



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Transportation Project Sponsors

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

Organization Name: Multnomah County	
Contact Person Name: Joanna Valencia	Title: Sr Transportation Planner
Street Address: 1600 SE 190th Ave	Phone:
City, State Zip: Portland, OR 97233	
E-mail: joanna.valencia@multco.us	

2. Co-Sponsor(s)

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

Gresham, Fairview, Wood Village, Troutdale

Transportation Project Information

3. Project Name–REQUIRED

Project Name: NE 238th Dr: Halsey St to Glisan St Freight and Multimodal Improvements

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

	Project Funds	% of Project Costs
Total Costs	\$8,769,340	
Non-Eligible Costs		
Total Transportation Project Cost	\$8,769,340	100%
Matching Funds	\$910,000	10.38%
Requested Funds	\$7,859,340	89.62%

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

This project is a top priority project identified by a consensus process with East County cities and Multnomah County as part of the East Metro Connections Plan (EMCP) corridor study completed in the summer of 2012. This project includes improvements for freight trucks and new and improved multimodal components. Freight improvements will accommodate trucks that are currently unable to use this road due to the curvature of the roadway. Improvements for bicyclists and pedestrians will provide a safe facility to access essential services adjacent to and near this key East Multnomah County corridor.



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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.

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.

8. Project Problem Statement–REQUIRED

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

Access, connectivity, mobility and safety factors add to the challenges of a constrained, steep and curvy hill in the NE 238th Dr corridor. Currently, there are two southbound lanes and one northbound lane for vehicles; no bike lanes and only one narrow sidewalk northbound between NE Glisan St and NE Halsey St. Heavy trucks and trucks over 40 ft in length are restricted on this segment of NE 238th. Freight improvements will accommodate trucks that are currently unable to use this road due to the curvature. Trucks must divert to 257th or 207th Ave to access I-84 when traveling north on 242nd Dr. The project will balance mobility among the four I-84 interchanges in East County and the addition of and improvements to bike and pedestrian facilities will provide a safe facility.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Wood Village"/>	County: <input style="width: 90%;" type="text" value="Multnomah County"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text" value="N/A"/>

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)

Improvements on NE 238th Drive, between NE Halsey Street and NE Glisan Street within ODOT Region 1. Bus stops #77 and #21 at Halsey Street and NE 238th Drive.

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

<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 checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input 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)

The project will improve NE 238th Drive between NE Halsey Street and NE Glisan Street in East Multnomah County by making improvements to the curvature of the road and providing multimodal facilities. This will be accomplished by introducing changes to the existing 238th Drive to allow for improved truck turning, and bicycle and pedestrian facilities. Key components of the project are:

- Construction of a cross-section that includes a 14-foot southbound (uphill) lane, with a 12-foot passing lane, and a 15-foot northbound lane.
- Construction of multimodal facilities on both northbound (downhill) and southbound (uphill) sides. Conceptual plans include a 10-foot multimodal facility on a raised and widened sidewalk with bike sharrows, but final design for the multimodal facilities will be refined in project design.
- Improved drainage and vegetation as part of reconstruction.
- Minimizing property acquisition and property impacts. Conceptual plans find that the project can be built with no private property acquisition (some property owned by City of Wood Village may be required)

The NE 238th Drive STIP Project leverages and builds on the Engineering and Design work identified as one of the two top priority 2015-2018 MTIP projects for the Regional Economic Opportunity Fund (REOF) by the East Multnomah County Transportation Committee (EMCTC). The requested STIP funding will construct the NE 238th Drive project.



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This project begins to implement the recently completed East Metro Connections Plan (EMCP), which was the first corridor plan initiated from the adopted 2035 Regional Transportation Plan. As part of this process, three alternatives were explored. This concept was identified as the priority that fit within the context of the area while supporting freight and economic development and creating a safe multimodal facility for all users.

12. Primary Project Mode(s)

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

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
	Bid Let Date
	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
2018	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.

The NE 238th Dr Project is the priority project identified as part of the recent completion of EMCP. The EMCP represented a coming together of the East County cities of Gresham, Wood Village, Fairview and Troutdale along with the County to look at present and future transportation challenges and presented solutions that reflect the values of the communities. The EMCP was the first corridor plan initiated from the adopted 2035 Regional Transportation Plan (RTP). The final plan identifies a series of arterial improvements adjacent to and related to I-84, US-26 and the area interchanges, to meet current and future capacity needs in a cost-effective and implementable way. As the top priority identified, this project supports economic and community development by providing better access and mobility, and increasing safety. The project improves a cross-section for freight and bike/pedestrian facilities for this key corridor.

