



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. Completing the Sandy Boulevard Transportation Gap: Sandy Boulevard Freight and Active Transportation Improvements from Gresham City Limits to NE 230th Avenue
5. Describe the project purpose. What problems or issues is the project intended to address? The primary purpose of this project is to close 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 has a dual purpose of improving the reliability of Sandy Boulevard as a regional freight route by reducing congestion and conflicts, thereby attracting more business to this major employment center.

PROJECT READINESS

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

Project Detail

6. Is this project on the 2018 RTP Constrained list? ¹ x Yes No
7. What is the RTP Project ID #? 10399
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 Bicycle Parkway
 - Pedestrian Pedestrian Parkway
 - Freight Roadway Connector
 - Transit Frequent Bus
9. List the project beginning and ending points. What specific streets/intersections are included in the project area? Sandy Blvd from Gresham city limits to NE 230th Ave. This area includes the following intersections with Sandy Blvd: NE 205th Ave, NE 206th Pl, NE 207th Ave/Fairview Parkway, Quail, Portland Fairview RV Park, NE Blossom Hill Rd, NE Arbor Crest Dr, SE 223rd Ave, and NE 230th Ave.
10. Is the project included in an adopted local transportation safety plan or audit? x Yes No
Please describe. This project is included in the 2016 City of Fairview Transportation System Plan (TSP) as project R7 to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements. The TSP notes that Sandy Blvd has high collision rates, gaps in sidewalks and bike lanes, and limited crossing opportunities. It is also included in the Multnomah County Capital Improvements Plan and Program.
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

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

developer payment in-lieu of dollars (SDC) that have been secured and are available for design and construction for the corridor.

12. Which Project Development Stages are to be considered for RFFA funding?² This application is requesting funding for project development through 15% design including stakeholder engagement and environmental tasks up to 15% design.
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. RFP, starting from the day of the grant award to award of the contract to the consultant is approximately 6 months. All reports, site study, and permitting, will take approximately 9 months after the award of the contract. Community outreach will occur concurrent with site study and will take approximately 3 months. Conceptual design based on the engineering reports and studies will take approximately 6 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)? This project is still in the Planning Phase with a project vision and planning level cost estimate completed. This application is requesting funding that will allow for further defining the project through stakeholder engagement and 15% design stage.
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, this will be further identified in the preliminary design phase.
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? Planning level cost estimates have been recently created as part of the County's new Capital Improvement Plan and Program.
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? Yes, there are fish bearing streams and associated flood zones. Project development will further identify any other permitting requirements.
19. To what extent has environmental permitting been scoped or completed? None at this time.

Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address? The City of Fairview's Transportation System Plan adopted in 2016 engaged the public to identify needs and Sandy Blvd was a priority need under several categories. The planning effort found safety concerns – specifically that Sandy Blvd does not meet access spacing standards and has a high crash rate. It also recognizes that Sandy Blvd does not meet County design standards or standards defined in the Sandy Blvd Corridor Refinement Plan. They would like the road west of NE 223rd Ave to support neighborhood activities and safe

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

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

bicycle and pedestrian travel while east of NE 223rd Ave should support industrial and commercial uses. The planning effort also found that gaps in the sidewalks and limited crossings impede pedestrian travel and connectivity to transit service. They also pointed to significant gaps in the bicycle facilities on Sandy Blvd as a major need.

21. Which community partners are involved? City of Fairview and TriMet have been the primary partners on developing this project concept so far. The East Multnomah County Transportation Coordination Committee has been involved and includes partners from the cities of East County as well as the Port of Portland. During project development funded under this project we will be reaching out to the area businesses and residents to expand our community partners.
22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. This project is included as a priority project in the County's Capital Improvements Plan and Program (CIPP). This project is a continuation of improvements to Sandy Boulevard being implemented throughout this regional corridor and the upgrades have been met with broad political and community support. It is listed as a project in the Regional Transportation Plan, the CIPP, and the City of Fairview has included reconstruction of Sandy Boulevard as a high priority in their Transportation System Plan. This grant proposal is supported by the Board of County Commissioners as well as the East Multnomah County Transportation Committee.

