



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.

- i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? *Considered, but not likely.*
- e. Schedule *Estimating interagency coordinating staff availability years in the future.*
- f. Budget *Cost escalation risks beyond identified contingency (application includes 5 percent annual cost escalation rate as well as 25 percent contingency).*
- g. Staff availability
 - i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. *Washington County has experienced project management and transportation planning staff to lead, manage and deliver the 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. *Project would fill sidewalk gaps and install ADA-accessible curb ramps on streets connecting to TV Highway and 185th Avenue in Aloha; improve crossings at two locations along 185th Avenue, with crosswalks, refuge islands, and signals; and also design safe pedestrian and bicycle facilities on Blanton Street.*
- 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 Attachments D1 and D2 for design guidelines checklist.*
- 31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?⁵ *See Attachments D1 and D2 for design guidelines checklist. Opportunities for project design elements will be identified during the design process. Project will adhere to Clean Water Services requirements for stormwater.*
- 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? *N/A*

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

Affordability/Equity

- 33. Is the project in an Equity Focus Area? ☒ Yes ☐ No Please indicate which Focus Area. *Six census tracts in Aloha – All with higher than regional average concentrations of People of Color, Low-Income Population, and Limited English Proficiency.*

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

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

[Signature], 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

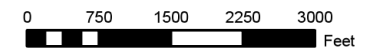
Utilities

Railroads

Other (please indicate)

Attachment A
Aloha Safe Access
to Transit

-  Aloha Safe Access to Transit Project Area
- Project Development**
-  Complete street
-  Realigned Intersection and New Signal
- Construction**
-  Potential Location of Enhanced Crossing
-  Priority Locations for Sidewalk Infill*
- * Subject to change