As part of the implementation plan and the RTP amendment, local Transportation System Plans will be updated to reflect the EMCP. As part of Multnomah County's 2015-2019 Capital Improvement Plan and Program (CIPP) Update, the EMCP will be incorporated in to the CIPP project list. The County CIPP update is expected to be completed and adopted by July 2013.

Further, a concept plan was developed as part of the EMCP effort. The concept plan suggests a cross-section and begins to address the solution to accommodating freight and improving safety for all modes.

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.

Yes, the proposed Transportation Project is consistent with Major Improvement Policies, including OTP Strategy 1.1.4 and OHP Action 1G.1.

The project is consistent with OTP Strategy 1.1 in that the project manages the existing transportation system effectively, improves the efficiency and operational capacity of existing transportation infrastructure and facilities by making minor improvements to the existing system, and it adds capacity to the existing transportation system. The existing transportation system will be improved to accommodate longer trucks by enhancing truck turning for this steep and curved section of NE 238th Drive. The East Metro Connections Plan explored three options and identified the proposed cross section to provide improved freight mobility, and remove conflict between all modes.

The project is consistent with OHP Action 1G.1 by supporting using lower priority measures before higher measures. The project builds on the existing transportation facility and provides opportunity to balance mobility among the four I-84 interchanges. This also improves efficiency and capacity of existing highway facilities. This corridor supports efficient movement of goods and people between Interstate-84 (I-84) and US Highway 26 (US-26), and comes out of the first corridor planning effort completed from the adopted 2035 Regional Transportation Plan. The plan identified solutions to addressing issues related to highway capacity.

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?

Many benefits to the state system will result with this improvement to the local system. The project builds on the existing transportation facility and provides opportunity to balance mobility among the four I-84 interchanges (Exits 13 – 17). The project reduces the need for highway expansion by improving access between the Sandy Blvd industrial areas to the north, and the Springwater Community Plan Area to the south, which will reduce demand on nearby exits (Exit 17 at 257th Ave. and Exit 13 at 181st Ave.) that are operating at or near capacity. This also improves efficiency and capacity of existing highway facilities. Multimodal improvements will link both transit and bicycle and pedestrian facilities located north and south of the project. This corridor supports efficient movement of goods and people between Interstate-84 (I-84) and US Highway 26 (US-26), and comes out of the first corridor planning effort completed from the adopted 2035 Regional Transportation Plan, which identified the 238th project as the top priority for East County.

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 improves and better integrates freight facilities and improved connections between I-84 and US-26. The project allows for improved truck turning. Currently, freight traffic is limited to shorter trucks due to the road curvature. By changing the curvature of the roadway, this key north/south corridor will be accessible to longer freight trucks and will even out the truck volumes on the four East County I-84 interchanges. This improves freight connections between industrial areas north of I-84 and south of US-26.

Creating a safe and usable facility for bicyclists and pedestrians, the project also improves a critical multimodal link between low income communities and essential services such as civic activities and commercial services located north and south of the project. Services include Wood Village City Hall, city parks, grocery stores, schools and a local library. The project will also result in improved access and multimodal links to regional transit lines located on Halsey St and 238th Drive expanding travel options for all users.

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?

Currently, cyclists are discouraged from using this segment of 238th Dr due to the lack of bike lanes or usable facilities. The project will remove current conflicts between bicyclists, pedestrians and motor vehicles, including school buses, by constructing separated facilities for all users. Wide multi-modal facilities on both sides of the roadway will attract bicyclists and pedestrians. The project will improve efficiency by improving travel lanes to accommodate all freight traffic. Bike and pedestrian improvements will account for curves and/or inclines and help address accessibility limitations.

This project will support long-term employment within the town center, by providing a high quality connection between workers and the jobs in the nearby town centers of Wood Village and Fairview, and civic and commercial services located south on Glisan St. By filling the gaps in sidewalks and addressing the gap in bicycle facilities in this area, key connections north and south of the project will be completed for users to access essential services via foot, bike or transit.

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?

The project contributes to reduced freight delay and improved reliability fixing truck turning capabilities, and separating conflicts between freight, and bicyclists and pedestrians. This advances a key north/south corridor connecting I-84 and US-26. North of I-84 along Sandy Blvd is an area that includes key employment and industrial areas for East County. To the south, at the intersection of NE 238th Dr and NE Glisan St, is the Gresham Vista Business Park, which is located in Gresham's strategic investment zone and enterprise zone. Further south is downtown Gresham and connections to Gresham's Springwater Community Plan Area that contains over 1,000 acres of land that the city plans to develop into an industrial employment center, eventually attracting thousands of jobs.