Multnomah County has a public engagement process for its capital projects that focuses on equity and implementing our Title VI Plan. This project will use that process to identify and engage community stakeholders to provide input on developing the project and weighing design options. The community served by the Sandy Blvd corridor in Fairview includes low-income households, limited English proficiency, and people of color in addition to industrial businesses and their employees. A customized outreach strategy will be a component of the project development funded by this grant to work on gathering inclusive input and support.

Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project? Yes, the City of Fairview and TriMet both support the project and will be involved in project development.
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. The project isn't on a separate agency facility. Agencies with direct connections are the City of Gresham. Potential agencies of influence include Oregon Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland. This project will fill the last gap in improvements to Sandy Blvd. Previous projects, including the County's project that is just completing the section of Sandy Blvd east of 230th Ave, have already created awareness and cooperation in updating this corridor and this project will build upon those relationships. We will be coordinating with ODOT, City of Fairview, City of Gresham (to coordinate with their current Sandy Blvd improvements), and utility companies during project development.
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. This will be further identified during project development.

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

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? No, the cost estimate is for project development through 15% design only.
 - 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? Not applicable. The schedule for this project does not include the ROW Phase.
 - b. Utility Relocation
 - i. Are utility relocation costs included in the cost estimate? No, utility relocation costs will be identified and estimated during preliminary design.
 - c. Stormwater considerations
 - i. Water quantity Stormwater management is part of the County standard and will be included in project development.
 - ii. Water quality Stormwater management to remove nonpoint source pollution is part of the County standard and will be included in project development.
 - d. Environmental and Permitting
 - i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? Not yet. These will be identified during preliminary design.
 - e. Schedule No, the schedule is for project development only and there are no anticipated risks.
 - f. Budget No, there are few risks for the budget to develop this project to 15% milestone.
 - 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.

⁴ As indicated on final page of application.

29. Describe the project elements and countermeasures that address safety. The project will consider a broad array of elements and countermeasures to address safety during project development. Primary safety measures will include mode separation by closing gaps in the sidewalks and bike lanes. The project will also consider options to buffer sidewalks and/or bike lanes. Midblock crosswalks, rapid flashing beacons, improved street lighting, bus pull outs and improved bus pads will be additional elements to add to pedestrian safety. Designing a continuous center turn lane and access management are other critical safety components of this project development.
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 for active transportation design elements. This project will be focusing on reducing conflicts between modes in its stakeholder engagement and project development since Sandy Blvd is both a regional active transportation corridor as well as a regional freight corridor. The Fairview Transportation System Plan calls for this project area of Sandy Blvd to serve both the neighborhood and industrial businesses so the project development will work on including as many of the countermeasures listed on the checklist as are feasible for this corridor.
31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?⁵ See question 48.
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? Not at this time although more may be identified during project development.

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. 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. Community places: Walmart Supercenter, Fairview Elementary School, Slavic Evangelical Church, Smith Memorial Presbyterian Church, Cleone City Park, Fairview Woods Wetlands City Park, Pelfrey Park, Handy/Nechocokee City Park, and Jacksons Food Store. 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). Fairview Elementary and Reynolds Middle School that serve the project area are designated as Title 1 schools.

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

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.

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 Sandy Boulevard Corridor, a key regional east-west 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? The high concentration of historically underserved and underrepresented populations in the east county cities will benefit from the completion of the pedestrian and bicycling network along Sandy Boulevard. This will more safely connect them with schools, regional and city parks, employment centers, and retail centers in the area. Current conditions in this section of the Sandy Boulevard corridor are unsafe with a lack of separated pedestrian and bicycle infrastructure, inadequate lighting, and lack of crosswalks for bus stops creating inequitable conditions for persons who do not have access to a personal vehicle. This project will also develop a plan for providing safer access to transit through sidewalks, crosswalks with rapid flashing beacons, widened bus pads, and improved lighting at and leading to bus stops. This will be especially beneficial for the bus stops located in front of Quail Hollow, a 55+ mobile home community. It will also greatly improve safety for children who catch the school bus on Sandy Blvd. The project will also develop designs to bring existing sidewalk ramps up to ADA standards (approximately 34 existing ramps in the project area are outdated and fail current ADA standards). Multnomah County also has an active Safe Routes to School Program that will be able to build upon the benefits of completing the active transportation facilities along Sandy Blvd by encouraging families to walk and bike to nearby Fairview Elementary and other destinations.
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.

