physical disability or who are visually disabled. Anyone interested in this can call 503-846-4530 or email lutdir@co.washington.or.us for additional information or to make a request for additional assistance.

Although this funding request is for the Right-of-Way phase, through which notification would follow state right-of-way acquisition processes, the applicant is committed to following the Environmental Justice Appendix A checklist through its earlier project development and design process.

- Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.

Response: Transportation agencies have been involved in the planning efforts that have been underway for more than a decade for this area of the region. The Metro Council adopted its 2035 Regional Transportation Plan ("2035 RTP" on June 10, 2010 via Metro Ordinance 10-1241B. The RTP called for detailed planning and near term construction of an extension of 124th Avenue from Tualatin-Sherwood Road to the Interstate 5/Elligsen Road interchange, supporting industrial access from the existing Tonquin Employment Area near Oregon Street, and the proposed Southwest Tualatin Concept and Basalt Creek planning areas.

This project is an outcome of the Basalt Creek Transportation Refinement Planning process. Participating transportation agency stakeholders included ODOT Region 1, Metro, City of Wilsonville, City of Tualatin, and Washington County. The process included performing an alternatives analysis that considered 3 corridor level alignments and a hybrid refinement, and considered future overcrossings of Interstate 5. The project location is supported by these 5 transportation agency stakeholders, and was selected based upon its traffic analysis and benefit, cost considerations, travel patterns, policy, and public involvement.

At the request of the multi-agency group, field visits and a detailed topographical analysis were performed to find an optimal alignment, balancing cuts and fills and minimizing risks and costs associated with crossing the Seely Ditch and its surrounding natural resources. The project alignment has since been adopted into the Washington County Transportation System Plan, and is reflected in the City of Tualatin and City of Wilsonville's continued planning of the Basalt Creek Planning Area.