2022-2024 Regional Flexible Funds Project Application

INTRODUCTION

This application is organized to consider, assess, screen, and select Regional Flexible Fund Allocation (RFFA) projects. The assessment is focused on first determining a candidate project's applicability to the RFFA program and their technical feasibility. Upon that assessment, promising projects will be assessed on the merits of their intended project outcomes that will be used for project scoring.

To be applicable to the RFFA program, a project must be at least one of the following project types:

- **Active Transportation and Complete Streets**, or
- **Freight and Economic Development Initiatives**

Each project should demonstrably support the four 2018 Regional Transportation Plan (RTP) investment priorities:

- Advancing **Equity**
- Improving **Safety**
- Implementing the region's **Climate Smart Strategy**
- Managing **Congestion**

Although information from the entire application may be used to inform project scoring, the questions presented in the section, "Project Outcomes" are directly related to scoring and evaluation criteria and the answers to these questions will directly inform the project scoring.

After all relevant questions are completed, please secure the required signatures as indicated at the end of this application form, and email it, along with other required information and supporting documentation to rffa@oregonmetro.gov. Applications MUST be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.

APPLICANT INFORMATION

1. Jurisdiction name Multnomah County
2. Contact info: Name, phone #, email Joanna Valencia, 503-988-0219, joanna.valencia@multco.us
3. Funding category (check one): ☐ Active Transportation ☐ Freight X Both
4. Project name. NE 223rd Avenue: Access for Freight and Active Transportation
5. Describe the project purpose. What problems or issues is the project intended to address? Bike-pedestrian access along 223rd will improve safety and access along this well-traveled freight corridor. This project will close an existing gap that causes walkers and bikers to either walk or bike on undeveloped shoulder. By providing these improvements, this project will also remove conflict in an identified freight corridor where land uses vary from residential, commercial and industrial. The current situation also provides no safe access for ADA users. This area is a dangerous section of a bike and pedestrian route connecting the Cities of Fairview, Wood Village and Gresham to Blue Lake Park and the 40-mile loop.

PROJECT READINESS

The following questions intend to gather information about how developed the project is and the steps that will still be required to complete the project. This section will be used for screening project feasibility.

Project Detail

6. Is this project on the 2018 RTP Constrained list? [1] X Yes ☐ No
7. What is the RTP Project ID #? 10388
8. In which RTP network and policy map(s) is the project included? Check all that apply, indicate specific functional classification.
   - ☐ High Injury Corridor (or ODOT ARTS Hotspot map) Click here to enter text.
   - X Bicycle Regional Bikeway, partial Gap in RTP network
   - X Pedestrian Pedestrian Parkway
   - X Freight Roadway Connector
   - ☐ Transit Click here to enter text.
9. List the project beginning and ending points. What specific streets/intersections are included in the project area? Project is for 223rd Avenue between Sandy Blvd travelling north to just south of the railroad right-of-way undercrossing located north of Townsend Way on 223rd.
10. Is the project included in an adopted local transportation safety plan or audit? ☐ Yes X No Please describe. Click here to enter text.
11. Describe the non-RFFA funding sources available and amounts necessary for the project to be completed. How secured is the funding for each funding source (Certain, Probable, or Competitive?) County transportation resources/dollars are available. This project also leverages current investments that are looking at removing active transportation barriers just north of this project and improving safety by removing conflicts between freight and multimodal movements.
12. Which Project Development Stages are to be considered for RFFA funding?[2] Project will include all stages: Project development, Alternatives Identification and evaluation, Preliminary design, Final Design, Right of way, Utilities, Construction.

[1] Project must be on the 2018 RTP Constrained list, available for download at: oregonmetro.gov/RTP or oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Master-Project-List-All-Projects-20190315.xls

[2] Please refer to guidance found in the RFFA nomination process handbook.

13. If your project is found to not be as far along as indicated or has specific challenges that need to be (re)addressed to improved technical feasibility, are you interested in RFFA funding for project development activities? x Yes ☐ No
14. Attach or describe the project schedule and include information about important schedule considerations or drivers. Schedule considerations include the following estimated timeframes: Request for Proposals (RFP), starting from the day of the grant award to award of the contract to the consultant is approximately 6 months. Preliminary Design, including all reports, site study, permitting and ROW, projected to take approximately 9 months. Final Design projected to take approximately 6 months. Construction projected to take approximately 12 months.