In addition to improving the transportation system link to this area and linking workers to jobs, this project also improves access to regional transit (#77 and #21 TriMet buses on Halsey St and 238th Ave). This also enhances recreation, by improving multimodal access to surrounding recreation opportunities. East of the project is the Donald L. Robertson Wood Village City Park that features such amenities as a playground and a nature trail that wanders through the entire park. West on Halsey St is the Fairview Woods City Park. Improved multimodal facilities will allow users to easily and safely access these nearby recreational opportunities.

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?

Rebuilding the road provides an opportunity to improve drainage and vegetation in the area. Providing multi-modal facilities also contributes to the reduction of air toxins, greenhouse gases and particulate matter by encouraging the use of non-motorized modes of transportation. Constructing this gap in the system provides people a complete and safe connection to reach commercial development immediately north and south of the project, transit immediately north, and parks and civic areas west and east of the corridor. Currently, walkers and bikers are hindered by sidewalk gaps and lack of bike lanes. Providing a multimodal path makes it safer and more pleasant for people to walk, bike or take transit to meet their daily needs. The improvements contribute to healthy, active lifestyles encouraging residents to walk or bike. This reduces point emissions by replacing vehicle trips, primarily short, local ones, with trips by other modes.

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?

The project is in an area that is served by the Fairview and Wood Village Town Centers. This project improves the north/south connection between I-84 and US-26. The corridor includes a mixture of land uses ranging from industrial areas north of I-84 to essential services south towards Glisan St. Services located nearby include the Wood Village City Hall, churches, commercial and retail services, and a community library. The project supports industrial and employment areas north and south of the project area that includes the Gresham Vista Business Park and the Wood Village and Troutdale commercial areas, with Wal-Mart and Safeway serving as anchors to these commercial facilities.

The project substantially improves active transportation opportunities for pedestrians and bicyclists. Currently NE 238th Dr provides an unsafe environment for pedestrians and bicyclists from the adjacent neighborhoods with significantly above average concentrations of EJ/underserved populations. The project will substantially improve pedestrian and bike safety in this area with the addition of multimodal facilities. These elements will contribute by providing facilities for users in the area and transform this facility into an active transportation and freight corridor connecting dense and diverse residential areas with commercial and civic amenities in the Fairview and Wood Village Town Centers. Regional bus routes are located on Halsey St, immediately north of the project area.

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?

This project makes the best of the existing transportation system, develops solutions that encompasses all transportation modes, fosters economic vitality, enhances the livability and safety of the community, supports the local vision and enhances the natural environment. This project is context sensitive and promotes a solution that fits with the community and physical setting, while supporting and encouraging economic development and a healthy and active lifestyle. The project provides multimodal facilities for north/south bound travel, connecting users to essential services and TriMet stops. In addition, vehicular travel will be improved and increase user comfort with the widening of lanes on a facility that is subject to a curvy and steep grade. Further, the improvements contribute to healthy, active lifestyles encouraging residents to walk or bike. This project is critical in creating a "20-Minute Neighborhood" in the Wood Village Town Center area where residents can meet their regular daily needs with a 20 minute walk or bike ride. Constructing this gap in the system provides a complete and safe connection to reach commercial services immediately north and south of the project, transit immediately north, and parks and civic areas west and east of the corridor. Currently, walkers and bikers are hindered by sidewalk gaps and lack of bike lanes. Providing a multimodal path makes it safer and more pleasant for people to walk, bike or take transit to meet their daily needs.

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?

Designs and techniques will be used to provide safe facilities for all users. Safety is a major concern on NE 238th Drive due to a steep and curvy grade. Currently there are sidewalk gaps and no bicycle lanes. The project design will reduce the conflict between bicyclists and pedestrians with motor vehicles by adding bicycle and pedestrian facilities on both sides of NE 238th Drive to accommodate both north and south bound users. In addition, safety between road travelers will be improved with the widening of the travel lane to accommodate truck turning. Access management will prioritize mobility and safety with access being focused and limited to lower classified facilities.

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?

There is a need for these improvements since this area serves a diverse population of low income and minority citizens that generally cannot afford the cost of an automobile, and rely on other modes of transportation including walking, bicycling and transit. Overall, this project will expand transportation choices for minority and low income people in the project area. Demographic data from Metro's Equity Analysis shows significantly above average concentrations of EJ/underserved populations and above average concentrations of non-white people within the corridor. This project serves dense, low income, ethnically-diverse neighborhoods and will connect with the commercial and civic amenities of Wood Village and Fairview.