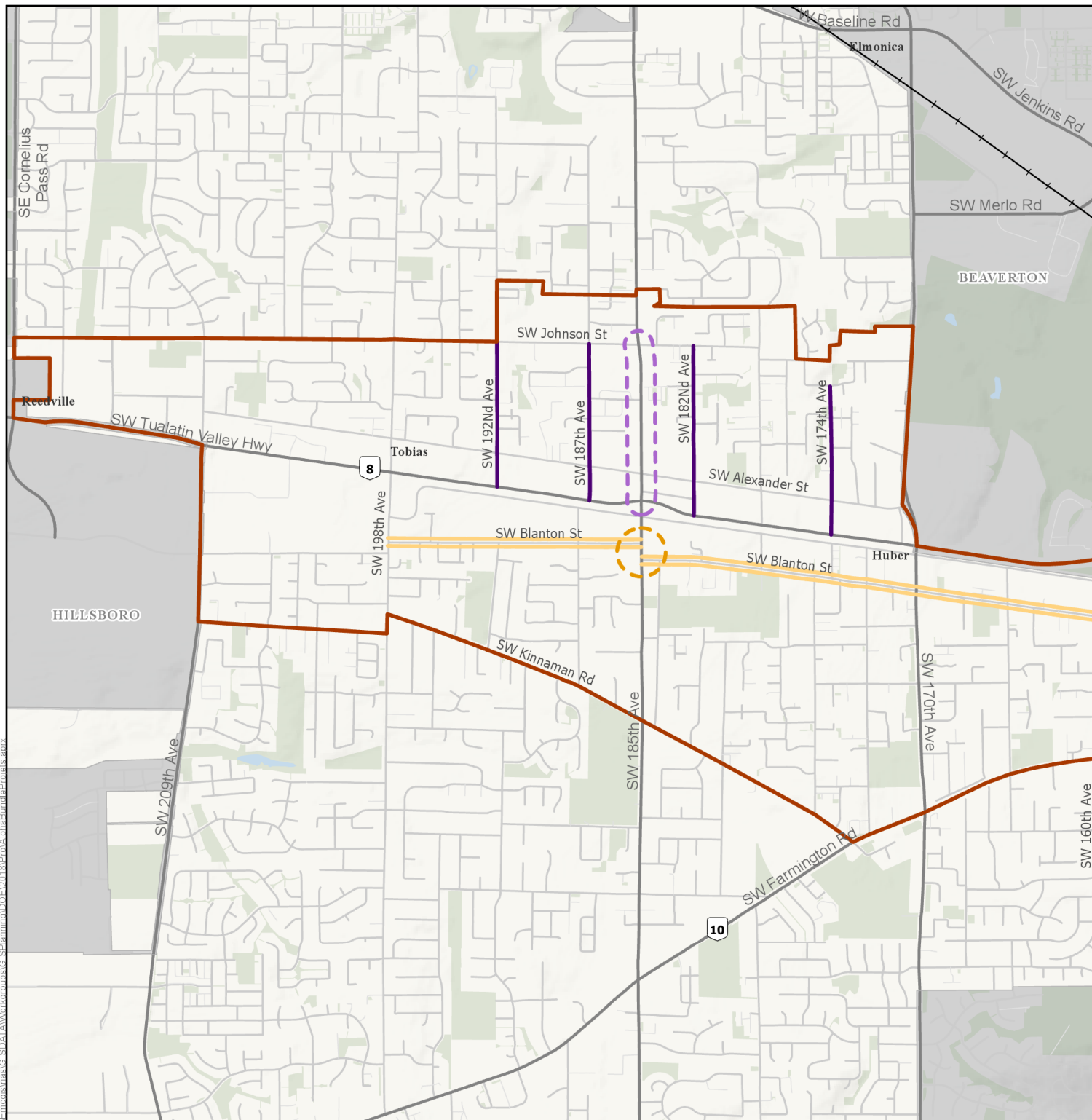
Data Source: Washington County, Metro

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Department of Land Use & Transportation
Planning and Development Services Division

Date: 06/20/2019



Attachment B

Aloha Safe Access to Transit Project

RFFA Grant Application Schedule

Project Design and Construction:Aloha Safe Access to Transit Bundle

<i>Task</i>	<i>Completion (Months from Notice to Proceed)</i>	<i>Task Duration (Months)</i>
Project Management	Month 1-30	30
Contracting with Consultants	Month 1-3	3
Public Involvement	Month 8-27	20
Survey and Data Collection	Month 3-4	2
Design Studies (hydraulics,traffic, etc.)	Month 7-9	3
Engineering Design	Month 6-14	7
Right of Way	Month 10-15	6
Permits	Month 10-14	5
Plan Review	Month 15-16	2
Project Bidding and Award	Month 17-18	2
Construction	Month 19-27	9
Project Closeout	Month 28-30	3

Project Development: Blanton Complete Streets and Intersection Realignment

<i>Task</i>	<i>Completion (Months from Notice to Proceed)</i>	<i>Task Duration (Months)</i>
Project Management	Month 1-18	18
Contracting with Consultants	Month 1-2	2
Survey and Mapping	Month 3-4	2
Alternatives Identification and Evaluation	Month 3-8	8
Agency Coordination	Month 3-18	18
Public Involvement	Month 6-18	13
Preliminary Design	Month 9-17	9
Project Closeout	Month 18	1

Attachment C**Aloha Safe Access to Transit Project**

RFFA Grant Application Cost Estimate

Prepared By: Shelley Oylear

Date:

06/17/2019

PROJECT NAME: Aloha Access to Transit Bundle: Construction Estimate

ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
Concrete Walks with Base	SF	21480	\$25	\$537,000
ADA Treatments	EA	28	\$10,000	\$280,000
Landscaping	LS	1	\$35,000	\$35,000
Pedestrian Signal	EA	1	\$150,000	\$150,000
Street Lighting	EA	20	\$10,000	\$200,000
			Subtotal	\$1,202,000
Mobilization	LS	20%		\$240,000
Work Zone Traffic Control	LS	10%		\$120,000
Construction Inspection (County)	LS	15%		\$180,000
Stormwater and Sewer Management	LS	25%		\$301,000
			Subtotal	\$841,000
			Construction Cost Total	\$2,043,000
Construction Contingency		25%		\$511,000
Right Of Way	LS	1	\$360,000	\$360,000
			TOTAL	\$2,914,000

PROJECT NAME: Aloha Access to Transit Bundle: Engineering Design Estimate

ITEM DESCRIPTION	UNIT	Percent of Construction Costs	UNIT PRICE	TOTAL
Project Management (County)	LS	10%		\$204,000
Surveying	LS	10%		\$204,000
General Engineering Services	LS	35%		\$715,000
Permitting Fees	LS	7.5%		\$153,000
Plan Review (County)	LS	7.5%		\$153,000
			Subtotal	\$1,429,000
Engineering Design Contingency		25%		\$357,000
			TOTAL	\$1,786,000