Project Completeness

15. At what stage of the project development process is the project, and what is the status of each project stage (refer to Defining Project Development Stages above)? The project is currently at preliminary planning stage. A conceptual cost estimate is available based on a project scope with a limited detail, technical information available, and/or analysis performed.
16. Is right of way (ROW) acquisition likely? Will the project need any unique ROW requirements such as temporary easements, special coordination with other agencies? What is the status of the ROW acquisition task of the project? Yes.
17. What project development (project study reports, transportation safety plan, safety audit, feasibility studies) has been completed? How recent are these reports or this project development, and are they still relevant? Are they in digital format for possible transfer? The project is included in the County's Capital Improvement Plan and Program that includes a planning level cost estimate of the project. Planning level cost estimate is attached to this application.
18. Does the project area intersect with Title 13 resource areas[3], wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting? Project area intersects with Class I and II riparian corridors.
19. To what extent has environmental permitting been scoped or completed? None

Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address? Concerns around safety with conflicts with multimodal and freight movement along this corridor have been raised. Lack of connection and addressing the gap in the system for 223rd is important to connect residential, commercial, and industrial uses in the area to transit service located on Sandy Blvd. Freight movement is increasing in this freight corridor and facilities need to be improvement to address safety and travel for all modes.
21. Which community partners are involved? Community partners include the City of Fairview and nearby businesses (NACCO, Townsend Business Farms).
22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. Multnomah County and the City of Fairview have been working together over the past years to improve the 223rd corridor. This project is identified in both City and County transportation documents. Focused outreach to surrounding businesses have occurred to gather support for implementation of projects. As funding is secured, outreach to stakeholders will continue to ensure the project meets

[3] Available for download at: oregonmetro.gov/urban-growth-management-functional-plan

community needs. Additionally, focused outreach to the surrounding community has occurred and will continue to occur. This project has also been through EMCTC, and support for this project has been received there. To date, no opposition has been received.

Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project? The City of Fairview is involved and is an active supporter and participant for the project. Currently, the City of Fairview and Multnomah County are conducting project development in looking at removing the multimodal barrier just north of this project under the railroad crossing. This includes use of Project Development Active Transportation dollars from Metro. Currently, the nearest transit stops are on Sandy Blvd. This area was reviewed and is part of TriMet's East Side Service Enhancement Plan.
24. Is the project on or does it connect with a separate agency facility? Indicate all potentially involved agencies' awareness of and cooperation with the project. Potential agencies include Oregon Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland. Coordination with utilities especially with PGE will occur as part of the design. The project has no impact on railroad but will include railroad as part of other agency coordination during the Project Development process.
25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation? Yes, it is likely some PGE utility poles will need to be relocated. Other utility conflicts would be coordinated with City of Fairview Public Works and Northwest Natural. Utility coordination will occur as part of design.
26. Do you have design control consistently across the project area? If other agencies are affected by this project, do you have the necessary documentation of agreement regarding design elements reflected within this project? (Please obtain signatures as indicated on the Signature Page of this application.) No

PROJECT RISKS

The following questions intend to identify potential risks to project completion.

27. Has a person(s) with the proper authority reviewed and agreed to the project design, and signed off on this application?[4] ☒ Yes ☐ No
28. Are there any anticipated risks for the following:
    a. Right of way (ROW)
        i. Are ROW acquisition costs included in the cost estimate? Yes, an estimate has been included
        ii. Were the federal Right of Way Uniform Act's acquisition and negotiation processes performed during the ROW acquisition stage or considered in the schedule and budget, for those projects which have not yet performed ROW acquisition? This process is being considered in the schedule and budget.
    b. Utility Relocation
        i. Are utility relocation costs included in the cost estimate? Yes
    c. Stormwater considerations
        i. Water quantity Yes

[4] As indicated on final page of application.

   ii. Water quality Yes
d. Environmental and Permitting
   i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? No
e. Schedule RFP, starting from the day of the grant award to award of the contract to the consultant is 6 months. Preliminary Design, including all reports, site study, permitting and ROW, will take 9 months. Final Design will be 6 months. Construction will be 12 months.
f. Budget: See Attachment - Cost Estimate
g. Staff availability
   i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. . Yes, Multnomah County is a certified local agency and has qualified professional engineering staff who can develop and manage this project.

