

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
2016 GRANT APPLICATION COVER SHEET**

APPLICATIONS DUE 4:00 PM, June 10, 2016

Type of Grant:	Category 1	ODOT Region (1-5):	Region 1
Primary Applicant Jurisdiction:	City of Gresham		
Project Title:	Pleasant Valley TSP Refinements		
Mailing Address:	1333 NW Eastman Parkway		
City/Zip:	City of Gresham		97030
Contact Person:	Katherine Kelly		
Telephone/Email:	503-618-2110	Katherine.Kelly@GreshamOregon.gov	

	MATCH	
	YES	NO
Other Local Jurisdictions involved in the project:		
Multnomah County (in-kind time match)	<input checked="" type="radio"/>	<input type="radio"/>
City of Portland (in-kind time match)	<input checked="" type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

The purpose of this project is to address two critical components of the Pleasant Valley TSP, a multi-jurisdictional and multimodal plan for a rapidly developing urban community in the Portland Metro area. The goal of the project is to provide definitive direction for implementing the planned transportation network within Pleasant Valley by:

- 1) Evaluating and selecting a preferred alternative for distribution of traffic between 172nd Avenue and Powell Blvd. The Pleasant Valley TSP referred to further study of this connection and this TGM would fund that work.
- 2) Evaluating alternative designs for near- and long-term improvements at the intersection of 172nd Avenue/Foster Road. This intersection is currently in Multnomah County jurisdiction but slated for annexation into City of Gresham. The intersection is near failing today but long-term costs are beyond the scope of Multnomah County's budget. This TGM would fund design low cost and full-build out design options for consideration.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Gresham

Project Title: Pleasant Valley TSP Refinements

Budget Breakdown (Based on your response to Award Criterion 3)

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
Project Management		\$15,000.00
Phase 1: Project kick-off and Plans Evaluation	\$500.00	\$13,000.00
Phase 2: Technical Analysis of Future Growth, Development of Alternatives	\$1,500.00	\$30,000.00
Phase 3: Preferred Alternative Selection, Implementation Plan	\$1,500.00	\$35,000.00
Phase 4: Legislative Adoption Process	\$500.00	\$20,000.00
Total TGM Funds Requested:	\$4,000.00	\$113,000.00
		\$117,000.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$15,954.55
Match to be Provided:	

Type of Match to be Provided:

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Gresham

Project Title: Pleasant Valley TSP Refinements

Eligibility Requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation of alternative scenarios, development of implementation measures, and public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance. 1000 character limit.

This project will refine the Pleasant Valley Transportation System Plan (TSP), a multimodal plan for autos, bicycles, pedestrians, transit and street design types. However, it is not definitive in its implementation, resulting in ambiguity in how the transportation network will evolve from its rural environment to support the area's planned growth. The TSP also refers to, but does not select a preferred alternative on how to solve capacity needs between 172nd/Jenne Rd./174th Ave. and Powell Blvd. The TSP is also deficient in how to treat Foster Road as it transitions from Portland into Gresham, including "disconnecting", or downgrading the functional classification of, Foster Rd. between Giese Rd. and Cheldelin Rd. With stakeholder involvement, this project will analyze and evaluate alternatives to address these issues, select a preferred approach for each issue, and develop an implementation plan. The outcome will be a refined Pleasant Valley TSP.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, compile data, or prepare maps are not eligible. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

The objective of this project is to adopt an updated Transportation System Plan for Pleasant Valley, with particular focus on Jenne Road/172nd Avenue to Powell Boulevard ("McKinley extension"), addressing traffic transitions along Foster Rd. from 172nd Avenue into Portland, including options for congestion relief near- and long-term at the intersection of Foster Road/ 172nd Avenue, and Foster and Richey Road "disconnects." The TSP update will include an implementation plan and project list (with costs). The update will be included in both Gresham and Portland's Comprehensive Plans as well as Metro's RTP. The result will be a definitive plan for implementing Pleasant Valley's transportation network and one that is clear for all affected jurisdictions regarding project ownership and scope.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners) must be submitted with the application to meet this requirement. 500 character limit.

City and County officials understand and support this project. As lead applicant, a letter of support from the City of Gresham's Mayor Bemis is attached. The Pleasant Valley area is an important developing area and local officials are dedicated to seeing it develop with respect to the area's Concept Plan vision. Additionally, letters of support from Portland and Multnomah County are included. Local officials are supportive of updating the TSP consistent with the TGM program goals.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Gresham

Project Title: Pleasant Valley TSP Refinements

Certifications

- This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions.
- This application was prepared by the following compensated consultant:

Consultant Name:

Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact [Cindy Lesmeister](#) at 503-986-4349 if you have questions.

- I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO>

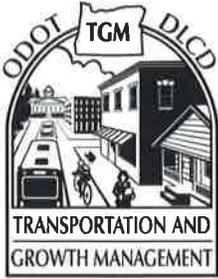
Applicant Title:

Printed Name:

Authorized Signature*:

*Please only include the authorized signature on the mailed hard copy. **DO NOT submit a printed, signed, and scanned version electronically.**

- I have mailed in a hard copy of my application with authorized signature.



