



Green Economy & Freight Initiative projects

Name of Project Tonquin Road / Grahams Ferry Road Intersection Improvements

(project name will be adjusted to comply with ODOT naming convention if necessary)

Project nomination narrative

Project nomination narratives provide in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project narratives should be kept to 12 pages total per project.** This narrative form is available electronically at:

<http://www.oregonmetro.gov/regionalflexiblefund>. Please complete the following:

Project Definition

Base project information

1. Corresponding RTP project number(s) for the nominated project. The proposed project is at the intersection of RTP project numbers 10590 (Tonquin Road, Oregon Street to Grahams Ferry Road) and 10588 (Grahams Ferry Road, Helenius Street to Clackamas County Line).
2. Project extent or area description. The project would provide improvements to the approaches and intersection of Tonquin Road with Grahams Ferry Road in unincorporated Washington County between Tualatin and Wilsonville. The project extents include a minimum of 720 feet on Tonquin Road east of Grahams Ferry Road, minimum 480 feet on Grahams Ferry Road north of the intersection, plus 820 feet of Grahams Ferry Road south of the intersection. The project is located within the Basalt Creek planning area, and existing and future industrial development area.
3. Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: the project increases access and relieves congestion in to support development of the X industrial area that is forecasted to grow by 2,000 jobs in the priority job sector of Y). The project: (1) Reduces freight vehicle delay while increasing freight reliability and access for the development of 1,700 acres of surrounding industrial and employment lands new to the UGB-Basalt Creek, Coffee Creek, West Railroad, Southwest Tualatin Concept, and Tonquin Employment planning areas. (2) "Greens the economy" through efficient use of on-site and local resources, and provides geometric improvements that would lower gas consumption, and reduce air toxics and particulate matter. (3) Removes constraints from development of industrial lands supporting the creation of family wage jobs that provide social inclusion. (4) Increases safety and mitigates conflicts between freight movements with commuting bicyclists by separating the cyclists from the vehicular lanes used by freight. (5) Reduces vehicle and truck associated noise and emissions in Environmental Justice communities resulting from detours caused by intersection crashes at the project intersection. (6) Leverages unallocated remaining MSTIP funds in the Basalt Creek Planning Area, where \$37.9 million in transportation improvements is being invested in short-term projects. (7) Provides multi-modal improvements within the project extents, and decreases

the need for highway expansion of the parallel 124th Avenue extension. (8) Addresses long standing need for access dating back to Westside Bypass Study from the 1980s and I-5 to 99W Connector Study from the 2000s.

4. Description of project design elements. The project design elements would improve the safety and geometry of the existing intersection of Tonquin Road with Grahams Ferry Road. Proposed improvements include raising the intersection approximately 7 feet to replace the existing steep intersection grades with flatter vertical alignments, improving truck stopping and acceleration capability, and improving sight distance. Within the project extents, Tonquin Road and Grahams Ferry Road would both be widened to provide a Washington County standard 3-lane collector roadway. Intersection curb returns would be designed to allow right-turning interstate-sized trucks to avoid both on-coming traffic and conflicts with bicyclists or pedestrians. Bike lanes and sidewalks would be constructed to relocate active transportation uses out of the vehicular lanes. An intersection traffic signal would be installed, assuming traffic warrants would be met.
5. Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). Post implementation metrics are proposed for measuring the effectiveness of the project construction on safety, freight mobility, and industrial development. Safety effectiveness would be measured through monitoring crash rates, severity, and types of crashes during design and then again when at least one year of data are available after project construction. Freight mobility effectiveness would be measured by determining the difference in intersection operational level of service (LOS) for the primary truck-turning movements. Intersection traffic counts would be taken that reflect vehicle type as well as volumes. The LOS and vehicle delay would be determined during design and then again approximately one year after project construction. The project would be considered successful for freight mobility if the LOS for the primary truck-turning movements is improved and there is a reduction in delay in the corridor. Effectiveness for the project's ability to support industrial development would be measured by successful adoption of the Basalt Creek Transportation Refinement Plan and adoption of an update or amendment to the Washington County Transportation System Plan and other further refinement of the concept plans for the industrial area. Effectiveness for the project's ability to remove constraints from development of surrounding industrial lands would be evidenced by issuance of land development permits to Title 4 lands designated by Metro as Employment, Industrial, or Regionally Significant Industrial Area within the vicinity. Specifically, the project would be deemed successful if development permits are issued to any industrial or commercial development that adds trips to the Tonquin Road and Grahams Ferry Road intersection but does not result in additional intersection improvements being required. Development effectiveness would be assessed at one year after project construction. If effectiveness is not yet apparent, this metric would be assessed again at three years after project construction.