PROJECT DESIGN

Project designs will be scored on the level of safety and environmental improvements they can provide. A project that includes as many safety and environmental mitigation elements as feasible will more completely meet the criteria.

29. Describe the project elements and countermeasures that address safety. The project includes pavement and shoulder widening, improvement of pedestrian and bicyclist safety by providing designated bike lanes, curb and gutters, sidewalks and street lighting. The construction of sidewalk will address compliance to ADA access route.
30. What countermeasures are included that reduce conflicts between modes (vehicles, pedestrians, bicycles, railroad crossings) and improve safety? (Use Appendix C design checklist, check all that apply) See Appendix C- Design Checklist
31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?[5] Stormwater system such as curb and gutter and catch basins will mitigate direct pavement runoffs into Fairview Creek. Water Quality treatment facilities such as vegetative filter strips, grass swales, bio retentions, rain gardens, and/or stormwater wetlands will be incorporated into the project design to remove Nonpoint Source (NPS) pollution.
32. Are there additional design elements or countermeasures not on the checklist that are included in the project design that will improve safety and environmental outcomes? Click here to enter text.

PROJECT OUTCOMES

Projects will be scored in terms of their ability to create positive outcomes that align with RFFA priorities and regional goals. The following questions aim to gather details directly related to those potential outcomes. Please provide all relevant data to support your response, using Metro-provided data or additional sources. Metro staff will provide data to the scoring committee to confirm

[5] 2018 RTP Environmental Assessment and Potential Mitigation Strategies (Table 4 summarizes potential strategies by resource areas and pages 34 to 59 identify all RTP Projects that intersect with one or more environmental resource area) oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix_F_EnvironmentalAnalysisMitigationStrategies190301.pdf

Affordability/Equity

33. Is the project in an Equity Focus Area? ☐ Yes X No Please indicate which Focus Area. It is on the edge of a Metro Equity Lens Tract for People of Color and/or Limited English Proficiency.
34. List the community places[6], affordable housing, and Title 1 schools within ¼ mile of project. This project provides direct connectivity for bike-ped access from Historic Fairview to Blue Lake and the 40-mile loop. This project is less than a quarter mile from the Trimet line 21 with frequent service on Sandy Boulevard. Fairview Elementary School is sited just south of Sandy Boulevard, east of 223rd. The school is in a low income neighborhood approximately ½ mile from the project. Fairview Elementary school and Reynolds Middle Schools that serve the project area are Title 1 Schools. Affordable housing: 8 mobile home parks (Rolling Hills, Sandy Mobile Villa, Terrand Mobile Terrace, Cherry Blossom, Silent Creek, Quail Hollow, Portland Fairview RV Park, and Wood Village Park) and 3 apartment complexes with another currently under development (Cedar Grove, King's Garden, and Courtyards at Fairview).
35. What are the estimated totals of low-income, low-English proficiency, non-white, seniors and youth, and persons with disabilities who will benefit from this project? This project is located in the City of Fairview, but will also serve residents of Gresham, Wood Village, Troutdale and Portland who are traveling the 223rd Corridor, a key regional north-south corridor. 10 percent of Fairview's population is below the poverty level (921 persons) and 8.3% of families are below poverty. The surrounding areas of Gresham and Wood Village have higher than average poverty rates (20% and 24.6% respectively). 369 persons, or 4.3% of the Fairview's population, 5 years and older speak English less than "very well". 961 of Fairview residents are non-white (10.4%) and 1,301 (14%) are Hispanic or Latino. Fairview has a large population of children under 18 (1,908 or 20.6% of the total population) and 1,092 elders 65 and older (11.8% of total population). Fairview has 1,501 people 18 years and over with a disability (20.4% of the population). (U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates) Gresham, Troutdale, and Wood Village who are also served by this project are listed as economically distressed in 2019 by Business Oregon and have areas near this project that are Equity Focus Areas.
36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project? This project will result in benefits to the surrounding community that includes equity groups. Barriers to walking and biking will be removed and multimodal access will be improved to transit, jobs and housing. Safety issues around freight movement on the corridor will be addressed with this project removing conflict between motor vehicles, trucks, bikes and pedestrians.
37. What contracting opportunities are available to Office for Business Inclusion and Diversity (COBID) firms through this project? What is your agency's policy, history, or removing of barriers to hire and advance COBID firms in infrastructure projects? Multnomah County is committed to ensuring that supplier diversity is practiced and is a priority in our purchasing and contracting. The County regularly promotes upcoming transportation bid and proposal opportunities to Minority, Women and Emerging Small Business (MWESB) firms, Service-Disabled Veteran-owned Businesses (SDV), and Disadvantaged Business Enterprises (DBE) online through our Multco Marketplace Supplier Portal and in-person at community meetings and events. On federally funded projects, the County works with ODOT in setting DBE goals, however often times sets higher aspirational MWESB/SDV goals and works with the contractor to meet them.

