



Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: City of Forest Grove	
Contact Person Name: Robert Foster	Title: Public Works Director
Street Address: 1924 Council Street	Phone: (503) 992-3233
City, State Zip: Forest Grove, Oregon 97116	
E-mail: rfoster@forestgrove-or.gov	

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Transportation Project Information

3. Project Name–REQUIRED

Project Name:

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$3,100,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$3,100,000	100%
Matching Funds	\$1,818,000	58.65%
Requested Funds	\$1,282,000	41.35%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

This is a two-phase project to improve the OR 8 / OR 47 intersection. Phase 1 is underway; it includes project design and right-of-way acquisition. Phase 2 (this phase) would construct the project. Project elements include construction of a right-turn lane from westbound OR 8 (Pacific Avenue) to northbound OR 47 (Quince Street), including the closure of several existing driveways; a right-turn lane from southbound OR 47 (Quince Street) to westbound Pacific Avenue; and a relocated crosswalk across OR 8 (Pacific Avenue) on the east side of the intersection.



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6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

N/A

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

N/A

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

This improvement project is focused on the most congested intersection on OR 47. The 2007 TSP Update Existing Conditions rated this intersection at LOS D with a V/C Ratio of 0.92, and 30 collisions were reported between 2002-2006. In 2007 the ADT was 39,710, and the collision rate per million vehicles was 0.46. By 2030 the PM peak hour intersection LOS is projected to deteriorate to LOS E with a V/C ratio approaching 0.99. In addition, southbound traffic frequently backs up through at least two signal cycles during the PM peak hour due to the lack of a dedicated right-turn lane. The OR 8 westbound right-turn lane has already been identified by ODOT as a priority due the inability of large trucks to negotiate this corner because of its substandard turning radius.

9. Transportation Project Location–REQUIRED

City: Forest Grove	County: Washington
MPO: Metro	Special District: ODOT Region 1

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

OR 8 / OR 47 Intersection

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)



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<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

This is a two-phase project to improve the OR 8 / OR 47 intersection. Phase 1 is currently underway; it includes project design and right-of-way acquisition. Phase 2 (this phase) would construct the project. Project elements include construction of a right-turn lane from westbound OR 8 (Pacific Avenue) to northbound OR 47 (Quince Street), including the closure of several existing driveways; a right-turn lane from southbound OR 47 (Quince Street) to westbound Pacific Avenue; a relocated crosswalk across OR 8 (Pacific Avenue) on the east side of the intersection, and traffic signal modification. This project applies Practical Design considerations and would complete the anticipated improvements to the intersection.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input checked="" type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input type="checkbox"/> Bike	<input checked="" type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year-REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
October 1, 2015	Bid Let Date
Nov-Dec, 2015	Construction Contract Award
September 30, 2016	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
September 30, 2016	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)-REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

This project is consistent with and is emphasized in the City's Transportation System Plan (TSP) adopted in 2011. The project is ranked #2 on the financially-constrained project list contained in the TSP (Table 1-2). The project as proposed will directly address several important goals included in the TSP regarding improving vehicle safety, decreasing vehicle delay and reducing congestion. The project is consistent with the following TSP goals and objectives including Goal 3: Develop and maintain a transportation system that is safe; Goal 4: Design and construct transportation facilities in a manner that enhances the livability of Forest Grove; Goal 5: Promote the development of Forest Grove, the state, and the national economy through the efficient movement of people, goods, services and information in a safe manner; and Goal 10: Efficiently use funding sources to implement system improvement projects recommended in the TSP. The project is also located on two mobility corridors identified in the Portland Metropolitan Regional Transportation Plan (Mobility Corridor #23 and #24). This project when completed will have a direct improvement on mobility.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?—REQUIRED

- Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

This project is consistent with OTP Strategy 1.1.1 which promotes a multi-modal transportation system that increases the efficient movement of people and goods. The OR 8 corridor serves vehicles, freight and transit operations and is the backbone of the multi-modal transportation system serving Forest Grove. The project also supports Strategy 1.1.2 which promotes the growth of truck services services linking all areas of the state with national and international transportation facilities and services. Mobility Corridor #23 (Forest Grove to Highway 26) provides a link to the interstate highway system and Port of Portland Facilities including marine terminals and the airport. Connection with US 26 is critical for the viability of small and large businesses operating in Forest Grove seeking to access to regional, national and international markets. Finally, this project responds to transportation needs ensuring the most cost-effective solution as required by Strategy 1.1.4. The project will improve the efficiency and operational capacity of the existing transportation infrastructure by making a relatively modest improvement to the existing system.