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2016 GRANT APPLICATION FORM

Instructions: See the [Grant Application Packet](#) for how to respond to each of the Award Criteria

Completed Grant Application Form must not exceed 8 pages, less attachments. Excess pages will be discarded.

Examples of successful applications and help to develop a project approach and budget estimate are available on the TGM Grants page: <http://www.oregon.gov/LCD/TGM/Pages/grants.aspx>.

The answer fields below will expand as you type.

ORGANIZATION NAME City of Gresham		PHONE 503-681-2110
CONTACT PERSON NAME AND TITLE Katherine Kelly, AICP, Comprehensive Planning Manager	CONTACT PERSON E-MAIL Katherine.Kelly@greshamoregon.gov	
PROJECT TITLE Update/Refinement of Pleasant Valley Transportation System Plan		

Award Criteria

Applications may receive a total of 110 points.

- Up to 100 points are based on an applicant’s written responses to five award criteria.
- Up to 10 bonus points may be awarded for **Project Innovation**: *the application must demonstrate that the project will be innovative in subject matter, approach, or expected outcomes.* Do not write a separate response about how your project meets this criterion; scorers will award points based on the entirety of the application. By the nature of the criterion, most projects will not receive any points.

Projects are selected primarily based on scores for the TGM award criteria; also considered are the grant amounts requested, the estimated amounts TGM believes may be required for a project, the amount of grant dollars available for award within an ODOT region, and the balance of grant dollars between Category 1 and Category 2 projects. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

1. Proposed Project Addresses a Need and Supports TGM Objectives Up to 40 points

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives (as listed on pages 3-4 of the Application Packet).

Pleasant Valley is an area vital to the Metro region’s future as it is planned to provide homes for 12,000 residents and 5,000 new jobs plus a new town center. It is a 1,523 acre area spanning unincorporated Multnomah County and the Cities of Gresham and Portland, with the areas currently in Multnomah County slated for annexation into Gresham and Portland. The Area is a

key mid-point along a larger corridor that serves primary employment lands to the north (190th/181st/182nd in Gresham) and south (172nd/Sunnyside Road in Clackamas County).

The City of Gresham, City of Portland, and Multnomah County propose to collaborate on a refinement plan for two critical components of the Pleasant Valley TSP, which was adopted in 2006. One component is an extension of 172/174 Ave. to Powell Blvd. ("McKinley extension"). The TSP discusses this extension as an option to be further studied as an effort to relieve congestion on Jenne Rd. /174th as well as from Foster Rd. The proposed extension was seen as a more feasible option to handling expected volumes than improving Jenne Rd. due to its significant topographical and other environmental constraints. Community representatives have expressed concern about a new extension and potential impact to their community.

The second component is the intersection of 172nd/Foster Ave. that is currently in Multnomah County jurisdiction but slated for eventual annexation into Gresham jurisdiction. That intersection is currently an uncontrolled intersection, with no traffic signal and is experiencing tremendous queueing and back up especially during peak hours. An exponential increase in traffic is due to development in Happy Valley and Pleasant Valley along the 172nd and 190th corridors, respectively.

These two TSP element refinements support the goals of the Pleasant Valley TSP. Recognizing the unique opportunity this area holds for a creating a quality urban community, the Pleasant Valley TSP adhered to 10 goals through its development. The goals are in-line with the TGM objectives and will guide the TSP refinement project.

The adopted Pleasant Valley TSP goals, their relationship to the TGM objectives and expected outcomes are as follows:

- **Pleasant Valley TSP Goal: Provide transportation choices.** The two refinement elements will result in a safe, convenient, and inviting network for pedestrians, bicyclists, transit users, automobiles and freight. It will, in large part, "complete" the proposed TSP network, thereby creating seamless access for all modes across jurisdictional boundaries.
 - **TGM Objective: Provide Transportation Choices** by ensuring a balanced and safe multimodal transportation network that is appropriately implemented and managed.
 - **Outcome:** Developing a preferred improvement for the 172nd/Foster Road intersection and the connections north will provide a multimodal improvement for all users that integrates findings from recent planning efforts such as the 172nd/190th Corridor Plan, Outer Powell Boulevard Design Plan, East Metro Connections Plan, 2014 Regional Transportation System Plan, and with an implementation plan complete with the projects and cost estimates to achieve the preferred network.
- **Pleasant Valley TSP Goals: Create a community, create a town center as the heart of the community and integrate schools, civic uses into the community, locate and develop parks and open spaces throughout the community and provide housing opportunities.** This project refinement effort will contribute to the Pleasant Valley sense of identity and place with context sensitive, multimodal street design and street alignments that are respective of the area's planned land uses, topography and environmental characteristics. The network will support a thriving town center, schools, employment land and residences. The Pleasant

Valley Concept Plan adopted a Metro regional town center located at the heart of this urban community as well potential locations for an elementary school and middle school.

