



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 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 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.](#)
 - Bicycle Regional Bikeway, partial Gap in RTP network
 - Pedestrian Pedestrian Parkway
 - 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 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? 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 areas³, 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 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 places⁶, 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 multimodal 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?
 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) _____

APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

Please note: These guidelines are taken from Metro’s Regional Active Transportation Plan (2014) and Regional Transportation Safety Strategy (2018), and is consistent with Metro’s street and trail design guidance, which is currently in the process of being updated. The street and trail guidance is scheduled to be completed in July 2019. Applicants are free to use design guidance from draft regional documents prior to adoption.

The following checklist items are street design elements that are appropriate and desirable in regional mobility corridors. Trail projects should use the Off-Street and Trail Facilities checklist (item D) at the end of this list. All other projects should use items A – C.

A. Pedestrian Project design elements – check all that apply

Design elements emphasize separating pedestrians from motor vehicle traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and making it easier and more comfortable for people walking to access destinations.

For every element checked describe existing conditions and proposed features:

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- Add sidewalk width and/or buffer for a total width of 17 feet or more (recommended), 10 feet minimum (over 30 mph, ADT over 6,000). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- Add sidewalk width and/or buffer for a total width of 10 feet or more (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 25 mph or less). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- Sidewalk clear zone of 6 feet or more
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
- Add enhanced pedestrian crossing(s) at appropriate locations
- Re-open closed crosswalks
- Add crosswalk at transit stop
- Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- Reduced pedestrian crossing distance
- Narrowed travel lanes (reduces pedestrian crossing distance)
- Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)
- Curb extensions and/or in-lane transit boarding
- Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- Dark skies compliant lighting
- Add countdown heads at signals
- Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
- Access management: minimize number and spacing of driveways

- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- Wayfinding
- Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street
- Other pedestrian priority design elements

B. Bicycle Project design elements

Design elements emphasize separating bicycle and motor vehicle traffic, increasing visibility of bicyclists, and making it easier and more comfortable for people traveling by bicycle to access routes and destinations.

For every element checked describe existing conditions and proposed features:

- On streets with traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- On streets with traffic speeds and volumes over 30 mph and ADT 3,000 to 6,000: Buffered bicycle lane, at least 6 foot bike lane with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- Bicycle boulevard treatment (markings, slowed traffic speeds, wayfinding etc.) where ADT is less than 3,000 per day and speeds are equal to or less than 20 mph
- Separated multi-use path parallel to roadway with at least 5 foot separation from roadway (refer to item D below)
- Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals
- Protected intersection treatments
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes
- Lighting at intersections
- Dark skies compliant lighting
- Other bicycle priority design elements

Use the following table to help determine the suitable bikeway widths:

Peak Hour One-way User Volume	Preferred Operating Space Width	Minimum Operating Space Width
<150	6.5 feet	5 feet
150-750	8 feet	6.5 feet
>750	10 feet	8 feet
Peak Hour Two-way User Volume	Preferred Operating Space Width	Minimum Operating Space Width
<150	11 feet	8 feet
150-350	12 feet	10 feet
>350	16 feet	12 feet

Source: Metro

Note: Recommended widths do not include 2' minimum buffer, or shy distance from curb, if applicable

C. Other Complete Street Features

For every element checked describe existing conditions and proposed features:

- Transit priority treatments (e.g. queue jumps, transit signal priority)
- Move transit stop to far side of signal
- Benches
- Transit stop amenities or bus stop pads
- Gateway feature
- Street trees and/or landscaping
- Stormwater treatments
- Intelligent Transportation System (ITS) elements (i.e. signal timing and speed detection)
- Wayfinding
- Other complete streets design elements:

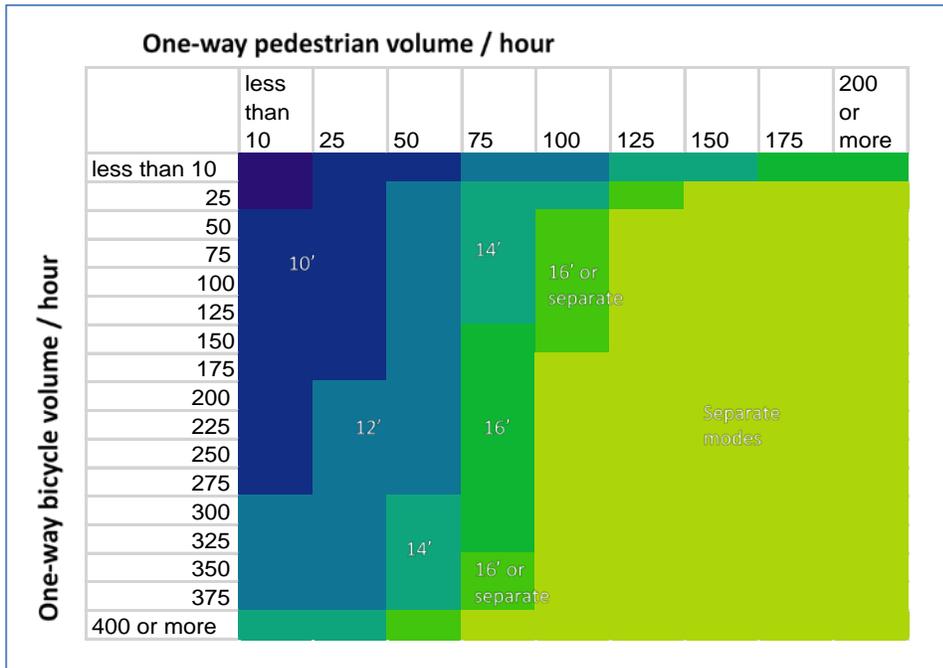
D. Off-Street and Trail Facilities

Use of federal transportation funds on separated pathways are intended for projects that primarily serve a transportation function. Pathways for recreation are not eligible for federal transportation funding through the regional flexible fund process. Federal funds are available from other sources for recreational trails. To allow for comfortable mixing of persons on foot, bicycle and mobility devices at volumes expected to be a priority for funding in the metropolitan region, a 12-foot hard surface with shoulders is a base design width acceptable to FHWA Oregon. Exceptions to this width for limited segments is acceptable to respond to surrounding context, with widths less than 10-feet subject to a design exception process. Wider surfaces are desirable in high volume locations.

- For every element checked describe existing conditions and proposed features:
- Minimum 12' trail width (plus at least 1' shoulder on each side)

- Treatments separating pedestrians and bicycles (e.g., separate pedestrian path), if necessary
- Always maintains minimum 5' separation when adjacent to street or is never adjacent to street
- All on-street segments with average annual daily traffic over 1,000 include one of the following treatments, (item C, above) or no on-street segments
- Sidewalks and separated bikeway on each side of the street - this configuration is appropriate along streets with frequent access points and where the on-street connection continues for more than a couple blocks. This configuration needs to design for transitions between the multi-use path and the bicycle lanes on each side of the street. Refer to Item B above to check off bikeway treatments.
- Sidewalk and two-way separated bicycle lane on one side of the street - this configuration is most appropriate when one side of the street has few or no access points, and therefore would have few motor vehicle conflicts with users. It also offers the possibility of transitioning to and from the multi-use paths without needing to cross the street. Refer to Item B above to check off bikeway treatments.
- A multi-use path on one or both sides of the street (with 5' separation) - this configuration is also appropriate when the street has few or no access points. It also offers the possibility of transitioning to and from the trail without needing to cross the street. A multi-use path is more space efficient than separated bicycle lanes and sidewalks and can be used when trail user volumes do not warrant separation
- At least 3' of shy distance (more in high traffic areas) from the edge of paved trail to walls, light fixtures, trees or other vertical elements; shy distance can include buffer
- All street crossings include an appropriate enhanced high-visibility crosswalk treatment
- Trail users do not have to travel out of direction at street crossings
- All 4-lane street crossings include appropriate refuge island or no 4-lane street crossings
- Frequent access points (generally every ¼-mile)
- Access points are easily visible and provide adequate sight distance
- All crosswalks and underpasses include Dark Skies compliant lighting
- Dark Skies compliant trail lighting throughout
- Trailhead improvements (e.g., signs, information, trash receptacles, bicycle parking, seating)
- Rest areas with benches and wheelchair spaces
- Wayfinding or interpretive signage
- Signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians)
- Trail priority at all local street/driveway crossings
- Landscaping, trees, enhancements to the natural landscape
- Wildlife crossings are incorporated into the design, if necessary
- Pervious pavement treatments