This project will support long-term employment by providing a high quality connection between workers and the jobs in the nearby town center. Improving this segment will also increase multimodal access from residential areas to employment areas north of I-84 and south to Glisan Street. This project will also create a safer connection for residents to reach the TriMet bus routes on Halsey Street and 238th Drive.

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?

The facility will continue to be operated and maintained by Multnomah County, and supports continued use of prior and future investments. The facility supports the Arata Road Project that is being funded with 2014-2015 Regional Flexible Funds. The NE 238th Drive project will provide multimodal connections and links to this facility, which will connect high density housing with civic and commercial amenities in the nearby Wood Village and Fairview Town Centers. In addition, the 238th Drive project builds on recently completed safety improvements at the bottom of the hill on NE 238th Drive. These improvements near the intersection with NE Treehill Drive widened the northbound traffic lane, shifted the sidewalk to the east, and removed vegetation to improve sightlines for travelers on the steep and curving arterial road. These improvements have been designed to operate within capacity and within regional motor vehicle performance targets for Future Year (2035) forecasts.



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	\$769,340	
Staff Costs (for Service/Educational Projects)		
Project development and PE		
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$769,340
Utility Relocation		
Construction	\$8,000,000	
Construction Project Costs Total		\$8,000,000
Total Eligible Project Cost		\$8,769,340
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	Multnomah County	\$910,000	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$910,000	10%

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:

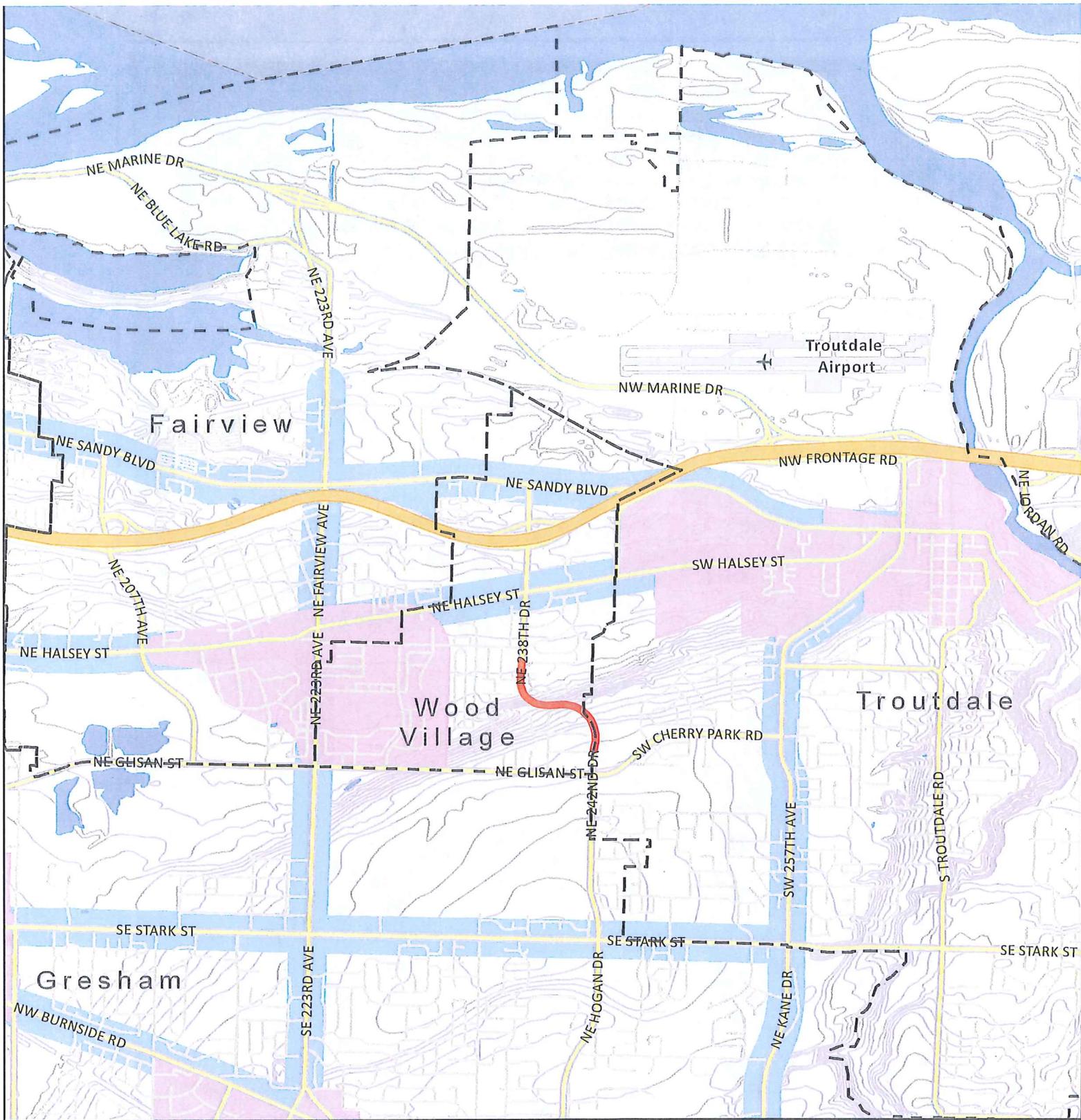
Authorizing Authority Name:

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.



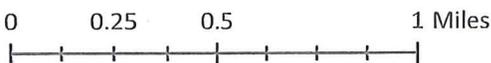
NE 238th Ave Improvement Project
Multimodal Transportation Enhance Project Application
for 2015-2018 STIP

Vicinity Map

- 238th Ave Project Area
- City Boundaries
- 2040 Growth Concept Centers
- 2040 Growth Concept Corridors
- Freeway
- Arterial
- 10ft Elevation Contours



1:30,000

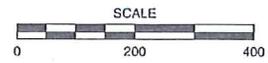
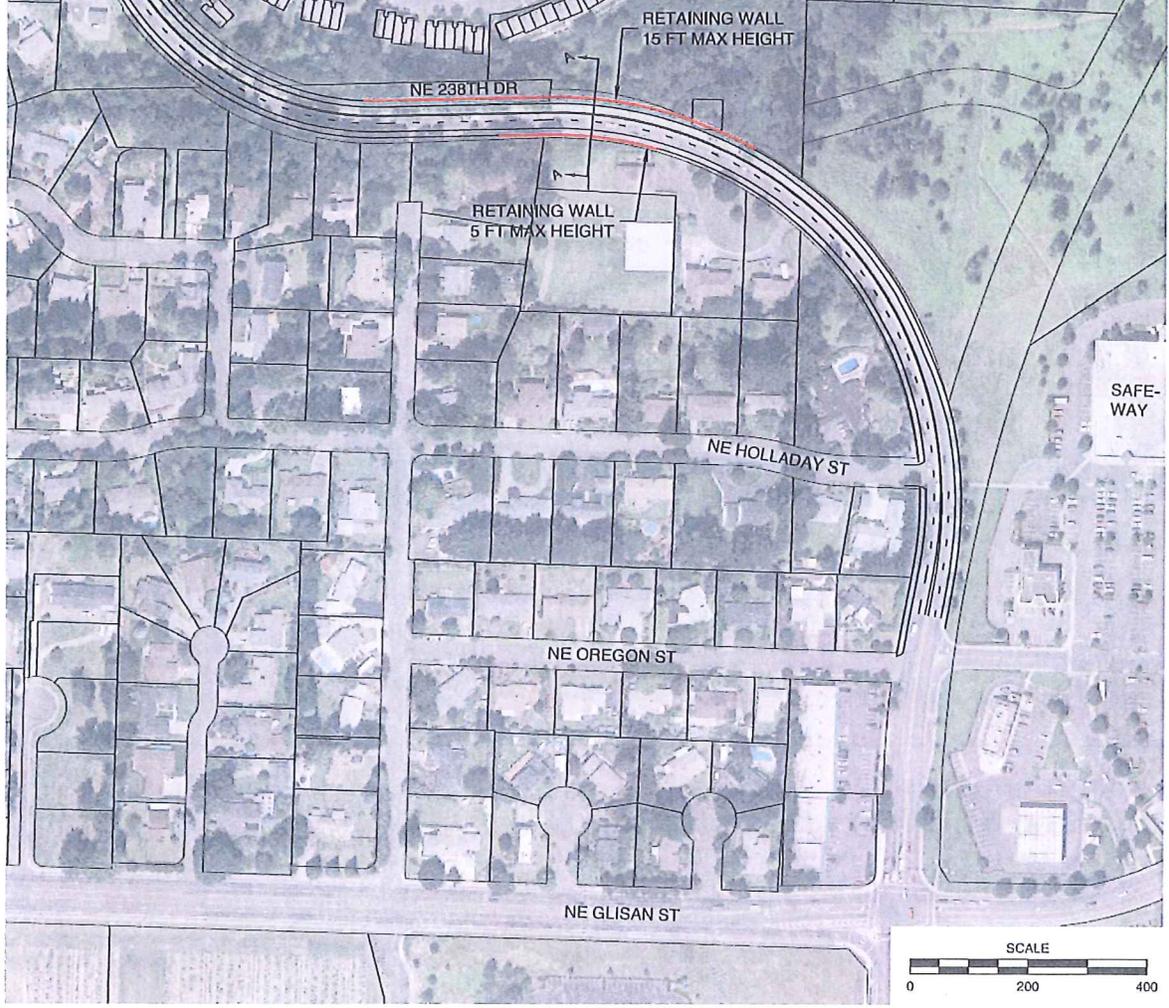
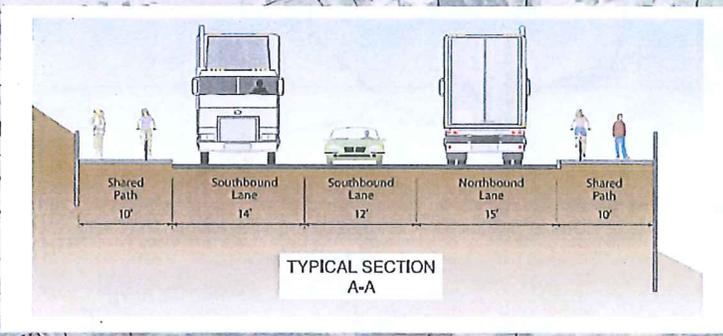