- **TGM Objectives:**
 - **Create Communities** by composing vibrant neighborhoods and lively centers linked by convenient and multimodal transportation.
 - **Support economic vitality** by supporting movement of people and goods to well-planned new growth and accommodating existing and future residents.
 - **Save public and private costs** with well-connected transportation patterns within the existing urban growth boundary.
- **Outcome:** This project will develop a preferred alternative for the 172/174 Avenue (McKinley) extension, treatment of Foster Road at 172nd and through Portland and Gresham, and the Richey Road “disconnect” relative to the McKinley extension. This project refinement effort will identify an alternative that will support the ongoing development of this urban community. Also, developing this project through collaboration of all three impacted jurisdictions is of utmost importance as the network spans all three. The area economy will be positively impacted and we will save public private costs by further defining the planned Pleasant Valley community and key destinations where people want to live, work and play within the existing Metro Urban Growth Boundary.
- **Pleasant Valley TSP Goals: Celebrate Pleasant Valley’s cultural and natural history; preserve, restore and enhance natural resources and use “green” development practices.** The Pleasant Valley plan was developed with respect to the area’s natural features. It was also created through a significant outreach process during which local residents were integral to the creation of the final plan.
 - **TGM Objective: Promote environmental stewardship** with a transportation system that protects valuable natural resources.
 - **Outcome:** The TSP refinement will use updated environmental data to achieve a plan that celebrates and respects the area’s natural history and restores/enhances its natural resources. Local stakeholders will be integral to the refinement process in order to capture the area’s cultural history. This updated multimodal plan along with the adopted zoning for compact land uses will contribute to residents’ ability to travel via non-automotive modes as well as travel more efficiently on a network when driving autos, contributing to lower gas emissions and greenhouse gases.
- **Pleasant Valley TSP Goal: Provide and coordinate opportunities to work in and near Pleasant Valley.** The Pleasant Valley plan considered a range of opportunities to work from, including home based work, employment areas within the community and the relationship of the Pleasant Valley area to East Metro area employment centers.
 - **TGM Objectives:**
 - **Support economic vitality** by planning for well-located employment centers and efficient movement of people.
 - **Save public and private costs** by accommodating for jobs within the existing Urban Growth Boundary and utilizing existing infrastructure as possible.
 - **Outcome:** The opportunity for jobs and economic vitality is a focus for the City of Gresham and East Multnomah County. The project refinement will ensure that the

Pleasant Valley transportation network can be built-out seamlessly without deficiencies in the current TSP acting as a barrier.

2. Proposed Project is Timely and Urgent

Up to 25 points

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues;
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing or implementing other high priority community initiatives, including supporting a Governor's Regional Solutions Team priority; or
- resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.

The Pleasant Valley Plan Area was added to the Metro Urban Growth Boundary in December 1998 to accommodate forecasted population growth in the region. Starting in 2000 Gresham, Portland, Multnomah County, Clackamas County and Metro, among other stakeholders, embarked on planning for this new area. The Pleasant Valley Steering Committee, with participating Councils and Commissions, endorsed and adopted the Pleasant Valley Concept Plan in 2002 as the basis for future regulations, actions and funding decisions. Beginning in 2003, Gresham and Portland drafted implementation measures for land use, natural resources, transportation, public facilities, and annexations based on the Pleasant Valley Concept Plan. These draft implementation measures were the basis for a Pleasant Valley Plan District. Gresham and Portland City Councils adopted the Pleasant Valley Plan District and incorporated it into the Cities' Comprehensive Plans in January 2005.

Since 2014 growth has been exponentially occurring consistently in Clackamas County, Happy Valley, Portland, Gresham, and Multnomah County. The Pleasant Valley TSP has a strong foundation and was created with support around the region. But more needs to be done to address the growing congestion at 172nd and Foster Road, which is failing at peak hours. The City of Gresham has very recently been experiencing development of subdivisions in the eastern portion of Pleasant Valley and is also experiencing an increasing amount of interest in other parts of this Plan District. Questions from residents and developers are also increasing and the Pleasant Valley TSP does not have a definitive implementation plan of the preferred approach for jurisdictional staff to use to guide development.

Additionally, the TSP refinement is needed now to reflect findings from several planning efforts and changes in local and regional plans. Since 2005 the following planning projects have resulted, or are ongoing and will result in findings not incorporated into the Pleasant Valley TSP:

- Gresham updated its TSP in 2013. Project number 113 identifies a corridor planning study for SE 172nd extension and the Foster Road "disconnect."

- Portland TSP update is currently underway.
- Multnomah County unincorporated areas TSP update is currently underway.
- The Gresham Active Transportation Plan is under development and scheduled for adoption late 2017. The updated Pleasant Valley network will be incorporated into the Active Transportation Plan.
- A Regional Transportation Plan (RTP) update was adopted in July, 2014. This update was focused on discrete parts, particularly the project list, of the plan and preceded a major update of the entire plan which was adopted in 2010. Through these updates, the Metro area population and travel demand patterns and forecasts were revised. The findings and updated forecasts will be incorporated into the Pleasant Valley TSP through this project.
- The 2018 RTP update is underway and will continue through fall 2018. This project is well timed to be incorporated into the 2018 RTP.
- The Powell-Division Transit and Development Project as well as TriMet's Service Enhancement Planning is underway and may have findings that influence the Pleasant Valley area transit, bicycle and pedestrian networks.
- The East Metro Connections Plan was adopted in 2012 through an East Multnomah County stakeholders effort. Pleasant Valley was identified as an influence area for this project as it analyzed present and future transportation challenges and identified investments that advance economic and community development.
- The Outer Powell Boulevard Design Plan was developed through a TGM grant and addresses needs for Outer Powell Boulevard in a 20-year time frame. Findings from this plan should be considered for the Pleasant Valley area.
- Clackamas County adopted a 172nd/190th Ave. Corridor Plan with multimodal design and findings from that plan should be considered for the Pleasant Valley area.