Map of project area

1. Provide a map of the project consistent with instruction in Exhibit B

Project sponsor agency

1. Contact information (name, e-mail, phone number) for:

- Application lead staff Clark Berry, clark_berry@co.washington.or.us, 503-846-3876
 - Project Manager (or assigning manager) Russ Knoebel
 - Project Engineer (or assigning manager) Russ Knoebel
2. Describe whether the lead agency has recently led or failed to deliver a federal aid transportation project, and how the agency currently has the technical, administrative and budget capacity to deliver the project. To date, Washington County has never failed to deliver a federal aid transportation project, and is an agency well experienced in delivering projects with ODOT review and administration. Washington County has delivered numerous federal aid transportation projects in recent years, including nine American Recovery and Reinvestment Act of 2009 (ARRA) projects, Meacham Road Bridge over Dairy Creek, Tualatin Sherwood Road ITS Phase 1, and the Banks-Vernonia Trail Extension. Within this same period, the County delivered several projects successfully for the Oregon Jobs in Transportation Act as well as projects with County and City funding. Washington County continues to deliver federal aid projects including two Safe Routes to School projects, two bridges currently entering construction, and Tualatin Sherwood Road ITS Phase 2. Washington County is a robust organization with proven experience in transportation planning and capital project management. The Land Use and Transportation Department routinely handles numerous planning and capital projects at any given time, including 22 current capital projects and four transportation planning project. The Capital Project Management Division alone delivers an estimated \$40 million annually in projects of various sizes and complexities. Washington County has budget capacity to deliver the project. With a total project cost estimate of \$3.35 million, and estimated grant funding available at \$2.132 million, funding for the remaining project budget gap of \$1.218 million (including the \$234,520 required RFFA local match) would be provided by Washington County. Committed funding is set-aside through the Major Streets and Transportation Improvement 3d Program for interim safety improvements of existing roads within and identified through the Basalt Creek Transportation Refinement process.

Location

1. Describe how you identified the travel corridor or general area for the project and how regional and local data relevant to the project criteria support this location as your top priority(s). (See [Appendix D](#) of the Nomination Packet for criteria relevant to prioritizing project location) The Tonquin Road at Graham Road intersection project was identified as an immediate pressing need as a direct outcome of regional and project level planning efforts associated with the Basalt Creek Planning Area. This project will increase the safety and freight access to developing industrial lands, in a regionally significant future industrial area. Regional and local data relevant to the grant review criteria available on Metro's website for MTIP 2016-2018 were reviewed. The project location is not on the Regional Freight Roadway Network, thus the intersection is not shown on Metro's travel reliability, travel speed, or crash hotspot mapping. However, Metro's travel reliability mapping does not take into account local freight travel routes that use Tonquin Road and Grahams Ferry Road as an alternate between Interstate 5 and Highway 99W. Local freight prefers the project route to using Tualatin Sherwood Road or Boones Ferry Road - both of which are considered "less reliable" for travel times, have relatively low travel speeds, and include crash hotspots. Traffic counts indicate that trucks make up 18% of the 7,400 ADT vehicles (in 2011) on

