



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: *Washington County*
2. Contact info: Name, phone #, email: *Dyami Valentine, 503-846-3821, dyami_valentine@co.washington.or.us*
3. Funding category (check one): Active Transportation Freight Both
4. Project name. *Aloha Safe Access to Transit*
5. Describe the project purpose. What problems or issues is the project intended to address? *This project would design and implement pedestrian, bicycle and enhanced crossing improvements in Aloha Town Center based on recommendations developed through a series of planning and design efforts in the Aloha-Reedville area over the past decade. The proposed improvements are integral to increasing safety and access to transit in an area of the metro region with significant transportation disadvantaged populations.*

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 Yes No
7. What is the RTP Project ID #? *10608: Aloha-Reedville Pedestrian Improvements*
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) *Bicycle, Pedestrian*
 - Bicycle *Bicycle Parkway, Regional Bikeway*
 - Pedestrian *Pedestrian Parkway*
 - Freight *Click here to enter text.*
 - Transit *Click here to enter text.*
9. List the project beginning and ending points. What specific streets/intersections are included in the project area? *The project includes sidewalk gap infill on multiple streets within the project area boundary, one enhanced crossing with a pedestrian signal on 185th Avenue between TV Highway and Johnson Street, and complete street design for Blanton Street between 160th and 198th avenues. The Blanton project includes realigning the offset intersection at 185th Avenue and installing a new signal. The sidewalk infill projects may include 174th, 182nd, 187th and 192nd avenues between Tualatin Valley Highway and Johnson Street. See Attachment A for a project map.*
10. Is the project included in an adopted local transportation safety plan or audit? Yes No
Please describe. *TV Highway and 185th Avenue are included in the County Transportation Safety Action Plan, identified as high crash corridors. Some project components are included in County School Access Improvement Study (sidewalks on local streets); Neighborhood Bikeway Plan (Blanton Street); and Arterial Crossings Project (185th Avenue crossings).*
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

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

Competitive?) *Major Streets Transportation Improvement Program (MSTIP) Opportunity Fund, \$594,441; Certain*

12. Which Project Development Stages are to be considered for RFFA funding?² *Planning, Alternatives Identification and Evaluation, Preliminary Design, Final Design, Right of Way, Utilities, Construction*
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? Yes No
14. Attach or describe the project schedule and include information about important schedule considerations or drivers. *See Attachments B and C for Schedule and Cost Estimate.*

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)? *Preliminary Design for 185th crossing between TV Highway and Johnson Street; Alternatives Identification and Evaluation for sidewalk infill; Planning for Blanton Street.*
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? *ROW acquisition is likely necessary for sidewalk improvements; coordination will be required with ODOT where sidewalks intersect with TV Highway. County has developed ROW cost estimates for sidewalks (see Attachment C).*
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 plans are still relevant and available in digital format: Aloha-Reedville Study (2014), Aloha Tomorrow (2017), Arterial Pedestrian Crossings Analysis (2017).*
18. Does the project area intersect with Title 13 resource areas³, wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting? *Project implementation will seek to avoid or mitigate, if necessary, any impacts to potential moderate value Title 13 areas, wetlands, high value resource habitat within study area.*
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? *The community has expressed significant concern regarding unsafe walking and biking conditions due to lack of sidewalks, bicycle facilities, and safe crossings along high-ridership transit lines.*
21. Which community partners are involved? *Aloha Business Association, Community Participation Organization (CPO) 6, The Street Trust, and Westside Transportation Alliance are involved and have submitted letters of support (see Attachment E).*
22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. *Extensive public outreach was completed*

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

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

as part of the County Transportation System Plan Update, County School Access Improvement Study, Aloha-Reedville Study, Aloha Tomorrow, Regional Active Transportation Plan, and Region 1 Active Transportation Needs Inventory efforts. The engagement processes included citizen advisory committees, multiple community open houses, online surveys, as well as public hearings. The community has expressed widespread support for the projects.

Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project? *Yes, TriMet and THPRD are involved and supportive of the project. See Attachment E for signed letters of support.*
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. *ODOT Region 1 is aware and cooperative. The agency has roadway jurisdiction on TV Highway, and collaboration between County and ODOT may be necessary during design and construction as several of sidewalk projects would connect to TV Highway from the north.*
25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation? *Utility relocation is likely. County has agreement with PGE for utility relocation within right-of-way at PGE's expense.*
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.) *Yes, County has design control consistently across the project area.*

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.*
 - 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? *County's process for right-of-way acquisition will adhere to federal guidelines.*
 - b. Utility Relocation
 - i. Are utility relocation costs included in the cost estimate? *No, this will be completed at PGE's expense.*
 - c. Stormwater considerations
 - i. Water quantity *County will comply with Clean Water Services requirements.*
 - ii. Water quality *County will comply with Clean Water Services requirements.*
 - d. Environmental and Permitting

⁴ As indicated on final page of application.