Option 2 Refined:

- Allows for widened travel lanes with a climbing lane
- Allows for 10' multimodal facilities on both sides (north and south)
- Can be done with no private property acquisition (some City of Wood Village taxlots required for small portion)
- Retain wall in one location on south of road (5 foot max height shown in red)
- Retain wall in one location on north of road (15 foot max height shown in red)
- Rebuilt road can provide improved drainage and vegetation



W ARATA RD



Project 11823 - East Metro Connections Plan/Engineering/Design/238th Enhancement/Design/1.dwg May 22, 2012 - 2:32pm - mspae Layout Tab: 2B (6/6)out

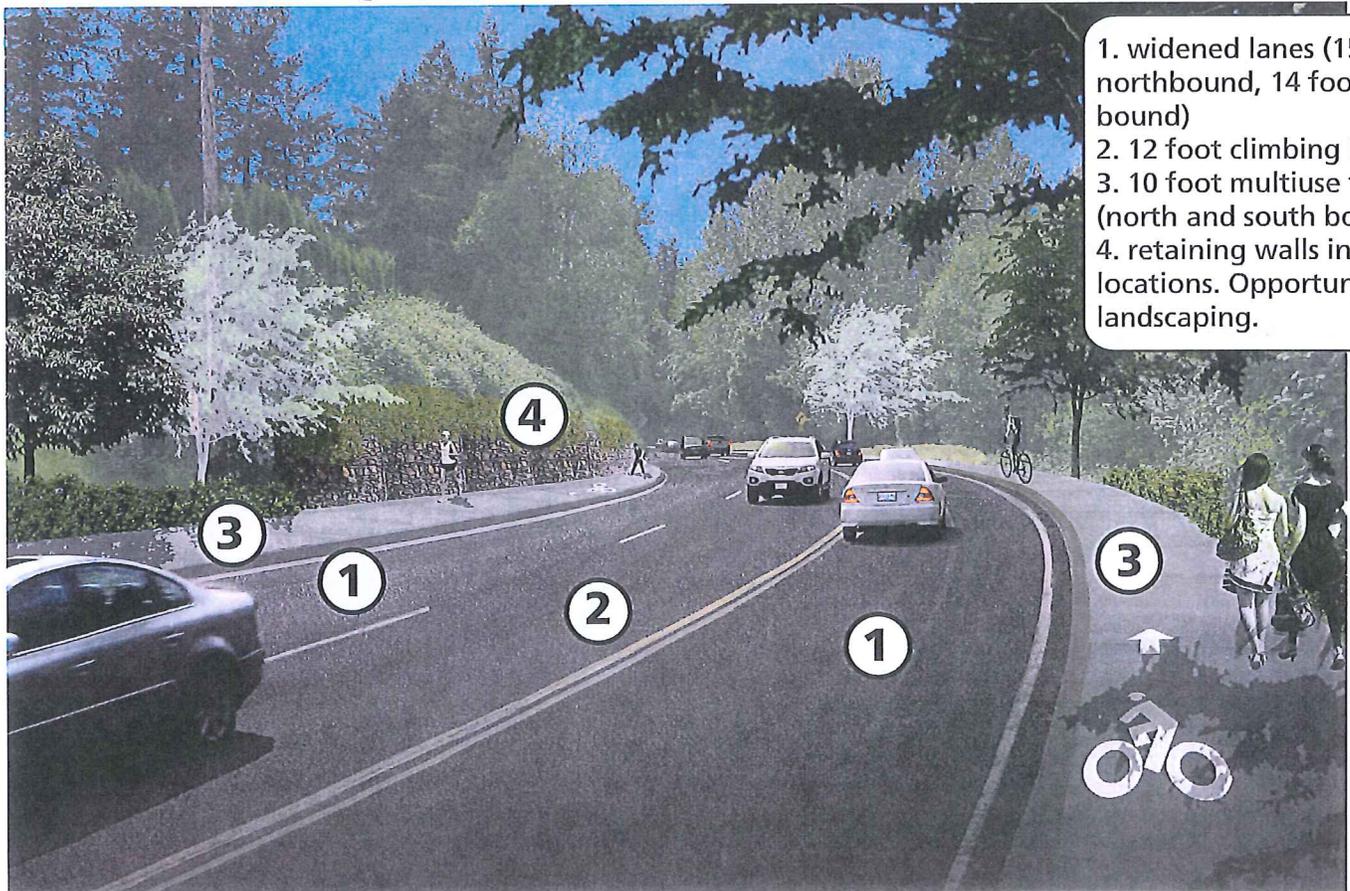
ALTERNATIVE 2B
NE 238TH DRIVE ENHANCEMENT **FIGURE 2B-1**