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, the Fairview segment of

Sandy Blvd has had 68 total crashes. There were 2 major injuries, 15 moderate injuries, and 43 minor injuries.

39. How does the project aim to reduce the number of fatal or serious injury crashes? This project will greatly increase safety by separating modes of travel with complete sidewalks and bike lanes. It will also design improved crosswalks (including midblock for accessing bus stops), street lighting, center turn lane, and will review roadway access for conflicts.
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) This project will plan for substantially improved pedestrian and bicycle safety and user experience in this area with the addition of separated multimodal facilities, enhanced street lighting, bus stop improvements, and mid-block crosswalks with rapid flashing beacons. The bus stop improvements will include ADA compliant landing pad for safe on/off of disabled riders and a pull out for the bus to be clear of the auto travel lane during stops. The project will also reduce incidents involving turning vehicles by designing for a continuous center lane to complete safer left turns along this corridor while also relieving congestion.

System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved? Sandy Boulevard is classified in the ATP as a Bicycle Parkway and a Pedestrian Parkway. Sandy Boulevard is one of very few east-west routes that can support active transportation in the Columbia Corridor district. It is a mile north to access Marine Drive and I-84 must be crossed to reach the nearest east-west route to the south. The ATP maps show this segment of Sandy Boulevard between Gresham city limits and NE 230th as a Regional Bikeway Gap and a Regional Pedestrian Network Gap. The ATP Appendix 1 includes this section of Sandy Boulevard in its list of Network Completion, Gaps, and Deficiencies (ATP ID # P52 and #B29). In addition, the ATP shows that this Bicycle/Pedestrian Parkway overlaps with Sandy Boulevard's designation as a Regional Freight Route. The ATP Pedestrian Corridor and Cycle Zone analyses both found that the district this project is located within have low connectivity therefore this project would be a step toward improving regional connectivity of the active transportation network. The ATP evaluation also found that Sandy Boulevard, being a diagonal route, showed a high level of demand for bicycle trips and the potential to increase bicycle travel if improved. This project would leverage other ongoing projects on Sandy Boulevard and connecting roads to continue filling the gaps in the regional pedestrian and bicycle network. This project would complete active transportation facilities to allow pedestrians and cyclists to connect with existing facilities just completed on the east end of Sandy Blvd from 230th to 238th Drive (2014-2015 RFFA), to the south via Fairview Parkway and NE 223rd Avenue that provide access to the Fairview-Wood Village Pedestrian District and several schools as well as longer distance travel along the I-84 Trail and 40 Mile Loop Trail. On the west end of the project area, the City of Gresham is implementing extensive active transportation improvements to Sandy Boulevard from 181st Ave to the Gresham City limits under the 2016-2018 RFFA. This project will also close the gap in the freight network by bringing the whole Sandy Blvd corridor up to consistent minor arterial standards with mode separation and a center turn lane.
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 affordable housing with the potential for more residential and commercial redevelopment in the future. The area houses a high 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 long distances between crosswalks and poor street lighting may be deterring some potential users of Sandy Boulevard 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? This project will bring this last section of Sandy Blvd up to minor arterials standards including a center turn lane, sidewalks, and bike lanes. The completed mode separation and turn lane should reduce congestion in the corridor and reduce delay to frequent service by TriMet Bus Line 21. In addition, the project will consider design options for bus pull outs and improved bus landing pads as well as opportunities to include Transportation Systems Management and Operations strategies.
44. How does the project improve connections to transit and employment or residential sites/areas? TriMet Bus Line 21 is a frequent service bus route and has 10 stops in this project corridor without complete sidewalk connections. Use of six of these bus stops is not a comfortable experience for riders who must wait or disembark onto a gravel shoulder just feet from 40 mph traffic, 30% of which are trucks. With improved pedestrian access and amenities at these stops as well as continuous sidewalk connections, there may be an increase in transit usage by local residents and employees in this area. Bus Line 21 connects residents in this area to major commercial and industrial employment centers in the region as well as to two major transit centers, Parkrose/Sumner and Gresham Central Transit Center. This provides access to multiple other bus lines, MAX, C-TRAN, and Sandy Area Metro (SAM). Line 21 also connects low-income and underserved residents with essential services at the East County Health Center. Boeing, the Columbia Cascade Industrial District including many large industrial employers, Walmart Supercenter, Wood Village Town Center, and businesses in central Gresham can all be accessed via Line 21.
45. How will the project reduce vehicle trips or VMT (other than freight-related trips)? This section of Sandy Boulevard has an annual average daily traffic of 10,027. It is served by a frequent service bus line. Traffic counts in 2018 show that approximately 1% of daily trips are by bicyclists but due to the fact that there are not continuous facilities in this area, it is expected that pedestrian/bicyclist usage is lower than average and most likely only attempted by those without other travel options. The addition of active transportation facilities will give residents and employees in this area of Fairview the option to walk, roll, or ride their bicycles safely to connect with the frequent service bus line or regional trails including the I-84 Trail or 40 Mile Loop Trail as well as reach area destinations such as employment, parks, or the Fairview-Wood Village pedestrian district. These options can contribute to decreasing congestion as well as providing improved travel options to communities who may have limited access to a personal vehicle. The active transportation facilities will also make this community more age-friendly for the high concentrations of young and old residents along this section of Sandy Boulevard. Traffic volumes, particularly freight traffic, are expected to increase as more of the industrial parks in this major employment area are built out. This area also has capacity for redevelopment of more high-density residential as well as commercial properties. The number of people choosing active transportation and transit is expected to increase with the closing of gaps in the regional active transportation network provided by this project. Closing this gap on Sandy Boulevard would be a major step in making active transportation easier, safer, and a more enjoyable experience for residents and employees in East County.