34. List the community places⁶, affordable housing, and Title 1 schools within ¼ mile of project. *Community Places: Aloha Community Library, Aloha Community Farmers Market, Bales Thriftway, Safeway, Nuevo Horizonte Market, 185th Produce, Viet and Thai Market, Aloha Halal Market, Fruteria El Campesino, Manila Market, Philippine Market, Walgreens, Rite Aid, Oregon Eye Specialists, OHSU Tuality Healthcare, The Portland Clinic, Health First Family Medicine, Arnold Park, Tualatin Hills Nature Park, Melilah Park, Vendla Park, Butternut Park, Trachel Meadows Park, and Aloha Swim Center; Affordable Housing: 469 total units including Aloha Project Apartments, Brentwood Oaks, Kinnaman Townhomes, Marilann Terrace, Myrtlewood House, and Reedville Apartments; Schools: Aloha-Huber Park Elementary, Beaver Acres Elementary, Kinnaman Elementary, and Reedville Elementary.*
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? *2017 ACS 5-year estimates for six census tracts in Project Study Area: 14,244 people within 200 percent of poverty line, 16,454 non-white population, 4,589 people with low-English proficiency, 9,717 children population, 2,804 elderly population, and 3,942 persons with disabilities. See table below for comparison with Washington County as a whole.*

Category	Project Area Total	Percent of Project Area Total Population	Washington County Total	Percent of Washington County Total Population
Low-Income (200 percent of poverty line)	14,244	40%	144,075	25%
Non-white	16,454	46%	188,267	33%
Limited English Proficiency	4,589	14%	48,724	9%
Children	9,717	27%	137,113	24%
Seniors	2,804	8%	69,465	12%
Persons with Disabilities	3,942	11%	57,909	10%

36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project? *According to the Metro State of the Centers Atlas, 55 percent of all trips in Aloha Town Center are by non-single occupant vehicle. Access to transit in this area is hampered by wide arterial roadways with high traffic speeds and volumes, disconnected sidewalk networks and limited crossing opportunities. This project would help transportation disadvantaged communities safely reach transit facilities, retail, employment, community centers, schools, parks, medical facilities, and residential neighborhoods.*
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? *Washington County welcomes COBID*

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.

firms to bid on our projects. The County advertises bid opportunities in publications that target COBID firms. Our on-call consultants and contractors include COBID businesses.

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)? *Project study area includes 31 locations on County SPIS list: three locations along Blanton Street and six locations along 185th Avenue (including at 185th/Blanton intersection). Since 2012, there have been 51 fatal and serious injury crashes within the study area.*
39. How does the project aim to reduce the number of fatal or serious injury crashes? *Project will create dedicated space on local and collector roadways for walking and/or bicycling within Aloha, and provide safe pedestrian crossings to facilitate access to transit.*
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 Attachments D1 and D2 for design guidelines checklist.*

System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved? *Project will close sidewalk gaps along several local streets in Aloha that provide direct access to transit and the town center. Project will also design or construct two safe crossings at a major arterial (185th Avenue), improving pedestrian connectivity across an existing barrier. In addition, the project would design complete street facilities along a collector (Blanton Street) and improve east-west bicycle and pedestrian connectivity south of TV Highway.*
42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate? *Project will improve access to recreation opportunities in Tualatin Hills Nature Park and connect to regional trails including Beaverton Creek Trail, Westside Trail and the planned Tualatin Valley Trail.*

Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability? *N/A*
44. How does the project improve connections to transit and employment or residential sites/areas? *Project installs sidewalks and crossings that improve connections to bus stops for Line 57 on TV Highway and Line 52 on 185th Avenue, as well as nearby residential neighborhoods and other key destinations.*
45. How will the project reduce vehicle trips or VMT (other than freight-related trips)? *Project increases the viability of walking, bicycling, and transit trips in the area, reducing the need to travel by single-occupant vehicle.*
46. How does the project reduce the need for throughway expansion? *N/A*

Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact. *It has been demonstrated that improving bicycle and pedestrian connectivity in the area will bring positive outcomes for greenhouse gas emissions and vehicle miles traveled.*
48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? *N/A; Question is duplicate of #31.*

Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement? *N/A*

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? *N/A*

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 *Project would serve Title 4 Employment Lands in Aloha (Intel facility). There are 5,384 existing traded sector jobs (11,022 total jobs) based on the Metro Economic Value Atlas within the six census tracts that overlap the project area. Projected 2040 jobs based on TAZ data: 30,307 total jobs; 2,215 retail jobs; 18,627 service jobs, and 9,465 other jobs. Note: TAZ and Census geographies are not coterminous. Census tracts that encompass the project study area total 3,689 acres, compared to 5,028 acres within TAZ zones that encompass the census tracts (36 percent greater land area).*

53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.⁸ *Project would improve access to 61 existing clean technology jobs located within the six census tracts that overlap the project area.*

Project Leverage

54. How does this project leverage other funding sources? *Project received \$594,441 in local match from the Major Streets Transportation Improvement Program Opportunity Fund.*

55. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain. *No*

56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies? *No*

57. Is this project on the Regional Emergency Transportation Network?⁹ Will this project help improve resiliency of the transportation network? If so, describe how. *Yes, 185th Avenue. Project improves transportation resiliency by creating a more complete active transportation network in the area.*

PROJECT COST ESTIMATE

58. What is the source of the project cost estimate?

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

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/>

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

estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

59. During what project development stage (refer to page 9 of the RFFA application guidebook) was the cost estimate created?

- Planning
- Alternatives Identification and Evaluation
- Preliminary Design
- Final Design

60. What year was the cost estimate created? Does it include any escalation factors and to what year? *2019. Yes, includes 5 percent cost escalation compounded annually for three years.*

61. To what extent were the following considered during cost estimating? *All elements were factored into the cost estimate, with the exception of bridge, railroad, or major facility impacts, which are not applicable to this project. See Attachment C.*

- 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

62. Please attach your cost estimate. Verify that it includes the following items: *See Attachment C. Yes, cost estimate includes the following assumptions.*

- 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 *Diana White, Senior Planner*
Engineering *[Signature] - Interim Land Use & Transportation Director*
Right of Way *[Signature]*
Environmental *[Signature]*

Other agency signatures (as required):

ODOT Highway _____
ODOT Rail _____
TriMet _____
SMART _____
Utilities _____

Railroads _____
Other (please indicate) _____