Use the following table to help determine the suitable trail/multi-use path width:



Source: Metro

Note: In considering other types of users, count slower-moving users as pedestrians and faster ones as bicyclists

For additional guidance and assistance with incorporating active transportation elements into your project proposal, please contact Lake McTighe lake.mctighe@oregonmetro.gov (503) 797-1660

**MULTNOMAH COUNTY
PRELIMINARY ENGINEER'S ESTIMATE
SE 223RD AVENUE - NE SANDY BOULEVARD TO RAILROAD UNDERCROSSING**

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF SE 223RD AVENUE - NE SANDY BOULEVARD TO RAILROAD UNDERCROSSING

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	LS	1	\$ 165,000.00	\$ 165,000.00
2	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS	1	\$ 142,000.00	\$ 142,000.00
3	EROSION CONTROL	LS	1	\$ 132,000.00	\$ 132,000.00
4	REMOV OF STR AND OBSTRUCTIONS	LS	1	\$ 36,000.00	\$ 36,000.00
5	CLEARING AND GRUBBING	LS	1	\$ 32,000.00	\$ 32,000.00
6	GENERAL EXCAVATION	CY	5445	\$ 30.00	\$ 163,350.00
7	PG 64-22 ASPHALT IN ACP	SF	5400	\$ 6.00	\$ 32,400.00
8	SUBGRADE GEOTEXTILE	SY	600	\$ 2.00	\$ 1,200.00
9	CONCRETE CURBS, CURB AND GUTTER (TYPE 'A')	LF	1090	\$ 28.00	\$ 30,520.00
10	CONCRETE WALKS	SF	6540	\$ 8.00	\$ 52,320.00
11	RETAINING WALL, MSE	SF	6500	\$ 110.00	\$ 715,000.00
12	FISH FRIENDLY BOX CULVERT	LF	80	\$ 4,200.00	\$ 336,000.00
13	GUARDRAIL SYSTEM, COMPLETE	LF	600	\$ 75.00	\$ 45,000.00
14	STORMWATER SYSTEM AND WATER QUALITY TREATMENT, COMPLETE	LS	1	\$ 96,000.00	\$ 96,000.00
15	PERMANENT LANDSCAPING, COMPLETE	LS	1	\$ 59,000.00	\$ 59,000.00
16	PAVEMENT MARKINGS, COMPLETE	LS	1	\$ 6,000.00	\$ 6,000.00
17	SIGNAGE, COMPLETE	LS	1	\$ 5,000.00	\$ 5,000.00
18	ILLUMINATION SYSTEM, COMPLETE	LS	1	\$ 38,400.00	\$ 38,400.00
20	UTILITY RELOCATION	LS	1	\$ 15,000.00	\$ 15,000.00
SCHEDULE SUMMARY					
TOTAL CONSTRUCTION					\$ 2,102,190.00
ENGINEERING SUPPORT					
CONSTRUCTION ENGINEERING			15% of TOTAL CONST		315,328.50
DESIGN ENGINEERING			30% of TOTAL CONST		630,657.00
TOTAL ENGINEERING SUPPORT					945,985.50
ENGINEERING PERMITS					
ENVIRONMENTAL PERMITTING			1% of TOTAL CONST		21,021.90
WETLAND MITIGATION			2% of TOTAL CONST		31,532.85
TOTAL ENGINEERING PERMITS					52,554.75
RIGHT-OF-WAY					
RIGHT-OF-WAY ACQUISITION			10% of TOTAL CONST		210,219.00
TOTAL RIGHT-OF-WAY					210,219.00
PROJECT SUBTOTAL					3,310,949.25
TOTAL CONTINGENCY			30% of PROJECT SUBTOTAL		993,284.78
TOTAL PROJECT COST					4,304,234.03