46. How does the project reduce the need for throughway expansion? Sandy Blvd is one of the key arterials north of I-84 serving the Columbia Corridor industrial area. By providing an improved street with turn lane, bike lanes and sidewalks, this route relieves pressure on the other east-west arterials by providing a reliable and safe option for local resident and freight movement. Considerations for how the project can support the I-84 Corridor Management Plan will also be included in project development.

Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact. Closing gaps in the bicycle and pedestrian facilities will contribute to an environmentally responsible transportation system that reduces greenhouse gas emissions. By completing the multimodal gap in this area, access to goods and services will be improved and vehicle miles reduced, encouraging users to either walk or bike to nearby destinations and eliminating shorter trips or connect to further destinations through transit. This project has additional environmental benefits by improving stormwater management and aging culverts for fish bearing streams – Osborn Creek and Fairview Creek – that cross the project area. Street trees and planter strips will decrease urban heat impacts and also encourage active transportation via the user experience.
48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? The project development will consider including vegetative buffers to the sidewalk for stormwater management; street trees; improved stream culverts; pedestrian-scale, high efficiency street lighting; closing of gaps in the bike/ped facilities, ADA compliant sidewalk ramps, and improved crosswalks and bus stops to encourage active transportation and transit use.

Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement? The current cross section of Sandy Boulevard varies from two to three lanes and has gaps in bike lanes and sidewalks. The absence of a center turn lane can create delay as vehicles wait for left turns. By bringing this last remaining section of Sandy Blvd up to minor arterial design standards with separation of modes and a center turning lane, the Sandy Blvd corridor will become a more reliable route for local freight and as a reliable and safe alternative to the other major east-west freight routes when they experience congestion. Providing a connected bike and pedestrian network with improved access to bus stops will also provide travel options for non-freight traffic. This project will also examine opportunities to upgrade the signal systems at major intersections in the project area (Fairview Parkway and NE 223rd) to complement the I-84 Multimodal Integrated Corridor Management Plan to increase reliability of the Columbia Corridor freight network.
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, Sandy Blvd in Fairview is not on a Reduction Review Route.
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? The 2012 Columbia Corridor Multimodal Study found that speed and travel time data (2008-2010 data) indicates that vehicles on Sandy Blvd in Fairview experience minimal congestion with speeds of 75% or greater than free flow speed. However it also projected that there will be a 70% growth in PM peak period traffic from 2010 to 2035. County traffic counts from 2018 show 2 hour evening peak traffic as 1,575

vehicles and 1,401 vehicles at midday peak. The Multimodal Study modeled 2035 PM peak and found with this project in place congestion would not be an issue.