Engineering Design and Construction Total

\$4,700,000

PROJECT NAME: Blanton Complete Street Project Development

ITEM DESCRIPTION	UNIT	Percent of Total Costs	UNIT PRICE	TOTAL
Project Management (County)	LS	10%		\$28,500
Public Involvement	LS	10%		\$28,500
Survey and Mapping	LS	20%		\$57,000
Alternatives Identification and Evaluation	LS	20%		\$57,000
Preliminary Design	LS	40%		\$114,000
			Subtotal	\$285,000
Design Contingency		5%		\$15,000
			TOTAL	\$300,000

Project Subtotal**\$5,000,000**

Cost Escalation (Compounded annually for 3 years)

5%

Project Total**\$5,788,125**

MSTIP Opportunity Fund Request (for 10.27% Local Match)

594,441

RFFA Grant Request**\$5,193,684**

Attachment D1

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

Attachment D2 – Active Transportation Design Guidelines

Pedestrian Project Design Guidelines		
Street Design Element	Existing Condition	Proposed Features
Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)	Current roadways do not have sidewalks	Sidewalk infill on several streets in Aloha; project development for complete streets facilities on Blanton
Add sidewalk width and/or buffer for a total width of 8 feet minimum on streets with lower traffic volumes and speeds	Current roadways have existing on-street parking, and relatively low speeds and volumes	Sidewalk infill will provide 8-10 foot sidewalk width and buffer with on-street parking
Sidewalk clear zone of 6 feet or more	Current roadways do not have sidewalks	Sidewalk infill will provide minimum 6-foot wide sidewalks
Remove obstructions from the primary pedestrian-way or add missing curb ramps		Sidewalk infill will include ADA-compliant curb ramps at intersections
Add enhanced pedestrian crossing(s) at appropriate locations	185 th Avenue is a five-lane roadway; there are no safe pedestrian crossings along 185 th in study area besides Johnson, TV Hwy and Kinnaman	Construction of one enhanced crossing between TV Hwy and Johnson; project development for realigned intersection and signal at Blanton
Add crosswalk at transit stop		Construction and project development of two enhanced crossings along 185 th next to Line 52 transit stops
Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes		Construction and project development of two enhanced crossings along 185 th ; both will include pedestrian refuge medians that reduce crossing distance
Reduced pedestrian crossing distance		Construction and project development of two enhanced crossings along 185 th ; both will include pedestrian refuge medians that reduce crossing distance
Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal		Construction of enhanced crossing between TV Hwy and Johnson would include RRFB or pedestrian signal
Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk		Construction and project development of two enhanced crossings along 185 th ; both will include lighting

Bicycle Project Design Guidelines		
Street Design Element	Existing Condition	Proposed Features
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	Blanton Street is a collector that currently lacks bicycle facilities	Project development on Blanton Street will add buffered bicycle facilities consistent with the Washington County Road Design Standards for collector roadways.
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	185 th Avenue is a five-lane roadway; there are no safe bicycle crossings along 185 th in study area besides Johnson, TV Hwy and Kinnaman	Construction of one enhanced crossing with pedestrian signal between TV Hwy and Johnson; project development for realigned intersection and full signal at Blanton; both locations will include user-activated signals and Blanton crossing may incorporate bike boxes or advance stop lines
Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes	185 th Avenue is a five-lane roadway; there are no safe bicycle crossings along 185 th in study area besides Johnson, TV Hwy and Kinnaman	Construction and project development of two enhanced crossings along 185 th ; both will include pedestrian refuge medians that reduce crossing distance
Lighting at intersections	185 th Avenue is a five-lane roadway; there are no safe bicycle crossings along 185 th in study area besides Johnson, TV Hwy and Kinnaman	Construction and project development of two enhanced crossings along 185 th ; both will include lighting

Other Complete Street Features		
Street Design Element	Existing Condition	Proposed Features
Street trees and/or landscaping	Current roadways lack landscaping and adequate drainage	County will add landscaping and stormwater improvements as necessary and in compliance with road design standards
Stormwater elements		