[6] Community places are defined as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, parks, greenspaces, and other places that provide key services and/or daily needs.

Safety

38. How many fatal or serious injury crashes have occurred in the project area in the last 5 years (or most recent 5 years of available crash data)? Between 2012 and 2017, this area has had 43 total crashes. There were 8 moderate injuries, and 22 minor injuries.
39. How does the project aim to reduce the number of fatal or serious injury crashes? A bike-ped access along 223rd will improve safety and access along this well-traveled corridor. This project will close an existing gap. The current situation provides no safe access for ADA users. This is the most dangerous section of a bike and pedestrian route connecting the Cities of Fairview, Wood Village and Gresham to Blue Lake Park and the 40-mile loop.
40. How does the project remove or mitigate conflicts, with (including) active transportation, railroad crossings, turning movements, and others? (Use Appendix C design checklist, indicate all that apply) See Appendix C at end of document

System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved? This N.E. 223rd Avenue Bicycle and Pedestrian Facilities project will continue to fill a critical 1-mile gap on the regional bike network by completing bike lanes on NE 223rd Ave from NE Sandy Boulevard to the railroad undercrossing north of Townsend Way. This project contributes to the region's seamless multimodal transportation system by connecting regional transit service on Sandy Blvd, and the regional bike network with two regional parks, the 40-Mile Loop Trail, a growing number of industrial employers and nearby socio-economically diverse residential communities. The project will improve livability in the area by designing facilities that will provide increased, healthy, and active transportation choices to local communities and transit users to access employment and residential areas. Additionally, the project will improve the safety and access of all modes in the area. The improvements to multi-modal connectivity will support the 1,000+ jobs in the industrial employment area adjacent to NE 223rd Ave. The project will also improve freight efficiency and marketability of the prime industrial space along NE 223rd Ave by improving the safety of all modes travelling in this area.
42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate? This area has dense housing with the potential for more residential, commercial, and industrial development/redevelopment in the future. The area houses a concentration of low-income, elderly, and children. TriMet Bus Line #21 provides frequent transit service and several long-distance multi-use paths are in the vicinity (I-84 trail, 40 Mile Loop trail, and Gresham-Fairview Trail). The current lack of continuous sidewalks and bike lanes in addition to varying distances between crosswalks and poor street lighting may be deterring some potential users of 223rd that with improvements may feel more comfortable engaging in pedestrian and bicycling activities along this corridor. These factors provide some indication that this corridor, with active transportation and safety improvements, will have a high demand and see increases in active transportation usage.

Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability? There is currently no transit service on 223rd.
44. How does the project improve connections to transit and employment or residential sites/areas? This project plans for a seamless multimodal corridor by completing a critical gap along 223rd Avenue (known as Fairview Avenue within the project area. While 223rd Avenue through the project area does not feature bus service, 223rd Avenue south of Halsey is an important transit route to the City of Gresham and other destinations, including connections to

light rail, and transit service is available on Sandy Blvd. At the north end of the project area, Multnomah County completed reconstruction of a railroad structure in 2010, widening it and constructing sidewalks and bike lanes beneath.