3. Proposed Project Approach is Reasonable

Up to 20 points

The application demonstrates a clear approach to achieving the expected outcome and results in consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear.

The City of Gresham, City of Portland, Multnomah County and the selected consultant will employ a team approach to refine the Pleasant Valley TSP. Gresham's Comprehensive Planning Manager will be the jurisdictional project manager. Gresham, Portland and Multnomah County staff will provide expertise as Project Management Team members and will guide public outreach. The consultant will provide expertise in coordinating this multi-jurisdictional team, analyzing the area's existing conditions and future needs, evaluating the planned network to determine deficiencies, developing alternatives and an implementation plan and project list, refining the TSP, managing project management team meetings and assisting in public outreach throughout the project.

The Pleasant Valley Concept Plan was developed with extensive public involvement from area residents. The TSP refinement will continue in that vein. Jurisdictional staff will ensure the impacted

residents are included and meaningfully engaged through the update process via a variety of outreach opportunities including open houses, online access to materials, visits to neighborhood association meetings, site visits and stakeholder meetings.

Project Schedule: The project will be completed with through three phases over 24 months. Public engagement opportunities will be integrated into all phases.

Phase 1: Project Kick-off and Plans Evaluation (4 months)

1. Consultant and contract approval
2. Review and audit of all applicable local, regional and state rules plans and data
3. Identify issues and opportunities

Product: Issues and opportunities report and project webpage

Phase 2: Analyze Existing and Future Conditions and Develop Alternatives (8 months)

1. Evaluate existing conditions and analyze all transportation modes
2. Evaluate future conditions based on the Metro model
3. Develop and evaluate alternatives

Product: Report summarizing existing and future conditions and evaluation of alternatives.

Phase 3: Preferred Alternative and Implementation Plan (7 months)

1. Identify the preferred alternative based on technical analysis and stakeholder input and technical analysis
2. Develop project descriptions and cost estimates to build the preferred alternative
3. Develop an implementation plan to achieve the preferred alternative. Implementation plan will stipulate jurisdictional responsibility and project phasing, if needed.
4. Draft implementing Ordinances

Product: Draft implementing Ordinances for the refined Pleasant Valley TSP

Phase 4: Legislative Adoption Process (5 months)

1. Prepare final implementing Ordinances for Gresham, Portland and, as needed, Multnomah County
2. Provide notices per Statute requirement
3. Public hearings with City Planning Commissions, City Councils and County Board of Commissioners
4. Begin implementing the refined Pleasant Valley TSP

Product: Preferred alternative for the project.

4. Proposed Project has Community Support

Up to 5 points

The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

There is considerable support from the community and local jurisdictions as evidenced in the attached letters of support. The support is evidence of this project’s timeliness, need and relevance for the Pleasant Valley Plan Area.