Existing 238th - looking north

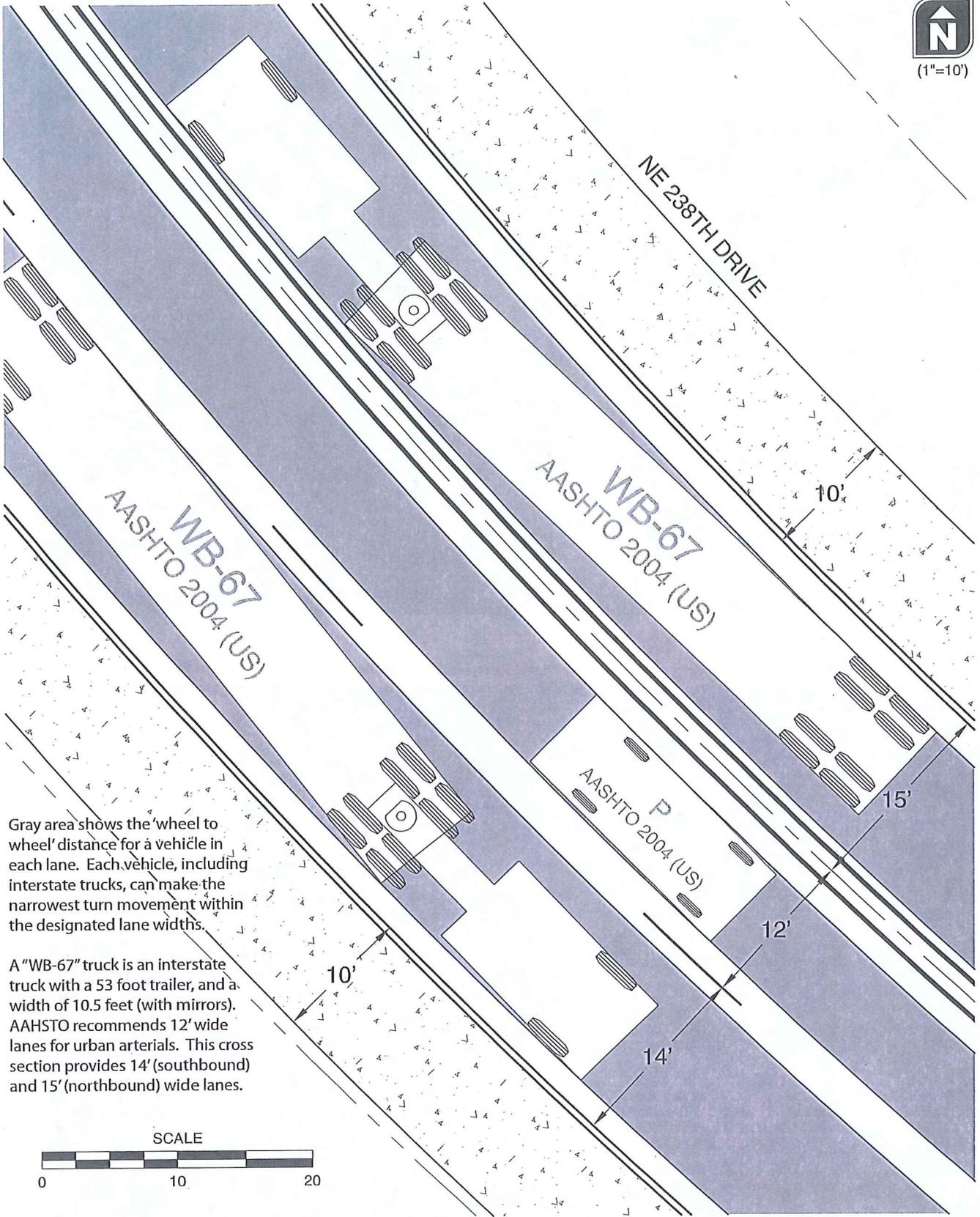
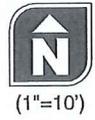