Tonquin Road at Grahams Ferry Road. Traffic counts (in 2012) indicate that trucks make up 10% of the 3,200 ADT vehicles on Grahams Ferry Road, just north of Tonquin Road. However, the predominant movement at the "T" intersection is to turn south from Tonquin Road onto Grahams Ferry Road or the reverse movement. The estimated freight use of the intersection would be over 1,600 trucks per day entering the intersection. Since freight trucking is a high use for the roadways, this project provides an opportunity to increase reliability and decrease delay. Metro's regional data mapping identifies the Bicycle Comfort Index of the existing bike facility as the lowest cycle zone comfort level available, and Grahams Ferry Road is identified as a "caution area" for a bike route. With the recent addition of the project site into the Urban Growth Boundary, the existing roadways have rural typical sections with little to no shoulders, and do not comfortably accommodate active transportation with the high volume of trucking on existing narrow roadways. This project will provide a safer intersection for the commuter bicyclists that brave the conditions and already use active transportation until such time as the bike route network is more complete. An "Above Average" Concentration of Low Income and Non-White populations are located in the vicinity of Tualatin Sherwood Road, north of the project site. This project will help the area develop into the industrial and employment uses that will provide new family wage jobs. The Equity Analysis Demographics from Metro's regional data mapping identifies the proposed project site itself as having "Average and Below", "Below Average", and "Significantly Below Average" Concentration of EJ and underserved demographics in all categories except one. The Concentration of Young demographic has an "Above Average" concentration. This project will provide a safer situation for young and less experienced drivers who can misjudge truck maneuvers or miscalculate downhill braking distances. Regional and local data is inherently historical in nature, and thus does not address the opportunities that were the basis for Washington County's project selection. The County's selection was based upon the opportunity to improve this freight-intensive intersection before the surrounding industrial development exacerbates an existing freight-safety issue. Construction alone for the impending growth of the surrounding uses within the vicinity's 1,700 acres of industrial land will put a large strain on the intersection. Washington County nominates this project, as increasing freight access and mobility in a safe transportation system was a key interest of trucking stakeholder representatives during the formation of recommendations for the Basalt Creek Transportation Refinement Plan.

Highest priority criteria

1. Describe how the project will reduce freight delay. Freight trucking currently experiences delay under existing conditions at the Tonquin Road and Grahams Ferry Road intersection. Delays are encountered simply by trying to navigate the intersection without having a crash. When crashes do occur at the intersection, such as the crash in February 2013 that resulted in a 6 hour closure of the intersection, significant delays resulted when the freight community had to completely reroute. The only detour route for Tonquin Road access around a closure currently is to use less reliable freight routes of Boones Ferry Road and Tualatin Sherwood Road. Currently, the narrow roadways require truck over-tracking into opposing lanes in order to navigate their turns. When a truck is stopped at Tonquin Road, approaching Grahams Ferry Road trucks that are proceeding onto Tonquin Road must stop short of the intersection to allow the stopped driver to clear. Even though the driver on Grahams Ferry has no intersection control requirement to stop, local freight providers know to stop and yield to one another. The location of the intersection is in a "hole", with uphill grades leaving the intersection on the roadways in every direction. Trucks that leave the intersection accelerate slowly from a stopped condition due to the uphill climb on the steep grades. Often, trucks that

must turn south from Tonquin Road simply do not stop. The behavior of truckers is to look from the top of the "hill" on Tonquin Road for approaching Grahams Ferry Road traffic. If there is approaching traffic, they will slow and stop, then wait for the intersection to be clear enough for them to turn then slowly accelerate uphill. If no approaching traffic is seen from the top of the Tonquin approach "hill", then they'll roll through the intersection rather than stop in an attempt to keep their momentum for the uphill climb. The proposed project improvements would raise the grade of the intersection by approximately 7 feet, and would widen the roadway to safely accommodate the interstate truck turning movements. Freight delays caused by slow uphill accelerations would be significantly reduced by the flatter grades proposed as a result of raising the intersection. Widening the roadway to allow safe truck turning would completely remove those delays. The proposed improvements would also enhance safety, and reduce the number of delays caused by crash related detours.