45. How will the project reduce vehicle trips or VMT (other than freight-related trips)? By improving multimodal facilities and improving safety by removing conflict, access to transit on Sandy Blvd has potential to remove vehicle trips. Additionally, these active transportation components provides options for travelers to use other modes of transportation and reduce vehicle trips.
46. How does the project reduce the need for throughway expansion? This project will have a system benefit by utilizing the "last mile concept" to provide the remaining bicycle and pedestrian facilities gaps in an area rich in types of land uses and diverse transportation users. These gaps will connect a regional Town Center to a large industrial employment center, residential areas, and three regional park and recreation facilities. Bicyclists and pedestrians prefer NE 223rd Ave as a north-south connection under Interstate 84 due to the lack of interchanges, which emphasizes the need to improve the bike and pedestrian network on this corridor. The project will support transit use by improving the pedestrian facilities connecting recreational and employment areas to nearby bus stops for Trimet Bus Lines 21 and 77 along Sandy Blvd, and Halsey Street respectively. Use in the area is expected to grow immediately given the residential area, high usage of regional parks and trail, and the future development of shovel-ready industrial sites and current availability of industrial/office space.

Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact. With the separation of modes of traffic and removal of conflict between modes, public health benefits of the project include introduction of active transportation related facilities. Safe biking and pedestrian environments will connect users between destinations (residential to retail, education, recreational, employment, etc.). This project will also provide connections to nearby transit stops that connect the community to regional destinations. In addition to construction of an active transportation facility, public health benefits include the potential to reduce the number of greenhouse gasses by reducing the number of vehicular trips for short trips from nearby residences to nearby grocery stores, restaurants, community facilities, and recreational opportunities.
48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? Stormwater system such as curb and gutter and catch basins will mitigate direct pavement runoffs into Fairview Creek. Water Quality treatment facilities such as vegetative filter strips, grass swales, bio retentions, rain gardens, and/or stormwater wetlands will be incorporated into the project design to remove Nonpoint Source (NPS) pollution.

Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement? N.E 223rd Avenue is identified as a Regional Freight Road Connector and a Regional Bikeway in Metro's Regional Transportation Plan, and functions as an Urban Collector. It is designated a major collector in Multnomah County's Functional Classification Plan, with road standards that include shoulder bicycle lanes and sidewalks. 223rd is a major connecting freight route for industry in the Columbia Corridor industrial area and the Columbia Cascade Enterprise Zone borders the east end of this project area connecting Sandy Blvd and Marine Drive. Hyster-Yale (formerly NACCO) is one of the major employers in this district with over 400 workers. The Townsend Business Park at the corner of Sandy and 223rd is another major employment center with General Pacific, Knight

Transportation, and ThermoKing. This project implements a balance between 223rd Avenue's multiple transportation functions and its support of the diverse planned and existing land uses that includes industrial, commercial and residential. The project will result in a complete street providing travel options to project area, local and regional destinations. By providing separated bike and pedestrian facilities, conflict between users of the transportation system is removed and safety is improved. Reliability is improved with a complete transportation system providing separate facilities for users.

50. Is this project on a "Reduction Review Route" (defined and stipulated by statute; OAR 731-012 and ORS 366.215) and to what extent has coordination occurred with the freight industry? No
51. If there is freight delay along the corridor, when does this delay occur, to what extent is there delay, and how does this project address that delay? Freight delay can occur at the intersection of 223rd/Sandy as well as 223rd/Townsend Way. This project creates a facility that where reliability is improved with a complete transportation system providing separate facilities for users.

Employment/Economic Development

52. Describe the employment area(s) served by this project. What is the number of current and projected jobs in traded sectors?[7] 223rd is a major connecting freight route for industry in the Columbia Corridor industrial area and the Columbia Cascade Enterprise Zone borders the east end of this project area connecting Sandy Blvd and Marine Drive. Hyster-Yale (formerly NACCO) is one of the major employers in this district with over 400 workers. The Townsend Business Park at the corner of Sandy and 223rd is another major employment center with General Pacific, Knight Transportation, and ThermoKing. On the Gresham side of the project area, Boeing's 1,800 employees are less than a mile west on Sandy Boulevard. Surrounding the project area, there is a potential for development or redevelopment of many more industrial properties that will bring thousands of family-wage jobs to this area. The Economic Value Atlas shows that a majority of sectors employ more people in this tract than the regional average (4,923 Goods-producing jobs, 4,579 Other tradable industry jobs, 6,630 Local service industry and government jobs). Target industry jobs include: 21 Athletic & outdoor jobs, 160 Clean Tech jobs, 70 Computer & Electronics jobs, 199 Health Science & Technology jobs, 493 Metals & Machinery jobs, and 43 Software & media jobs. There has been a 46% increase in jobs in this tract between 2005 and 2015 and there is great potential for continued growth with the areas surrounding this project being designated as Enterprise and Opportunity Zones, Tier 1 Large Lot Industrial Lands, and Title 4 Lands.
53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.[8] This project would support more reliable and safe movement in the Columbia Corridor industrial area where many clean tech jobs are located. The Economic Value Atlas shows that the tract that this project serves has 160 clean tech jobs which is well above the regional average of 17.5. The project will work towards filling gaps in the active transportation network that will allow workers commuting to clean tech jobs in this district to do so with a low-carbon footprint as well.