Refined 238th - looking north

widened travel lanes, widened bicycle and pedestrian facility for safety

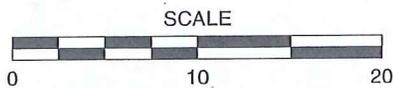


1. widened lanes (15 foot northbound, 14 foot southbound)
2. 12 foot climbing lane
3. 10 foot multiuse facility (north and south bound)
4. retaining walls in two locations. Opportunities for landscaping.



Gray area shows the 'wheel to wheel' distance for a vehicle in each lane. Each vehicle, including interstate trucks, can make the narrowest turn movement within the designated lane widths.

A "WB-67" truck is an interstate truck with a 53 foot trailer, and a width of 10.5 feet (with mirrors). AAHSTO recommends 12' wide lanes for urban arterials. This cross section provides 14' (southbound) and 15' (northbound) wide lanes.



DESIGN VEHICLE PATHS
NE 238TH DRIVE - ALTERNATIVE 2B

FIGURE
2B-2

H:\profile\11823 - East Metro Connections Plan\dwgs\design\238th ALT1 Truck Paths.dwg May 22, 2012 - 10:43am - rrippee Layout Tab: Figure 2B

East Multnomah County Transportation Committee

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

November 27, 2012

ODOT Region 1
Attn: Jeff Flowers
123 NW Flanders Street
Portland, OR 97209

Subject: 2015-2018 STIP Enhance Projects

Dear Mr. Flowers,

The East Multnomah County Transportation Committee (EMCTC) has identified as its top priority and strongly supports the funding of the NE 238th Drive Project as part of this STIP funding cycle. This project is an important investment in the transportation infrastructure for East County. This project completes a top priority project that was identified as part of the completion of the East Metro Connections Plan corridor study completed in the summer of 2012, and includes improvements for all users, including freight and multimodal components. Freight improvements will accommodate trucks that are currently unable to use this road due to the curvature of the roadway. This freight improvement is also an opportunity to balance mobility among the four I-84 interchanges in East County. The addition of and improvements to bike and pedestrian facilities will provide a safe facility for users to access essential services located in the nearby Wood Village Town Center by removing multimodal conflicts.

The NE 238th Drive Project also leverages and builds on the Engineering and Design work identified as one of the two top priority MTIP projects for the Regional Economic Opportunity Fund (REOF) by EMCTC. The STIP funding will construct the NE 238th Drive project.

EMCTC also endorses the Sandy Blvd project for improvements from the Gresham/Fairview city limits to NE Quail on Sandy Blvd and at the intersection of 230th Ave and Sandy Blvd. These improvements will significantly complete Sandy Blvd for freight access in this region with the completion of Sandy Blvd from 181st Ave to the Gresham/Fairview city limits, identified as EMCTC's priority project in the MTIP Active Transportation and Freight/Green Economy funding. The combination of these two projects leverages future development adjacent to and near Sandy Blvd by improving the freight, bike, pedestrian and transit facilities. This project completes gaps in Sandy Blvd and creates improved truck access to industrial areas and also provides safer access for all modes.

These projects address regional transportation needs, and EMCTC appreciates the legislature's and Governor's recognition of their importance. Thank you for your consideration in advancing these projects as ODOT Region 1 priorities.

Sincerely,



Diane McKeel
Multnomah County Commissioner
Chair, East Multnomah County Transportation Committee

cc: Lisa Barton Mullins, City of Fairview
David Widmark, City of Gresham
Jim Kight, City of Troutdale
Tim Clark, City of Wood Village
Susie Lahsene, Port of Portland