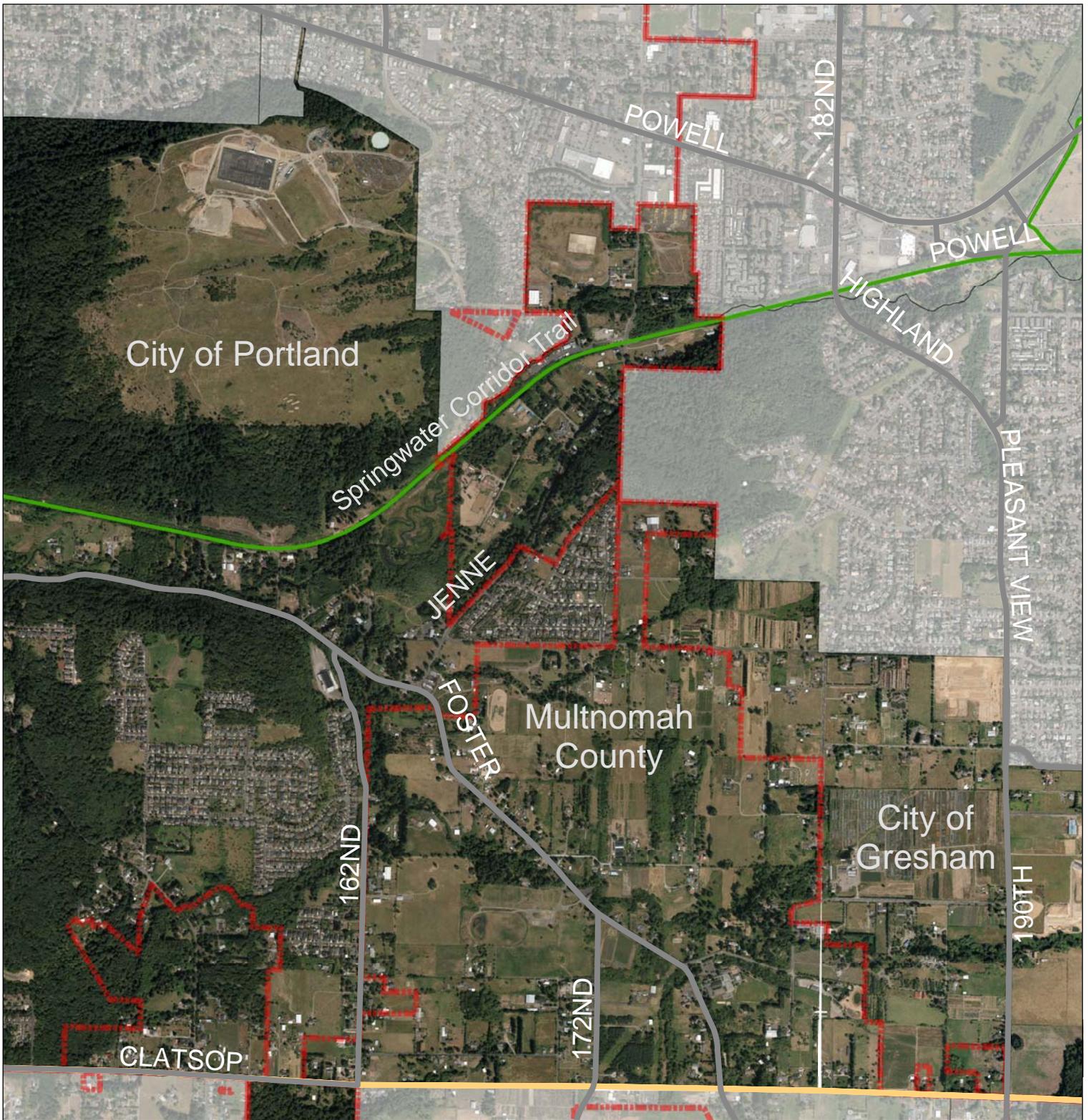
LIST ATTACHED LETTERS OF SUPPORT
1. City of Gresham (Mayor Bemis per Applying Jurisdiction)
2. Clackamas County
3. City of Happy Valley
4. City of Portland
5. Multnomah County
6. Gresham Pleasant Valley Neighborhood Association
7. Portland Pleasant Valley Neighborhood Association
8. Metro

5. Proposed Project Sponsor Readiness and Capacity

10 Points

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

Gresham, Portland and Multnomah County are ready and able to begin this project within the TGM timetable and have the commitment and capability to manage and support the project. Gresham has successfully managed transportation planning projects including a major update of its Transportation System Plan, adopted in 2013. Gresham is also recently completed a TGM Code Assistance Program to remove barriers to implementing the TSP in the Development Code. Multnomah County recently managed two TGM grants; Sauvie Island and Multnomah channel transportation system planning and the Multnomah County transportation system plans update. Portland is currently managing a major update to its TSP and worked with the TGM project to develop and adopt the Outer Powell Boulevard Design Plan. Additionally, the TGM program partially funded the Pleasant Valley Implementation Plan in the 2001 batch of grants



Pleasant Valley Area Map

-  City Boundary
-  County Boundary

TGM Grant Application
 Gresham
 Portland
 Multnomah County

DISCLAIMER AND NOTICE:
 The information on this map has been gathered from a variety of sources. Every attempt has been made to offer the most current, correct, and complete information available. However, errors may occur or there may be a time delay between changes in information and updates. The information contained herein is subject to change at any time and without notice.



June 8, 2016

Oregon TGM Program
Attn. Cindy Lesmeister
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister,

I am pleased to submit this letter in support of Gresham's application for a Transportation Growth Management grant. The Pleasant Valley Plan District is an important area for Gresham, Multnomah County, Portland and the entire Metro region. The original planning effort, including the transportation system network, for this area was accomplished and completed in 2005 through significant jurisdictional collaboration and involvement of area residents and stakeholders.

Early implementation of the Pleasant Valley Concept Plan has obviated the need for a clarified TSP for Gresham, Portland and Multnomah County and this TGM grant would make that important work possible.

The Pleasant Valley Transportation System Plan's vision, guiding principles and goals are in-line with the Transportation Growth Management program's objectives of providing transportation choices, creating communities, supporting economic vitality, saving costs and promoting environmental stewardship.

Thank you for your consideration.