2. Describe how the project increases freight access to industrial lands, employment centers & local businesses, and/or rail facilities for regional shippers. The Tonquin Road and Grahams Ferry Road intersection is located amidst several industrial land planning areas, and also serves existing employment centers, trucking businesses, quarries, and industrial sites. The Southwest Tualatin Concept Planning area, a 614 acre industrial development to the west, has identified in its traffic report the intersection of Tonquin Road and Grahams Ferry Road as the key route to access Interstate 5. Likewise, the adjacent Tonquin Employment Area further west on Tonquin Road will add trips to access Interstate 5 through this intersection as its 300 acres of industrial lands develop. Since the project site is located within Basalt Creek Planning Area, and also serves Grahams Ferry Road trips to the West Railroad Planning Area, Coffee Creek Correctional Facility, and Coffee Creek Planning Area - the surrounding 775 acres of industrial lands would also be served by the proposed project improvements. In total, the project would provide safer freight access and reduced delays to approximately 1,700 acres of industrial and employment lands. The freight safety and access benefits would be realized both during their construction (quarries, asphalt, and concrete plants are located along Tonquin Road) and afterward as freight increases to serve the developments themselves.
3. Describe how the project contributes to "greening the economy" and how the project helps expand economic opportunities to Environmental Justice/underserved communities. (For the purposes of this allocation we are defining "greening the economy" to be initiatives that contribute to creating a low carbon, resource efficient, and socially inclusive economy) Roadway construction and post-construction improvements for the Tonquin Road and Grahams Ferry Road Intersection project will contribute to "greening the economy". The roadway intersection fills can be constructed from on-site excavations from the widening at the hills, efficiently using on-site resource materials. Roadway construction also requires materials from rock quarries, asphalt plants, and concrete production plants which are all local businesses within the Basalt Creek and Southwest Tualatin Concept Planning areas. The shorter trip between the plant and the construction site results in less travel time which also typically translates into lower bid prices. Warm mix asphalt, which requires less energy to produce, is an allowed material in Washington County and is produced in the project vicinity.

The proximity of the site to the materials source is resource efficient, cost efficient, and helps to create a lower carbon footprint for construction. The intersection improvement will immediately result in lower gas consumption and vehicle emissions since the grades will be flatter, and uphill accelerations will be easier. Washington County has also adopted LED technology for its traffic signals, in order to minimize energy use. The project will create a safer intersection, so that the number of crash related detours that increase freight and trucking traffic through denser populations of Environmental Justice communities to the north is reduced. The project will also provide bike lanes and sidewalks within the framework of an adopted plan and allow for easier multimodal connectivity as adjacent projects and development is completed. The improvement to the Tonquin Road and Grahams Ferry Road intersection is also an important step toward addressing social inclusion for the vicinity Environmental Justice communities. The project would remove a constraint and support the development of industrial lands and creation of family waged jobs that will provide social inclusion.