2022-2024 RFFA Public Engagement and Non-Discrimination Certification

Submitting agency name Multnomah County.

Project name NE 223rd Avenue: Access for Freight and Active Transportation

Background and purpose

Use of this checklist is intended to ensure project applicants have offered an adequate opportunity for public engagement, including identifying and engaging historically marginalized populations. Applications for project implementation (construction) are expected to have analyzed the distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents. The checklist demonstrates:

- project sponsors have performed plan-level public engagement, including identifying and engaging historically marginalized communities, during development of local transportation system plans, subarea plans or strategies, topical plans or strategies (e.g., safety), modal plans or strategies (e.g., freight) and transit service plans from which the applicant project is drawn.
- if project development is completed, project sponsors have performed project-level public engagement, including identifying and engaging historically marginalized populations, and have analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low incomes compared to those for other residents.
- if project development is not completed, project sponsors attest the intent to perform project-level public engagement, including identifying and engaging historically marginalized populations, and to analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

Metro is required to comply with federal (US. Department of Transportation, Federal Highways Administration and Federal Transit Administration) and state (ODOT) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements. Documentation of the local actions described below may be requested by regulators; if such a request is unable to be met, the allocation may be found to be out of compliance, requiring regional and local corrective action.

The completed checklist will aid Metro in its review and evaluation of projects for the 2022-2024 regional flexible funds allocation.

Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section 2) and certification statement (see Section 3), for projects submitted to Metro for consideration for 2022-2024 regional flexible funding.

Project sponsors should keep referenced records on file in case of a dispute. Retained records are not submitted to Metro unless requested.

A public engagement quick guide is available at oregonmetro.gov/rffa. Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at daniel.kaempff@oregonmetro.gov or 503-813-7559.

1. Checklist

Transportation or service plan development (from which the applicant project was drawn)

X At the beginning of the agency's transportation system, topical modal, subarea or transit service plan, a public engagement plan was developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

X During the development of the agency's transportation system, topical, modal, subarea or transit service plan, a jurisdiction-wide demographic analysis was completed to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating jurisdiction-wide demographic analysis

X Public notices included a statement of non-discrimination (Metro can provide a sample).

Retained records: public engagement reports including/or dated copies of notices

X Throughout the process, timely and accessible forums for public input were provided.

Retained records: public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results

X Throughout the process, appropriate interested and affected groups were identified and contact information was maintained in order to share project information, updates were provided for key decision points, and opportunities to engage and comment were provided.

Retained records: public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list

X Throughout the process, focused efforts were made to engage underrepresented populations such as communities of color, limited English proficient and low-income populations, disabled, seniors and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, which may include translation of key materials, using a telephone language line service to respond to questions or take input in different languages and providing interpretation at meetings or events.

Retained records: public engagement reports including/or list of community organizations and/or diverse community members with whom coordination occurred; description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summary of key findings

X Public comments were considered throughout the process, and comments received on the staff recommendation were compiled, summarized and responded to, as appropriate.

Retained records: public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments

X Adequate notification was provided regarding final adoption of the plan or program, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included information and instructions for how to testify, if applicable.

Retained records: public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list

Project development

This part of the checklist is provided in past tense for applications for project implementation (construction) funding where the project development has been completed. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.