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 Sandy Boulevard 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. 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.

Project Leverage

54. How does this project leverage other funding sources? There has been considerable investment regionally into the Sandy Boulevard corridor to bring it up to arterial standards and transform it into a regional asset for the pedestrian and bicycle network. Metro, Multnomah County, and the East County cities have also been investing in adjacent roadways and trails to enhance the active transportation connectivity of the East County region, especially benefitting the high concentration of environmental justice populations in East County. Specific projects that directly provide leverage to the proposed improvements to Sandy Boulevard include: Regional Flexible Funds from the 2014-2015 allocation to Multnomah County to improve Sandy Blvd from NE 230th to NE 238th Drive, 2016-2018 RFFA allocation to the City of Gresham to improve Sandy Blvd between 181st and Gresham city limits, and a railroad undercrossing project on NE 223rd Avenue that widened travel lanes to accommodate freight traffic and constructed bike lanes and

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/>

sidewalks. This project also leverages developer payment in-lieu of dollars (SDC) that have been secured and are available for design and construction for the corridor

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? Yes, this project will consider opportunities for signal system connections at Fairview Parkway and NE 223rd intersections to reflect TSMO goals and compliment the I-84 Multimodal Integrated Corridor Management Plan.
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, Sandy Blvd. is on the Emergency Routes. Sandy Blvd provides an alternate east-west route to other major routes serving the Columbia Corridor and to I-84 should they be impacted in a disaster. The project will improve resiliency by providing a safe, multimodal corridor with replaced culverts as well as signals that will work with other systems.

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 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. No escalation factor was included in the cost estimate
61. To what extent were the following considered during cost estimating? Cost estimating was done with limited technical information available and/or analysis
- Right of way (ROW)
 - Utility relocation or underground
 - Stormwater considerations
 - Environmental mitigation strategies
 - Bridge, railroad, or major facility impacts

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

2022-2024 RFFA Project Application

- 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:
- 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:

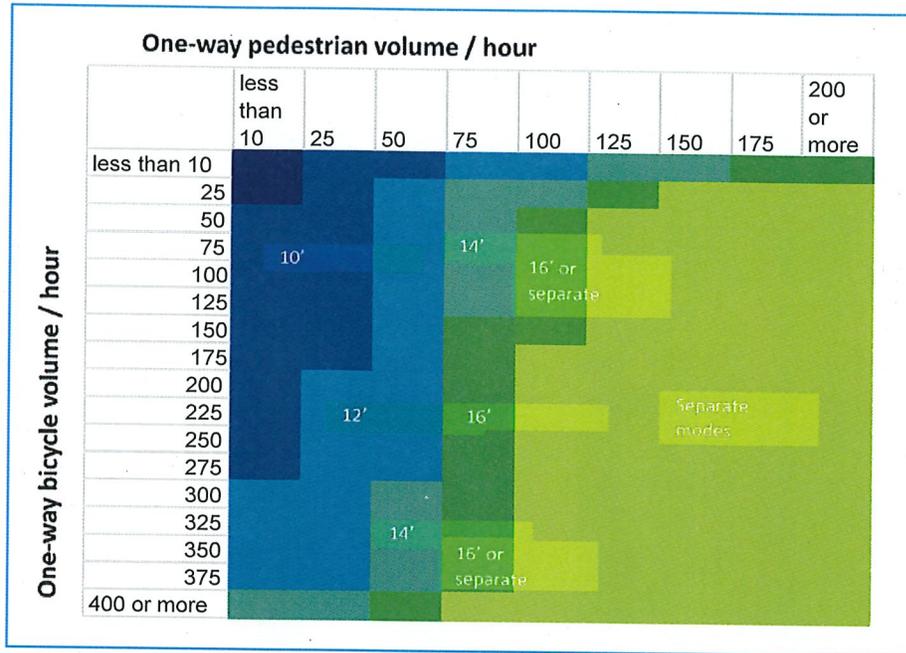
D. Off-Street and Trail Facilities

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-foot 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
NE SANDY BOULEVARD - GRESHAM CITY LIMITS TO SE 230TH AVENUE**