[7] Traded sector industries as indicated in the Economic Value Atlas, available at: oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas

[8] Clean Technology industry sectors as defined in the Oregon Business Plan, https://oregonbusinessplan.org/about-the-plan/industry-clusters/

Project Leverage

1. How does this project leverage other funding sources? This project leverages numerous investments that have occurred in the area in order to support economic growth, safe travel and active transportation. Currently, the City of Fairview and Multnomah County are conducting project development in looking at removing the multimodal barrier just north of this project under the railroad crossing. This includes use of Project Development Active Transportation dollars from Metro. In 2010, Multnomah County replaced the Union Pacific railroad bridge over NE 223rd Ave. in Fairview, eliminating a section of NE 223rd was so narrow that two trucks could not cross under the bridge at the same time. This 2010 project provided sidewalks, bike lanes and shoulders addressing a active transportation and freight pinch point. Investments on Sandy Blvd also continue to address freight movement, and active transportation gaps. This project leverages frontage improvements being constructed as part of the development of an apartment complex on the corner of 223rd and Sandy Blvd.
2. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain. It is not anticipate that this will result because of the project.
3. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies? No.
4. Is this project on the Regional Emergency Transportation Network?[9] Will this project help improve resiliency of the transportation network? If so, describe how. This project is not located on the Regional Emergency Transportation Network, however it is adjacent to and provides access to Sandy Blvd, which is on the network. 223rd is an important north-south corridor in East County, providing a corridor that connects as far north as the Columbia River and as far south as to the Gresham Transit Center. 223rd is also the only major north-south transportation corridor in East County that doesn't have an interchange with an ODOT facility. 223rd provides an important route for nearby residential, commercial and industrial uses to the nearby Sandy Blvd corridor that is on the network.

PROJECT COST ESTIMATE

5. What is the source of the project cost estimate?
   X **Conceptual:** These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.
   ☐ **Planning level:** These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).
   ☐ **Engineering level:** These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

[9] oregonmetro.gov/sites/default/files/2019/04/05/Regional_Emergency_Transportation_Routes_2006.pdf

6. During what project development stage (refer to page 9 of the RFFA application guidebook) was the cost estimate created?
   X Planning
   ☐ Alternatives Identification and Evaluation
   ☐ Preliminary Design
   ☐ Final Design
7. What year was the cost estimate created? Does it include any escalation factors and to what year? 2019. It does not include any escalation factor.
8. To what extent were the following considered during cost estimating? Cost estimating was done with limited technical information available and/or analysis.
   a. Right of way (ROW)
   b. Utility relocation or underground
   c. Stormwater considerations
   d. Environmental mitigation strategies
   e. Bridge, railroad, or major facility impacts
   f. Retaining walls
   g. Clearing and grading
   h. Removal of current pavement or facilities
   i. Signing and pavement markings
   j. Sidewalk and street furniture
   k. Street trees, landscaping, irrigation
   l. Mobilization, staging, and traffic control
   m. Staff availability or need for outside services
9. Please attach your cost estimate. Verify that it includes the following items:
   a. Unit cost assumptions
   b. Contingency assumptions

SIGNATURE PAGE

All relevant applicant agency and other agency staff with authority must attest to the design and cost estimates of the project, and that proper coordination and cooperation exists between all parties. Please attach additional signature pages as warranted.

Applicant agency staff signatures:

Project manager _____, Transportation Planning Manager

Engineering _____, ENGINEER 2

Right of Way _____ COUNTY ENGINEER

Environmental _____

Other agency signatures (as required):

ODOT Highway _____

ODOT Rail _____

TriMet _____

SMART _____

Utilities _____

_____

_____

Railroads _____

Other (please indicate) _____