WASHINGTON COUNTY OREGON

Attachment E

Aloha Safe Access to Transit Project

RFFA Grant Application Letters of Support

Chair Kathryn Harrington, Washington County Board of Commissioners

Tom Mills, TriMet

Doug Menke, Tualatin Hills Park & Recreation District

Liles Garcia, Community Participation Organization 6 Steering Committee

Sally Fabre, Aloha Business Association

Jeff Pazdalski, Westside Transportation Alliance

Jillian Detwiler, The Street Trust

Department of Land Use & Transportation
Administrative Services

155 N First Avenue, Suite 350, MS 16, Hillsboro, OR 97124-3072

phone: 503-846-6106 • fax: 503-846-3588

www.co.washington.or.us/lut • lutadmin@co.washington.or.us



June 20, 2019

Regional Flexible Fund Allocation
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Letter of Support for Washington County's Aloha Safe Access to Transit Bundle Project

To Whom It May Concern:

I am writing in support of Washington County's application for a 2022-24 Regional Flexible Funds Allocation to complete project development and implementation of pedestrian, bicycle and enhanced crossing improvements that provide safe access to transit in Aloha.

The proposed improvements are integral to increasing safety and access to transit in an area with sizeable transportation disadvantaged populations, including low-income, minorities, limited English language proficiency residents and youth populations. This much-needed project will close sidewalk gaps on several local streets and implement an enhanced crossing along 185th Avenue between TV Highway and Johnson Street. The project would also design complete street facilities on Blanton Street between 160th Avenue and 198th Avenue and develop a concept for realigning and signalizing the offset intersection at 185th Avenue, providing another safe crossing for people walking and biking.

The Aloha Town Center is served by two major TriMet bus lines in the area – Line 57-TV Highway and Line 52-Farmington/185th – connecting Aloha with Forest Grove, Cornelius, Hillsboro, Beaverton, Willow Creek, Tanasbourne and two Portland Community College campuses. Line 57 is a Frequent Service Line that operates 24 hours a day, and Line 52 is slated to become a Frequent Service Line in the future.

In addition to transit facilities, these investments will help people safely reach destinations in the area, including retail, employment, community centers, schools, parks, medical facilities, and residential neighborhoods. TriMet is pleased that these grant funds may be used to support safe access to transit, improving the community's ability to reach jobs, households, and key destinations.

Thank you for your consideration of this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Mills", written over a horizontal line.

Tom Mills
Manager
Service Planning & Development



June 12, 2019

Lynn Peterson, Council President
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Washington County's Aloha Safe Access to Transit Bundle Project
2022-24 Regional Flexible Funds Allocation (RFFA)

Dear Councilor Peterson:

It is my pleasure to write in support of Washington County's application for a 2022-24 Regional Flexible Funds Allocation (RFFA) for the Aloha Safe Access to Transit Bundle Project. The funds are needed to complete project development and implementation of pedestrian, bicycle and enhanced crossing improvements that provide safe access to transit in Aloha.

The proposed improvements are integral to increasing safety and access to transit in an area of the metro region with significant transportation disadvantaged populations, including low-income, limited English language proficiency and youth populations. This much-needed project will close sidewalk gaps on several local streets and implement an enhanced crossing along 185th Avenue between TV Highway and Johnson Street. The project would also design complete street facilities on Blanton Street between 160th Avenue and 198th Avenue; and develop a concept for realigning and signaling the offset intersection at 185th Avenue.

The Aloha Town Center is served by two major TriMet bus routes in the area, Line 57-TV Highway and Line 52-Farmington/185th, connecting Aloha with Forest Grove, Cornelius, Hillsboro, Beaverton, Willow Creek, Tanasbourne and two Portland Community College campuses. In addition to transit facilities, these investments will help people safely reach destinations in the area, including THPRD parks, trails and facilities, which aligns with our interest for safe access to recreation for families, so they can confidently choose to be active now and in the future.

THPRD is encouraged that RFFA funding is available to support safe multimodal transportation solutions. Thank you for your consideration of this important project. Please contact Charri Schairer at 503-619-3981 with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Doug Menke", written over a horizontal line.

Doug Menke
General Manager



June 21, 2019

Regional Flexible Fund Allocation
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Letter of Support for Washington County's Aloha Safe Access to Transit Bundle Project

To Whom It May Concern:

Washington County's Community Participation Organization #6 (CPO6) Steering Committee would like to voice its support for Washington County's 2022-24 Regional Flexible Funds Allocation grant proposal to improve the sidewalks and crossings in the central Aloha area. This letter has received the approval of a majority of members on the CPO6 Steering Committee.