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF NE SANDY BOULEVARD - GRESHAM CITY LIMITS TO SE 230TH AVENUE

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	\$ 100,000.00	\$ 100,000.00
4	REMOV OF STR AND OBSTRUCTIONS	LS	1	\$ 135,000.00	\$ 135,000.00
5	CLEARING AND GRUBBING	LS	1	\$ 220,000.00	\$ 220,000.00
6	GENERAL EXCAVATION	CY	30500	\$ 30.00	\$ 915,000.00
7	PG 64-22 ASPHALT IN ACP	SF	302000	\$ 6.00	\$ 1,812,000.00
8	SUBGRADE GEOTEXTILE	SY	26300	\$ 2.00	\$ 52,600.00
9	RAISED CONCRETE ISLAND	SF	530	\$ 15.50	\$ 8,215.00
10	CONCRETE CURBS, CURB AND GUTTER (TYPE 'A')	LF	14900	\$ 28.00	\$ 417,200.00
11	CONCRETE WALKS	SF	89400	\$ 8.00	\$ 715,200.00
12	PEDESTRIAN RAMPS	EA	8	\$ 4,000.00	\$ 32,000.00
13	RETAINING WALL, MSE	SF	6500	\$ 110.00	\$ 715,000.00
14	FISH FRIENDLY BOX CULVERT	LF	170	\$ 4,200.00	\$ 714,000.00
15	GUARDRAIL SYSTEM, COMPLETE	LF	400	\$ 75.00	\$ 30,000.00
16	STORMWATER SYSTEM AND WATER QUALITY TREATMENT, COMPLETE	LS	1	\$ 1,350,000.00	\$ 1,350,000.00
17	PERMANENT LANDSCAPING, COMPLETE	LS	1	\$ 250,000.00	\$ 250,000.00
18	PAVEMENT MARKINGS, COMPLETE	LS	1	\$ 75,000.00	\$ 75,000.00
19	SIGNAGE, COMPLETE	LS	1	\$ 60,000.00	\$ 60,000.00
20	ILLUMINATION SYSTEM, COMPLETE	LS	1	\$ 535,000.00	\$ 535,000.00
21	TRAFFIC SIGNAL SYSTEM, COMPLETE	LS	1	\$ 300,000.00	\$ 300,000.00
22	RETANGULAR RAPID FLASHING BEACON	EA	1	\$ 25,000.00	\$ 25,000.00
23	UTILITY RELOCATION	LS	1	\$ 125,000.00	\$ 125,000.00
SCHEDULE SUMMARY					
TOTAL CONSTRUCTION					\$ 8,893,215.00

FOR RFFA APPLICATION

ENGINEERING SUPPORT					
DESIGN PHASE					
PROJECT MANAGEMENT			1.0%	of TOTAL CONST	88,932.15
SURVEY			2.0%	of TOTAL CONST	177,864.30
GEOTECHNICAL / PAVEMENT SERVICES			2.0%	of TOTAL CONST	177,864.30
HYDRAULICS			2.0%	of TOTAL CONST	177,864.30
TRAFFIC ENGINEERING AND MANAGEMENT			3.0%	of TOTAL CONST	266,796.45
ROADWAY DESIGN (15%)			1.5%	of TOTAL CONST	133,398.23
TOTAL ENGINEERING SUPPORT					1,022,719.73
ENGINEERING PERMITS					
ENVIRONMENTAL PERMITTING			0.3%	of TOTAL CONST	26,679.65
WETLAND MITIGATION			0.5%	of TOTAL CONST	44,466.08
TOTAL ENGINEERING PERMITS					71,145.72
PROJECT SUBTOTAL					1,093,865.45
TOTAL CONTINGENCY					328,159.63
TOTAL PROJECT COST					1,422,025.08

2022-2024 RFFA Public Engagement and Non-Discrimination Certification

Submitting agency name Multnomah County.

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

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 style with a large initial "L".

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