The project is consistent with the highest priority of OHP Action 1G.1 which is to preserve the functionality of the existing highway system through a variety of means including improved traffic operation.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

This project will improve the operational efficiency of two state-owned transportation facilities as well as improve local connectivity by reducing congestion and delay. This project directly benefits state-owned facilities including OR 47 and OR 8. Both facilities are major transportation corridors linking Forest Grove with nearby communities and the broader metropolitan area. Improving the intersection will preserve the prior public investment in the corridor and improve operations by reducing delay and congestion. The current delay at the intersection is 50.6 seconds and is projected to increase to 61.0 seconds during the PM peak hour if this project is not constructed. Improving the operation of the intersection will improve local connectivity to nearby employment areas, recreation amenities and tourist facilities and a nearby neighborhood and shopping district.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

This project will reduce delay and congestion at the intersection of two regional mobility corridors. In addition, reducing delay and congestion will improve reliability for users of the existing transit service on OR 8. The project will also improve access and mobility for freight movements by improving the existing substandard turn radius that creates conflicts between semi-trailer trucks and automobiles queuing at the intersection.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

This project will reduce congestion and delay. As a result accessibility to and from nearby businesses and tourist/recreational facilities will be improved. This project also includes enhancement to the pedestrian crosswalk serving nearby businesses and transit stops.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

This project is consistent with the City's Economic Development Strategic Plan Goal #11: Improve Transportation Access and Protect Existing Transportation Assets. Develop and support initiatives that improve access and logistics for businesses and their customers in and out of Forest Grove. Maintain existing transportation assets: Upgrade Hwy 47/Hwy 8 intersection.

This intersection provides access to employment opportunities, multiple tourist facilities, residential neighborhoods and a retail shopping district. Efficient operation of this intersection is critical to the continued vitality of the Forest Grove community. This project supports the efficient movement of people and goods. Nearby land uses include an employment area and recreational and tourist facilities. Improving mobility will reduce costs associated with travel delay and congestion.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

This project improves the operational efficiency of the existing transportation facility. Improved operations should result in less automobile and truck idling due to delay and congestion. Less idling should have a positive environmental benefit by reducing greenhouse gas emissions.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

Congestion and accessibility in the project area has been identified as an impediment to the development of vacant land adjacent to the project location. Improving operational efficiency at the OR 8/ OR 47 intersection should improve prospects for use of nearby developable land currently designated for mixed-use (commercial, office and residential) development.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

The proposed solution is appropriate for the physical setting. The project will improve mobility and access and therefore encourage walking and bicycling to the nearby recreational and tourist destinations and transit stops. Improved operations should result in less automobile and truck idling due to delay and congestion. Less idling should have a positive environmental benefit by reducing the amount of vehicle emissions wafting into the adjacent residential neighborhood.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

The intersection improvement project includes improving the pedestrian crosswalk. Improving the crosswalk will aid vulnerable users of the transportation system including pedestrians and bicyclists.

Due to the existing substandard radius, westbound semi-trailer truck traffic presently pulls into the left lane in order to make a northbound turn; construction of the Highway 8 right-turn lane will eliminate that need. It will also eliminate collisions between semi-trailer trucks and the utility pole.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

Forest Grove has a higher-than-average percentage of the elderly, students, low-income and minority populations, all of which are disproportionately public-transit dependent. Since ALL public transit buses serving Forest Grove travel through this intersection, reducing delay and congestion will benefit drivers traveling through the intersection and transit users, especially the transportation-disadvantaged populations. Therefore, it serves a large segment of the community including residents, workers and visitors.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

There will be little funding necessary for ongoing maintenance and operation once the improvement is completed. This project is very focused and the project supports prior investments made along the OR 47 and OR 8 corridors. Moving forward with this project will reduce the need for future investments and reduce the need for expansion of capacity.



Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$200,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$350,000	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way	\$500,000	
Capital Equipment		
Non-Construction Project Costs Total		\$1,050,000
Utility Relocation	\$50,000	
Construction	\$2,000,000	
Construction Project Costs Total		\$2,050,000
Total Eligible Project Cost		\$3,100,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Forest Grove (MSTIP3 Op Fund)	\$318,000	10%
Co-Sponsor			0%
Participant	2012-2014 MTIP	\$1,300,000	42%
Participant	City of Forest Grove - Local Match	\$200,000	6%
Total		\$1,818,000	59%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

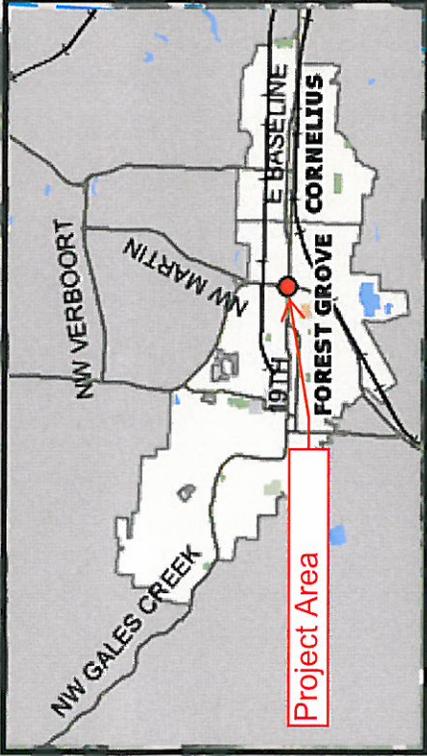
Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

Vicinity and Site Map

Highway 8/47 Intersection Improvements



McMenamins

Design Element 1:
Widen Westbound RT. Turn Lane & Increase Turn Radius.

Design Element 3:
Provide Southbound RT Turn Lane.

Design Element 2:
Add Crosswalk

OR 8 (Pacific Ave.)

Bus Station

Community Commercial Zone

Community Commercial Zone

1,800+/- sq.ft. (77%)
may not need it

2,150+/- sq.ft.

650+/- sq.ft.

315+/- sq.ft.