The intersection of SW Blanton St and SW 185th Av is one of the worst intersections in our County. Records and statistics show us this fact. Any improvement in this vicinity would be a benefit. Aloha High School is a little ways down SW185th Av and any improvements to pedestrian use and safety would provide safer walking areas for students going to and from school, and for the general public going to and from school functions and activities. Improvements to this area would also benefit pedestrian traffic at the busy intersection of SW TV Hwy and SW185th Av.

Pedestrian improvements along the entire length of SW Blanton St in the project area are needed to improve pedestrian safety because there are two parks and a new veterans' families home along SW Blanton St. Some portions of this project area have been improved. However, here in Aloha many development projects have been built including improvements to the project area. This situation leaves gaps in improvements which really does not completely help the entire area with needed safety improvements.

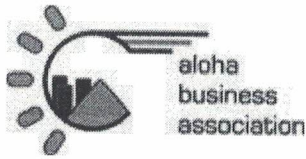
The CPO6 Steering Committee is encouraged that through this grant opportunity, these funds may be used to support safe multimodal transportation solutions, improve access to jobs and households, and connect key destinations.

Thank you for your consideration of this important project.

Best,

Liles Garcia, Chairman CPO6
Aloha, Reedville, and Cooper Mountain
landn2@frontier.com

Community Participation Organization serving the communities of
Aloha, Cooper Mountain and Reedville



June 11, 2019

Regional Flexible Fund Allocation
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Letter of Support for Washington County's Aloha Safe Access to Transit Bundle Project

To Whom It May Concern:

The Aloha Business Association is writing in support of Washington County's application for a 2022-24 Regional Flexible Funds Allocation to complete project development and implementation of pedestrian, bicycle and enhanced crossing improvements that provide safe access to transit in Aloha.

The proposed improvements are integral to increasing safety and access to transit in an area of the metro region with significant transportation disadvantaged populations, including low-income, minorities, limited English language proficiency residents and youth populations. This much-needed project will close sidewalk gaps on several local streets and implement an enhanced crossing along 185th Avenue between TV Highway and Johnson Street. The project would also design complete street facilities on Blanton Street between 160th Avenue and 198th Avenue and develop a concept for realigning and signalizing the offset intersection at 185th Avenue, providing another safe crossing for people walking and biking.

The Aloha Town Center is served by two major TriMet bus routes in the area, Line 57-TV Highway and Line 52-Farmington/185th, connecting Aloha with Forest Grove, Cornelius, Hillsboro, Beaverton, Willow Creek, Tanasbourne and two Portland Community College campuses. In addition to transit facilities, these investments will help people safely reach destinations in the area, including retail, employment, community centers, schools, parks, medical facilities, and residential neighborhoods.

The Aloha Business Association is encouraged that through this grant opportunity, these grant funds may be used to support safe multimodal transportation solutions, improve access to jobs and households, and connect key destinations.

Thank you for your consideration of this important project.

Respectfully,

Sally Fabre
President – Aloha Business Association
(503) 734-8014



**Westside
Transportation
Alliance**

June 14, 2019

Regional Flexible Fund Allocation
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Letter of Support for Washington County's Aloha Safe Access to Transit Bundle Project

To Whom It May Concern:

Westside Transportation Alliance (WTA) submits this letter in support of Washington County's application for a 2022-24 Regional Flexible Funds Allocation to complete project development and implementation of pedestrian, bicycle, and enhanced crossing improvements that provide safe access to transit in Aloha.

WTA works with employers in Washington County to reduce single occupancy vehicle commute trips. Some of the most frequently cited barriers to using transportation options from our members and their employees are lack of infrastructure to support active transportation and lack of safe access to transit services. These barriers can be especially significant in areas like Aloha with significant transportation disadvantaged populations, including low-income, minorities, limited English language proficiency residents and youth populations.