High priority criteria

1. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design mitigate these conflicts? Potential conflicts between freight and existing commuting bicyclists are a safety concern within the project area. Cyclists commute along Grahams Ferry Road between the residential areas of Tualatin to the north and the Coffee Creek and City of Wilsonville industrial areas to the south. The narrow roadways have little to no shoulders, and the hilly terrain results in poor sight distance between turning trucks approaching from Tonquin Road. The route for use by bikers is considered a "caution area". Unlike local freight traffic that will slow and yield to other trucks, commuting cyclists have been seen to accelerate downhill on Grahams Ferry Road in order to increase their momentum for the uphill climb away from the intersection. As stated previously, local freight trucking behavior is to look for approaching traffic from the top of the Tonquin approach "hill", and if none is seen, then they'll roll through the intersection rather than stop in a similar attempt to keep their momentum for the uphill climb. Since cyclists can be much more difficult to see than a vehicle, the behaviors witnessed to overcome the existing conditions do pose potential conflicts. In order to mitigate these conflicts, the improvements would raise the intersection and provide profile grades generally between 2-3%, which are much flatter than the grades that approach or exceed 8% today. The likelihood of freight or active transportation rolling through the intersection would be reduced. Sight lines would also be greatly improved between the freight uses and active transportation uses. Additionally, widening to provide bike lanes and accommodate truck turns would help separate the cyclists from the vehicular lane used by freight. Overall, the improvements would provide an immediate safety on-street improvement, while the County continues to partner with others to develop the long term trail network and active transportation network.
2. Does the project help reduce air toxics or particulate matter? Please explain. The proposed intersection project includes geometric improvements that would reduce air toxics and particulate matter. Under existing conditions, freight trucks idle at the Tonquin Road STOP controlled approach waiting for a sufficient gap in Grahams Ferry Road traffic to proceed. The

traffic gap must be sufficiently large to allow trucks to both maneuver into the on-coming traffic lane without conflict, and accelerate without encountering a rear-end collision. Long queues of trucks result, as each one awaits a sufficient gap in traffic to proceed. The proposed improvements would widen the roadway sufficiently to accommodate the truck turning without maneuvering into the on-coming lane. After the improvements, trucks would not be required to idle as long, reducing the air toxics and particulate matter associated with their delay. The proposed improvements would also raise the intersection and reduce the steep grades. Under existing conditions, trucks accelerate very slowly leaving the existing intersection due to the hilly terrain and the intersection's location at the bottom of the hill. The flatter grades will allow more efficient movement of the freight vehicles, thereby reducing air toxics and particulate matter associated with their feeble attempts to accelerate quickly.

3. Does the project help reduce impacts, such as noise, land use conflicts, emissions, etc. to Environmental Justice communities? Please explain. Environmental Justice communities are generally located in the more established urban areas to the north where residential areas are more dense around Tualatin Sherwood Road. These communities experience additional noise and emissions when freight traffic is required to detour through their neighborhoods when crashes occur at the Tonquin Road and Grahams Ferry Road intersection. The proposed project improves the safety of the intersection, which should result in a reduction of freight detours through these communities. As the project vicinity develops into the planned industrial and employments areas, the surrounding Environmental Justice Communities will see an additional benefit through an increased number of available family wage jobs and more vibrant local economy. The demographic for the Concentration of Young is "Above Average" at the specific project site. The proposed safety improvements will not only be an asset to freight mobility, but also to area residents that are young and less experienced in driving. As the surrounding project vicinity develops, the increased network of active transportation facilities will also directly benefit the young as well as the community as a whole.
4. Describe how the project increases freight reliability. The 124th Avenue Extension project prepared a traffic demand model as part of its Existing Transportation Conditions Analysis (March 2011). The results identified that in all cases, the travel time to the surrounding industrial centers was less than the travel time leaving. The proposed project provides improvements that would reduce delays at the intersection for Tonquin Road traffic leaving the industrial centers, and would increase freight reliability. Under existing conditions, trucks are unable to turn from Tonquin Road onto Grahams Ferry Road until the intersection is cleared of all traffic. During peak trucking, long queues can develop quickly, with each truck separately causing a delay at the intersection. Without the proposed improvements, the freight travel time leaving Tonquin Road would become less reliable as the surrounding lands develop into the industrial uses planned. The project would proactively address issues that often result when infrastructure does not keep up with development, namely congestion that leads to diversion to less suitable routes. The planned parallel route to the 124th Avenue extension (east-west segment) that will extend between Tonquin Road and Grahams Ferry Road will be a limited access roadway. The 124th Avenue extension would provide an alternative route for industrial traffic headed to or from Tualatin Sherwood Road, but is not

expected to reroute Tonquin Road's traffic. The combined transportation improvements of the two projects would increase travel reliability of the industrial transportation network, but only the 124th Avenue extension is currently funded.