X At the beginning of project development, a public engagement plan was (shall be) developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

X During project development, a demographic analysis was (shall be) completed for the area potentially affected by the project to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating demographic analysis

X Throughout project development, public notices were (shall be) published and requests for input were (shall be) sent in advance of the project start, engagement activity or input opportunity.

Retained records: dated copies of notices (may be included in retained public engagement reports)

X Throughout project development, public documents included (shall include) a statement of non-discrimination (Metro can provide a sample).

Retained records: public documents, including meeting agendas and reports

X Throughout project development, timely and accessible forums for public input were (shall be) provided.

Retained records: descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results (may be included in retained public engagement reports) X Throughout project development, appropriate interested and affected groups were (shall be) identified and contact

information maintained in order to share project information, updates were (shall be) provided for key decision points, and opportunities to engage and comment were (shall be) provided.

Retained records: list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list (may be included in retained public engagement reports)

X Throughout project development, focused efforts were made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.

Retained records: description of focused engagement efforts, list of community organizations and/or community members representing diverse populations with whom coordination or consultation occurred, description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summaries of key findings (may be included in retained public engagement reports)

X Throughout – and with an analysis at the end of – project development, consideration was (shall be) given to potential inequitable impacts of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

Retained records: description of identified populations and information about and analysis of potential inequitable impacts of the project for them in relation to other residents (may be included in retained public engagement reports)

X Public comments were (shall be) considered throughout project development, and comments received on the staff recommendation were (shall be) compiled, summarized and responded to, as appropriate.

Retained records: summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports)

X Adequate notification was (shall be) provided regarding final adoption of the plan, including how to obtain additional detailed information, at least 15 days in advance of adoption. Notice included (shall include) information on providing public testimony.

Retained records: dated copies of the notices; for announcements sent by mail or email, documentation of number of persons/groups on mailing list (may be included in retained public engagement reports or legislative staff reports)

2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of:

- if project development is completed, the public engagement process for this project, including outreach to communities of color, people with limited English proficiency and people with low income
- if project development is not completed, the public engagement plan for this project or agency public engagement practice, including outreach to communities of color, people with limited English proficiency and people with low income.

3. Certification statement

__Multnomah County_____ (agency) certifies the information provided on this checklist is accurate.

As attested by:



(signature)

__Joanna Valencia, Transportation
Planning and Development Manager_

(name and title)

__6/21/19_____

(date)

Agency public engagement practice

Multnomah County is a Certified Agency and as part of this has a Title VI Plan in place that includes information on our public engagement practice. Title VI activities are identified below.

Public Involvement in Planning Activities & Title VI

- 1. Invite participation of a cross section of the populace from social, economic, and ethnic groups in the planning process by disseminating written program information to minority media and ethnic organizations, and providing public service announcements for all local media, when forming citizen advisory committees or planning board, and requesting involvement.*
- 2. Multnomah County staff will obtain demographic statistics at applicable community meetings and public hearings involving transportation planning sessions. Data will be gathered through use of a voluntary self-reporting form which includes race, gender, and national origin. Copies of the completed forms will be provided to Title VI Coordinator after each meeting.*
- 3. To ensure access to public meetings, evening meetings will be conducted in a variety of community buildings throughout the County, including those along transit routes, ensure translation services are available if anticipated, and ensure public meetings are held in predominantly minority communities when transportation projects will specifically impact those communities.*

Additionally, countywide public engagement policies include:

Public Involvement Policies

The County makes an effort to inform and include the public, including Title VI protected populations through a variety of different mediums.

Website- The County maintains an extensive website, which is updated regularly. The Transportation Program sites may be accessed from the County site. The site contains information on the County's responsibilities, programs, meeting calendars, agendas and minutes, contact information for staff, complaint procedures and complaint forms, bidding and contract information and project information. The website is designed to be ADA compliant.

Press Releases- Press releases are routinely sent to different media outlets- daily and weekly newspapers, TV stations and radio stations, including Non-English language outlets.