Sincerely,



Shane T. Bemis
Mayor

Department of Community Services
Transportation Division - Planning & Development



June 3, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

RE: Project Refinement for Pleasant Valley Transportation System Plan

Dear Ms. Lesmeister,

On behalf of Multnomah County, I am please to express our support for Gresham's TGM grant application for Project Refinement for two key locations identified in the Pleasant Valley Transportation System Plan. This planning effort will review and refine two key elements of the Pleasant Valley Transportation System Plan: SE 172nd/Foster Avenue and the McKinley extension. This location is a concern for many residents of Multnomah County. This location, while currently within the County, is intended to be annexed into Gresham in the future. However, right now, residents in this location are feeling pressure from growth in Gresham, Portland, Happy Valley, and unincorporated Clackamas County. Members of Portland's Pleasant Valley Neighborhood Association have come to the East Multnomah County Transportation Committee to raise concerns about this location. Our policy makers recognize this concern.

This planning effort will work closely with community members and agencies to determine the best design option for congestion relief at the uncontrolled intersection of 172nd/Foster Ave and study the potential extension McKinley Ave. between 172nd and Powell. The intent is to relieve congestion on Jenne Road as well as from Foster Road.

Multnomah County looks forward to working with the Cities of Gresham, Portland, and Happy Valley as well as Clackamas County as we embark on this multijurisdictional project to relieve congestion, improve safety, and enhance the traveling experience in Pleasant Valley.

Thank you for considering this opportunity.

Sincerely,

A handwritten signature in black ink, appearing to read "Joanna Valencia".

Joanna Valencia
Planning and Development Manager



M. BARBARA CARTMILL
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

June 3, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

RE: Project Refinement for Pleasant Valley Transportation System Plan

Dear Ms. Lesmeister,

I am pleased to express our support for Gresham's TGM grant application for project refinement of two key locations identified in the Pleasant Valley Transportation System Plan: the SE 172nd/Foster Avenue and the McKinley extension. Plan refinement at these locations is critical now as growth is occurring in portions of the Pleasant Valley Plan Area that span both Multnomah and Clackamas counties.

The Pleasant Valley Plan District is important for the Metro region in that it is expected to be an urban community of approximately 12,000 residents and 5,000 jobs. Its geography covers parts of Gresham, Portland, and Multnomah County, and borders Clackamas County.

Clackamas County recognizes the importance of the planning effort to determine the best design option for congestion relief at the uncontrolled intersection of 172nd/Foster Ave. Significant traffic growth is projected to add to an already heavily traveled intersection. This project will address known traffic bottlenecks which will otherwise get worse with additional growth forecast for the Pleasant Valley area.

Since the adoption of the Pleasant Valley Transportation System Plan in 2005, Clackamas County has adopted a 172nd Corridor Plan for Clackamas County, made investments in the Sunrise Corridor and the southern part of 172nd as well as seeing significant population growth in Happy Valley.

The original planning effort, completed in 2005, was undertaken with significant jurisdictional collaboration and involvement of area residents and stakeholders. Now is the time to address how the transportation network will evolve from its rural environment to support the area's planned land uses, as well as accommodate the growth occurring in nearby areas.

Thank you for considering this opportunity, and we urge you to fund this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Karen Buehrig", written in a cursive style.

Karen Buehrig
Transportation Planning Supervisor
Clackamas County

Mayor
Honorable Lori DeRemer



City Manager
Jason A. Tuck

May 31, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

RE: Project Refinement for Pleasant Valley Transportation System Plan

Dear Ms. Lesmeister,

On behalf of the City of Happy Valley, I am pleased to express our support for Gresham's TGM grant application for Project Refinement for two key locations identified in the Pleasant Valley Transportation System Plan. This planning effort will review and refine two key elements of the Pleasant Valley Transportation System Plan: the 172nd Ave./Foster Road intersection and the McKinley Ave. extension. Plan refinement at these two locations is critical now as growth in portions of the Pleasant Valley Plan Area that spans Multnomah and Clackamas counties as well as the cities of Gresham, Happy Valley and Portland is increasing congestion and residents have begun to raise safety along the corridor. This planning effort will work closely with community members and agencies to decide the following:

1. Determine the best design option for congestion relief at the uncontrolled intersection of 172nd Ave./Foster Road, where significant traffic growth is projected to add to an already heavily traveled intersection. The intersection is currently in Multnomah County jurisdiction but slated for eventual annexation into Gresham; and,
2. Study the potential extension McKinley Ave. between 172nd Ave. and Powell Blvd. The intent is to relieve congestion on Jenne Road as well as from Foster Road.

These efforts address known traffic bottlenecks which will otherwise get worse with additional growth forecast for the Pleasant Valley area. 172nd Ave. runs through the city of Happy Valley and many of our residents use the intersection listed above. The City of Happy Valley has experienced tremendous growth in the last 25 years, and has been/remains one of (if not the) fastest growing communities in the greater Portland metropolitan region and we know this has influenced the use of this intersection. We support Gresham's efforts to refine and determine the best improvements to make this intersection safe and efficient.

16000 SE Misty Drive, Happy Valley, Oregon 97086-4288
Telephone: (503) 783-3800 Fax: (503) 658-5174
happyvalleyor.gov

Preserving and enhancing the safety, livability and character of our community

The original planning effort, including the transportation system network, for this area was accomplished and completed in 2005 through significant jurisdictional collaboration and involvement of area residents and stakeholders. However, it is not definitive in its implementation, resulting in ambiguity in how the transportation network will evolve from its rural environment to support the area's planned land uses. At the same time, growth around the region is putting pressure on this corridor and intersection. This new effort will build on the existing TSP and help to define specific improvements that the community and partners agree on.