Priority criteria

1. Is the project of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources such as state trust fund pass through to local agencies, local bridge program, or large state funding programs or have any other significant sources of funds? Please explain. The proposed project intersection improvements are not of such a unique nature that it would be determined ineligible for state funding programs. However, relative to other priorities statewide, this project is not likely to receive funding before the intersection becomes even more unsafe due to increased development traffic. The project does not include any bridge improvements, and would not qualify for bridge program funding. These project improvements would exceed the development requirements conditioned upon adjacent property owners as part of the normal course of development. Due to the large changes in grade and their associated impacts to properties not in their control, a public agency improvement would be required. The project is however costly enough that an individual agency could not complete it without supplemental funding. The project combined with 124th Avenue project will act as a catalyst for industrial development.
2. Will this nomination leverage other funds or prepare a project to compete for discretionary funding that may otherwise not come to the region? Describe any opportunities you have identified. This project supports public investments committed already to the transportation system in the Basalt Creek planning area. To date, Metro has allocated \$365,000 of Construction Excise Tax funding to pay for the concept planning. Washington County is funding \$37.9 million through their Major Streets Transportation Improvement Program (MSTIP) to improvements identified in the Basalt Creek Transportation Refinement Plan. The County's MSTIP Program - a permanent property tax levy that provides about \$35 million in dedicated funds annually for arterial and collector improvement needs - goes through a project development process approximately every five years, and will do so next in 2017 or 2018. The proposed project was not specifically identified on the current list. Specific MSTIP-funded improvements include \$11 million for improvements to Boones Ferry Road, \$16.9 million for the interim two-lane extension of SW 124th Avenue from Tualatin-Sherwood Road to Tonquin Road, and \$10 million for the extension of SW 124th Avenue from Tonquin Road to Grahams Ferry Road and additional transportation improvements identified by the plan. Unallocated amounts through MSTIP would not be sufficient to fund the project without additional sources of funds. The funding obtained through award of this grant would be used to leverage remaining MSTIP funds toward the project design, right-of-way acquisition, and construction. It is noteworthy that when both the 124th Avenue extension and Tonquin Road at Grahams Ferry Road Intersection projects are completed, the roadway link on Grahams Ferry Road from Tonquin Road to 124th Avenue would be complete, reducing future funding needs for Grahams Ferry Road. The project will also serve as a catalyst for private

development in the industrial area which will result in supporting infrastructure projects in the area and contribute to TDT, to complete the network as envisioned in planning efforts.

3. Describe how the project may help reduce the need for highway expansion. Infrastructure improvements in this area are the direct alternative to the Westside Bypass concept studied in the 1980's. The proposed improvement to the intersection of Tonquin Road with Grahams Ferry Road will reduce the need for expansion of the proposed parallel route to the south that extends 124th Avenue between Tonquin Road and Grahams Ferry Road. The design for Washington County's project for 124th Avenue's extension from Tualatin Sherwood Road to Grahams Ferry Road has been occurring concurrently with the planning process for the Basalt Creek Transportation Refinement Plan. The traffic analysis for 124th Avenue supports the Basalt Creek plan's proposed 5 lane facility for 124th Avenue. However, the future number of lanes on 124th Avenue is dependent upon a functioning 3 lane facility being constructed on Tonquin Road. Without the intersection improvement, 124th Avenue would likely encounter additional traffic as a safer yet out-of-direction route option. Additionally, adjacent development would be constrained due to the potentially cost-prohibitive improvement required to add trips safely to the intersection. This nominated intersection improvement is the first step in removing the constraints for development of adjacent property that could otherwise complete the half-street improvements along the remainder of Tonquin Road, and help reduce the likelihood for expansion of 124th Avenue beyond the 5 lane section planned.
4. Describe any multi-modal elements included in the design of your project. The project includes sidewalks and bike lanes within the extents of the project. The Basalt Creek industrial planning area will eventually provide continuous bike lanes, walkways, and active transportation connectivity with a network system of trails. WES Commuter Rail Line is to the west, with stops in both Tualatin and Wilsonville. The planning for an additional WES stop to serve the industrial workforce is currently under consideration as part of the transportation planning. The improvements would provide an immediate safety on-street improvement, while the County continues to partner with others to develop the long term trail network and active transportation network.