Meetings open to the public- Meetings and work sessions of the County Board and commissions are open to the public. Time for citizen comments is reserved at Board

meetings. Meeting dates, times and agendas are posted in advance on the County's website. Board meetings are televised and webcast by local public access channels. Live broadcasts and replays are available on the County website.

Opportunities for Public Comment- The County and the Transportation Program provide opportunities for comment on a range of plans, programs and projects. Public comment periods are typically advertised through email notices, and web and newspaper advertisements. Comments are accepted by phone, fax, email, US mail and in person at meetings.

Staff Contact- Staff is accessible and contact information for staff is generally provided on the County's website and specifically provided on project on project fact sheets, brochures and postcards, as well as on meeting agendas. Staff attends public meetings and is available to answer questions and take comments.

Events- Events such as workshops, open houses and forums are held regularly, as needed. Depending on the event, notices of these events may be made by email, postcard, letter, newspaper advertisements and on the County's website. Meeting locations are ADA accessible and interpretation or listening devices can be provided by request.

Complaints of discrimination will follow the complaint process outlined in the plan. The Title VI Coordinator will track any complaints, forward Title VI complaints to ODOT and monitor or assist in resolution of any complaints.

East Multnomah County Transportation Committee

City of Fairview City of Gresham City of Troutdale City of Wood Village Multnomah County Port of Portland

Regional Flexible Funds Allocation Grant Program
Oregon Metro
600 NE Grand Avenue
Portland, OR 97232

June 17, 2019

Re: East Multnomah County Regional Flexible Funds Allocation (RFFA) Grants

Attention:

The East Multnomah County Transportation Committee (EMCTC) took action at the Monday June 17th EMCTC meeting to strongly support the following grant applications for Regional Flexible Funds. All three of these projects are high priorities to East Multnomah County. They represent multimodal improvements on regional transit corridors, freight corridors, and connect parts of our region that have high populations of lower income families and communities of color.

NE 223rd Avenue Access for Freight and Active Transportation

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 an 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. This project is to construct the 223rd segment from Sandy Boulevard up to the railroad undercrossing just north of Townsend Way and will leverage work that Multnomah County and Fairview are collaborating on to provide a context sensitive solution under the railroad bridge.

Completing the Sandy Boulevard Transportation Gap: Sandy Boulevard Freight and Active Transportation Improvements from Gresham City Limits to NE 230th Ave

This project closes an important east-west gap in the regional active transportation network in order to increase safe, non-auto trips, especially for underserved populations in Fairview and surrounding East County communities. The project also has a dual purpose of improving the reliability of Sandy Boulevard as a regional freight route by reducing congestion and conflicts between users, thereby attracting more business to this major employment center. The grant will be used to fund project development for design and engineering to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements.

NW Division Street Multimodal Improvements

This project will fill in significant gaps in the active transportation network by adding continuous and ADA-compliant sidewalks, curbs, curb ramps, and bike lanes on NW Division Street between NW Birdsdale Avenue and NW Wallula Avenue. Two stations for the forthcoming Division Transit Project are within this project area and will benefit from these improvements. In addition, the project will enhance access to key regional destinations including the Gresham Civic Regional Centers and Title 4 Industrial and Employment Lands.

Each of these projects advance the goals of the Regional Transportation Plan. They improve the safety of all users by reducing conflicts between freight traffic and vulnerable users. They seek to reduce congestion by making walking

and bicycling safer and improving access to transit. They advance equity by constructing improvements in areas that serve low-income families and people of color. They advance the goals of the Climate Smart Strategies by creating access and improving mobility.

We urge you to strongly consider funding these projects.

Sincerely,

A handwritten signature in blue ink that reads "Lori Stegmann". The signature is written in a cursive, flowing style.

Commissioner Lori Stegmann, Multnomah County District 4
EMCTC Chair

cc: Mayor Brian Cooper, Fairview
Councilor Karylinn Echols, Gresham
Councilor Jamie Kranz, Troutdale
Councilor John Miner, Wood Village
Emerald Bogue, Port of Portland