The Aloha Town Center is served by two major TriMet bus routes in the area, Line 57-TV Highway and Line 52-Farmington/185th, connecting Aloha with Forest Grove, Cornelius, Hillsboro, Beaverton, Willow Creek, Tanasbourne, and two Portland Community College campuses. The proposed improvements will close sidewalk gaps on several local streets, implement an enhanced crossing along 185th Avenue between TV Highway and Johnson Street, design complete street facilities on Blanton Street between 160th Avenue and 198th Avenue, and develop a concept for realigning and signaling the offset intersection at 185th Avenue.

These investments will help people safely access transit services and will help support safe multimodal transportation solutions that will improve access to jobs and retail, community centers, schools, parks, medical facilities, and residential neighborhoods.

Westside Transportation Alliance asks that you give this project your fullest consideration.

Respectfully,

Jeff Pazdalski
Executive Director



Metro
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

June 17, 2019

Subject: Support for Aloha Access to Transit

To Whom It May Concern:

I'm writing to express The Street Trust's support for Washington County's application for a 2022-24 Regional Flexible Funds Allocation to complete project development and implementation of pedestrian and bicycle improvements that will provide safe access to transit in Aloha.

The proposed improvements will serve an area of the metro region with a concentration of low-income, minority, and limited English language proficiency households. Safe access to transit and the opportunity to safely walk and bike are important to enable these folks to access employment, education, goods, services and social networks.

This much-needed project will close sidewalk gaps on several local streets and implement an enhanced crossing along 185 th Avenue between TV Highway and Johnson Street. The project will also design complete street facilities on Blanton Street between 160th Avenue and 198th Avenue and develop a concept for realigning and signalizing the offset intersection at 185th Avenue, providing another safe crossing for people walking and biking.

The Aloha Town Center is served by two major TriMet bus routes in the area, Line 57-TV Highway and Line 52-Farmington/185th, connecting Aloha with Forest Grove, Cornelius, Hillsboro, Beaverton, Willow Creek, Tanasbourne and two Portland Community College campuses. These investments will also help people safely reach destinations in the area, including retail, employment, community centers, schools, parks, medical facilities, and residential neighborhoods.

Thank you for your consideration of this important project.

Sincerely,

Jillian Detweiler
Executive Director

Attachment F1

2022-2024 RFFA Public Engagement and Non-Discrimination Certification

Submitting agency name Washington County

Project name Aloha Safe Access to Transit

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)

- ✓ 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

- ✓ 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

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

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

- ✓ 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

- ✓ 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

- ✓ 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

- ✓ 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

✓ 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.

✓ 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

✓ 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

✓ 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)

✓ 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

✓ 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)

✓ 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)

✓ 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)

✓ 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)

✓ 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)

✓ 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

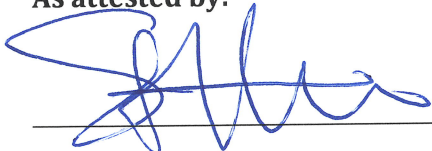
Attach a summary (1-2 pages) of the key elements of:

- 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

Washington County LOT (agency) certifies the information provided on this checklist is accurate.

As attested by:



(signature)

Stephen Roberts, Interim Director

(name and title)

6/21/19

(date)

Attachment F2

Aloha Public Engagement Summary

Public involvement plan in Aloha has been consistent with the guidelines contained within the *Washington County Public Involvement Guidelines for Transportation Planning, Programs, and Projects* (2014) and the *Washington County Title VI of the Civil Rights Act of 1964 Compliance Plan* (2016). Federal, state, and county legislation prohibit discrimination on the basis of race, color, national origin, age, disability, religion, marital status, familial status, sex, gender, gender identity, sexual orientation or source of income. Further, decision-making processes have been designed to avoid, minimize, or mitigate disproportionately adverse environmental effects, including social and economic effects, on communities of color and low-income populations. Those persons with limited English proficiency have had meaningful access to programs, services and activities.

There has been extensive community engagement and community input through various planning efforts within the Aloha community over the last ten years. Those planning efforts are listed below:

- [Moving Forward TV Highway](#) (2019)
- [Aloha Tomorrow](#) (2017), [Aloha-Reedville Study and Livable Community Plan](#) (2014) and
- [Tualatin Valley Highway Corridor Refinement Plan](#), (2014) led by the cities of Hillsboro and Beaverton, and Oregon Department of Transportation (ODOT).