Thank you for considering this opportunity. If you should have any questions or require additional information, feel free to contact me at 503-783-3839 or write to michaelw@happyvalleyor.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Walter". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael D. Walter, AICP
Economic & Community Development Director

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Steve Novick Commissioner Leah Treat Director

June 9, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

RE: *Pleasant Valley Transportation System Plan Update 2016 TGM grant application*

Dear Ms. Lesmeister,

On behalf of the Portland Bureau of Transportation (PBOT), I am pleased to express our support for the proposed Pleasant Valley Transportation System Plan Update TGM grant application submitted by Gresham. PBOT will participate in this planning process in coordination with Gresham and Multnomah County.

Given that portions of the Pleasant Valley Plan District will be annexed Portland jurisdiction and some of the collector streets flow into the City of Portland, it is important that the City of Portland be involved in the update to the Pleasant Valley Transportation System Plan. During the current update of the Portland Transportation System Plan, we have identified that some of the projects within the Pleasant Valley area require further refinement study. The Pleasant Valley TSP update presents an opportunity for us to do further refinement in coordination with Gresham and Multnomah County. It is also a good opportunity for outreach to stakeholders that span multiple jurisdictions.

This planning effort will review and refine two key elements of the Pleasant Valley Transportation System Plan: SE 172nd/Foster Avenue and the McKinley extension. Plan refinement at these two locations is critical now as growth in Clackamas County, Gresham, and Portland is increasing congestion and residents have begun to raise safety along the corridor. This planning effort will work closely with community members and agencies to decide the following:

1. Determine the best design option for congestion relief at the uncontrolled intersection of 172nd/Foster Ave, where significant traffic growth is projected to add to an already heavily traveled intersection. The intersection is currently in Multnomah County jurisdiction but slated for eventual annexation into Gresham.
2. Study the potential extension McKinley Ave. between 172nd and Powell. The intent is to relieve congestion on Jenne Road as well as from Foster Road.

These efforts address known traffic bottlenecks which will otherwise get worse with additional growth forecast for the Pleasant Valley area.

The Pleasant Valley Plan District is an important area for Gresham, Portland, and the Metro region as it is planned for an urban community of approximately 12,000 residents and 5,000 jobs. Its geography covers



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.

parts of Gresham, Portland, and Multnomah County, and borders Clackamas County. The original planning effort, including the transportation system network, for this area was accomplished and completed in 2005 through significant jurisdictional collaboration and involvement of area residents and stakeholders. However, it is not definitive in its implementation, resulting in ambiguity in how the transportation network will evolve from its rural environment to support the area's planned land uses. At the same time, growth around the region is putting pressure on this corridor and intersection. This new effort will build on the existing TSP and help to define specific improvements that the community and partners agree on.

Thank you for considering this opportunity. We encourage TGM to help fund this planning process.

Sincerely,

A handwritten signature in black ink, appearing to read 'Art Pearce', with a stylized flourish at the end.

Art Pearce

Manager of Transportation Policy, Planning and Projects

Department of Community Services
Transportation Division - Planning & Development



June 3, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

RE: Project Refinement for Pleasant Valley Transportation System Plan

Dear Ms. Lesmeister,

On behalf of Multnomah County, I am please to express our support for Gresham's TGM grant application for Project Refinement for two key locations identified in the Pleasant Valley Transportation System Plan. This planning effort will review and refine two key elements of the Pleasant Valley Transportation System Plan: SE 172nd/Foster Avenue and the McKinley extension. This location is a concern for many residents of Multnomah County. This location, while currently within the County, is intended to be annexed into Gresham in the future. However, right now, residents in this location are feeling pressure from growth in Gresham, Portland, Happy Valley, and unincorporated Clackamas County. Members of Portland's Pleasant Valley Neighborhood Association have come to the East Multnomah County Transportation Committee to raise concerns about this location. Our policy makers recognize this concern.

This planning effort will work closely with community members and agencies to determine the best design option for congestion relief at the uncontrolled intersection of 172nd/Foster Ave and study the potential extension McKinley Ave. between 172nd and Powell. The intent is to relieve congestion on Jenne Road as well as from Foster Road.

Multnomah County looks forward to working with the Cities of Gresham, Portland, and Happy Valley as well as Clackamas County as we embark on this multijurisdictional project to relieve congestion, improve safety, and enhance the traveling experience in Pleasant Valley.

Thank you for considering this opportunity.

Sincerely,

A handwritten signature in black ink, appearing to read "Joanna Valencia".