Process

1. Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per [Appendix A](#)) Each of Washington County's proposed projects is identified in existing studies and plans that were developed with considerable public involvement. The County public involvement process seeks out and engages affected community members providing an opportunity to participate in decisions about proposed activities that will affect their environment and/or health. The County has renewed efforts to remove barriers and engage citizens through a variety of formats including open houses, event information tables, website-internet presence, and mailings. This project was identified as an outcome of a recent and active public involvement process. On December 11, 2012, the Basalt Creek Policy Advisory Group, which consisted of elected officials and key staff from the project's five

partner agencies (Metro, Tualatin, Wilsonville, ODOT, and Washington County), recommended adoption of the Basalt Creek Transportation Refinement Plan Recommendations. The public involvement for formulating the Basalt Creek Transportation Refinement Plan included open houses (2), information at open houses for vicinity projects in design (4), an online open house, community group meetings (Citizen Involvement Organizations, neighborhood groups, Chambers of Commerce, Rotary Clubs), city council meetings (Tualatin and Wilsonville), and advisory group meetings (4). Additional targeted outreach was made to Washington County and Clackamas County Citizen Participation Organizations, neighboring jurisdictions, neighbors along Boones Ferry road, and Interstate 5 interchange area businesses. Public information was distributed by newsletters, emails from the project team, a website, and responses to direct inquiries. The Basalt Creek Transportation Refinement Plan identifies link improvements along Tonquin Road and along Grahams Ferry Road. The safety of the intersection itself was a concern brought forth by the local trucking community during the public process. Letters of support for this specific project nomination are on file with the County. As a priority project from existing plans/studies that met community needs, it was evident that this project was an appropriate choice for RFFA funding.1`.

2. Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design. Transportation agencies have been involved in the planning efforts that have been underway for the last decade for this area of the region. Within the last several years, the Metro Council adopted its 2035 Regional Transportation Plan ("2035 RTP") on June 10, 2010 via Metro Ordinance 10-1241B. The RTP called for detailed planning and near term construction of an extension of 124th Avenue from Tualatin-Sherwood Road to the Interstate 5/Elligsen Road interchange, supporting industrial access from the existing Tonquin Employment Area near Oregon Street, and the proposed Southwest Tualatin Concept and Basalt Creek planning areas. The design for 124th Avenue's extension from Tualatin-Sherwood Road to Grahams Ferry Road has been occurring concurrently with the planning process for the Basalt Creek Transportation Refinement Plan. The concurrent coordination outreach efforts specifically included Metro, TriMet, ODOT, and the cities of Wilsonville and Tualatin. The process also engaged Tualatin Valley Fire and Rescue, which has facilities located on Tonquin Road. The proposed 3 lane approach configuration is a result of the coordination with the other transportation agencies and the concurrent planning processes. The coordination with the other transportation agencies also revealed that 124th Avenue's extension between Tonquin Road and Grahams Ferry Road should be constructed prior to beginning construction of this project. This new link of 124th Avenue, anticipated to begin construction in 2015, would serve as the industrial traffic detour route while the Tonquin Road at Grahams Ferry Road intersection is closed for construction. Intersection closure would be required to build the fills that raise the grades.