Each planning effort provided detailed demographic information, based largely on American Community Survey (ACS) data. Table 1 provides a summary of that information:

Table 1. Study Area Demographics

	Total Population	Poverty Population	Minority Population	Elderly Population	Youth Population	Zero Car Households	Total Households
Study Area	18,317	4,126	9,322	1,292	5,641	276	5,603

Source: 2016 American Community Survey 5 Year estimates

In comparison to both the Portland Metropolitan region and County as a whole, the Aloha area have above average concentrations of low-income population, people of color, limited English language proficiency residents, and youth populations. Hispanic/Latino residents are the dominant people of color group (accounting for more than 31 percent of the residents, followed by residents of Korean, Somali, Vietnamese, and African-American descent. The study area has a relatively young population, with a greater percentage of residents under 18. The area has a smaller percentage of older residents, with only 8 percent of the study area population over 60, compared to the Washington County average (16 percent). The study area's age distribution suggests that the area is attractive for young families with children. For additional details, please see Chapter 3 and Appendix A of the Aloha Tomorrow Baseline Report.

Community Stakeholders

- Community organizations, including the Aloha Business Association (ABA), Community Participation Organization (CPO) 6, the Aloha Reedville Community Council (ARCC);
- Non-profit organizations, including UniteOregon, Centro Cultural, Community Partners for Affordable Housing (CPAH), REACH Community Development, and Bienestar;
- The owners of several key commercial and civic properties within the study area, including the owner of approximately half of the Aloha Mall shopping center (TV Highway and 185th Avenue),

the proprietors of the Aloha Medical/Dental Square (Alexander Street and 185th Avenue), the owners of the Aloha Villa shopping center (TV Highway and 182nd Avenue), the pastor of the Living Hope Fellowship Church (Alexander Street and 182nd Avenue), and the owner of the Cedar West shopping center (TV Highway and 178th Avenue).

Community Engagement

All of the planning efforts gathered community input and provided meaningful participation opportunities through multiple engagement methods. These methods included the following:

- Online surveys and interactive maps
- Community workshops and open houses
- Tabling events at farmer's markets and "office hours" in community locations
- Stakeholder briefings
- Advisory committees

Extensive outreach was conducted for these efforts. English and Spanish versions of surveys and maps were posted on the project websites, with significant outreach accomplished by emails, posters and postcards, social media posts, and survey links shared on partners Facebook pages.

All combined the projects collected over 5,700 comments. Common themes heard throughout these planning efforts were the need for:

- More complete infrastructure (sidewalks, streetlights, more crosswalks, bike lanes);
- A walkable neighborhood, with more landscaping and trees;
- Reinforcement of community identity through gateway and entry features;
- Improvements to make it easier to take the bus on TV Highway and 185th Ave including sidewalks that connect to bus stops, and bus shelters that provide weather protection.



WASHINGTON COUNTY OREGON

June 21, 2019

Dan Kaempff
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Washington County's Aloha Town Center Safe Access to Transit Regional Flexible Funds Grant Application

Dear Dan Kaempff,

The Board of County Commissioners (Board) is pleased to submit this letter of support for Washington County's Regional Flexible Funds (RFFA) grant application. Washington County Department of Land Use & Transportation is seeking \$5,193,684 in RFFA funding for project development and implementation of pedestrian, bicycle and enhanced crossing improvements that provide safe access to transit in Aloha. The Board took action at their June 18 regular meeting to authorize this application.

The proposed improvements are integral to increasing safety and access to two major bus lines in an area of the Metro region with significant transportation disadvantaged populations. Project elements include sidewalk infill on several local streets that connect to Tualatin Valley Highway, pedestrian/bicycle crossing improvements along 185th Avenue and project development for complete street facilities on Blanton Street. The Washington County Coordinating Committee (WCCC), which consists of representatives from Washington County and the cities in Washington County, voted to commit \$594,441 in matching funds from the countywide Major Streets Transportation Improvement Program (MSTIP) Opportunity Fund for this project at their June 17 meeting.

The Board is encouraged that this grant opportunity will help support multimodal transportation solutions that provide for the safe and efficient movement of people and goods, improve access to jobs and households and connect key destinations.

I respectfully request you give the Washington County's application the fullest consideration.

Sincerely,

Kathryn Harrington
Chair, Board of Commissioners

cc: Washington County Board of Commissioners
Stephen Roberts, Interim Director of Land Use & Transportation

Board of County Commissioners

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