Joanna Valencia
Planning and Development Manager

June 3, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

RE: Project Refinement for Pleasant Valley Transportation System Plan

Dear Ms. Lesmeister,

On behalf of the Gresham Pleasant Valley Neighborhood Association, I am pleased to express our support for Gresham's TGM grant application for Project Refinement for two key locations identified in the Pleasant Valley Transportation System Plan. This planning effort will review and refine two key elements of the Pleasant Valley Transportation System Plan: SE 172nd/Foster Avenue and the McKinley extension. Plan refinement at these two locations is critical now as growth in portions of the Pleasant Valley Plan Area that spans Multnomah and Clackamas counties as well as the cities of Gresham and Portland is increasing congestion and residents have begun to raise safety along the corridor. This planning effort will work closely with community members and agencies to decide the following:

1. Determine the best design option for congestion relief at the uncontrolled intersection of 172nd/Foster Ave, where significant traffic growth is projected to add to an already heavily traveled intersection. The intersection is currently in Multnomah County jurisdiction but slated for eventual annexation into Gresham.
2. Study the potential extension McKinley Ave. between 172nd and Powell. The intent is to relieve congestion on Jenne Road as well as from Foster Road.

These efforts address known traffic bottlenecks which will otherwise get worse with additional growth forecast for the Pleasant Valley area.

This new effort will build on the existing TSP and help to define specific improvements that the community and partners agree on.

Thank you for considering this opportunity.

Sincerely,



Stan Bohnstedt, President

Gresham Pleasant Valley Neighborhood Association



June 10, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

RE: Pleasant Valley Transportation System Plan Refinements

Dear Ms. Lesmeister:

I am pleased to express support for Gresham's 2016 Transportation Growth Management grant application for *Pleasant Valley Transportation System Plan Refinements*.

Metro has long been a partner in the city's efforts to prepare and advance implementation of the Pleasant Valley Concept Plan and supporting Transportation System Plan. This grant effort will study and refine two key elements of the Pleasant Valley Transportation System Plan: the intersection of SE 172nd/Foster Avenue and the extension of McKinley Road between 172nd Avenue and Powell Boulevard.

The study location is within Multnomah County and is expected to be annexed into the City of Gresham in the future. However, existing residents in the area are experiencing the effects of growth in Gresham, Portland, Happy Valley, and unincorporated Clackamas County. Members of the Pleasant Valley Neighborhood Association have shared their concerns about speeding and the growth in traffic with Metro and the East Multnomah County Transportation Committee. The County will work closely with community members and partner agencies to determine the best design options for the uncontrolled intersection of 172nd/Foster Avenue and the potential extension McKinley Road. The goal is to improve safety for all users and improve connectivity and reliability in the area.

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with safe, affordable and reliable ways to get around. Metro looks forward to working with the City of Gresham and other partners as they embark on this important effort.

Thank you for considering funding this important project.

Sincerely,

Elissa Gertler, Director
Metro Planning and Development Department

cc: Jessica Berry, Multnomah County



Jessica BERRY <jessica.berry@multco.us>

Re: Gresham TGM Grant Application for Pleasant Valley

Paul Grosjean <paul@eperformancegroup.net>
To: Jessica Berry <jessica.berry@multco.us>

Fri, Jun 10, 2016 at 2:25 PM

June 10, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

RE: Project Refinement for Pleasant Valley Transportation System Plan

Dear Ms. Lesmeister,

This letter is on behalf of the Pleasant Valley Neighborhood Association in support of Gresham's TGM grant application. This is a request to revisit the transportation needs in Pleasant Valley Transportation System Plan.

We participated in the work of the Pleasant Valley Concept Plan as members of the Steering Committee and have monitored transportation in the decade plus since it was adopted. The need for revision is beyond critical. Many of the assumptions presented in the plan have proven invalid. Development south of the area is happening in an explosive fashion and having an immediate and serious negative impact on area traffic plans.

172nd and Foster is a glaring example for immediate relief. It is a totally uncontrolled intersection being tasked to carry continually increasing transportation loads created by skyrocketing development progressing on a daily basis.

But 172nd and Foster is just an example. The North West transit ways from newly developing Multnomah and Clackamas Counties do not currently exist. This is a broad multi-jurisdictional issue demanding immediate attention.

With all possible emphasis we request a positive response to this request.

Paul Grosjean
Vice-Chair Pleasant Valley Neighborhood Association
paul@eperformancegroup.net
503-819-4180



Paul Grosjean, Vice-Chair Pleasant Valley Neighborhood Association, 15714 SE Henderson Way, Portland, OR 97236, [503-819-4180](tel:503-819-4180)

On Jun 10, 2016, at 12:30 PM, Jessica BERRY <jessica.berry@multco.us> wrote:

<Paul Grosjean draft.docx>



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14K

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

Chapter 600 of the 2013 Oregon Laws require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- Women
 Persons with Disabilities
 African-Americans
 Hispanics
 Asians or Pacific Islanders
 American Indians
 Alaskan Natives

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

- Women
 Persons with Disabilities
 African-Americans
 Hispanics
 Asians or Pacific Islanders
 American Indians
 Alaskan Natives

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, on a separate sheet of paper, provide the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

I HEREBY CERTIFY on this _____ day of June, 2016, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

Katherine Kelly
Signature
Printed Name: Katherine Kelly
Title: Comprehensive Planning Manager

¹ "Minority persons" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African-Americans, Hispanics, Asians or Pacific Islanders, American Indians and Alaskan Natives.