

Regional Economic Opportunity Fund Projects

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

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

Project nomination narrative

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

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

Project Definition

Base project information

1. Corresponding RTP project number(s) for the nominated project. TBD. RTP Amendment submitted.
2. Project extent or area description. Improvements on NE 238th Drive, between NE Halsey Street and NE Glisan Street .
3. Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project. 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.
4. Description of project design elements. 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 REOF Project leverages and builds on the preliminary analysis and study conducted as part of the recently completed East Metro Connections Plan (EMCP). The EMCP 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. This project also leverages the requested STIP funding to construct the NE 238th Drive project.
5. Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance).

Post implementation measurement of project effectiveness can include implementation of methodologies and concepts from tools such as STARS (Sustainable Transportation Analysis and Rating System). This may include a pre and post construction survey of project effectiveness.

Map of project area

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

Project sponsor agency

1. Contact information (name, e-mail, phone number) for:
 - Application lead staff Joanna Valencia, joanna.valencia@multco.us, 503-988-3043 ext 29637
 - Project Manager (or assigning manager) Karen Schilling, karen.c.schilling@multco.us, 503-988-5050 ext 29635
 - Project Engineer (or assigning manager) Brian Vincent, brian.s.vincent@multco.us, 503-988-5090 ext 29642
2. Describe whether the lead agency has recently led or failed to deliver a federal aid transportation project, and how the agency currently has the technical, administrative and budget capacity to deliver the project. Multnomah County has been the recipient of and has led delivery of a number of federal aid transportation projects. Most recent projects include ARRA funded improvement on Halsey and the TIGER funding received for the Sellwood Bridge Project currently underway. Capacity is available to provide technical, administrative and budget capacity to deliver the project. Engineering, transportation planning, finance and administrative staff time will be available to support delivery of the project. Match requirements will be programmed in the budget.

Primary Criteria

Economic Competitiveness: Contribute to long-term productivity of US and Metro region economy.

1. Long-Term Improvement to goods and worker access (emphasis on traded-sector goods and services, access to markets) This project 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. 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. Additional improvements include 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, employment areas and commercial services located north and south of the project.
2. Improved access to and from, and market viability in industrial lands. 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.

3. Increased efficiency through integration and use of existing transportation infrastructure, including improvements and repair. 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 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).
4. Leverages probate sector investments. The project leverages private sector improvements by improving connections to recently developed industrial areas north of I-84. Additionally, improvements leverages on efforts to develop industrial areas south of US-26.

Livability: Further Partnership for Sustainable Communities principles.

1. Reduce average cost of user mobility. 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.
2. Improve existing transportation choices (by enhancing modal connectivity, increasing number of accommodated modes and/or reducing congestion) on existing facilities. 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. This project will also create a safer connection for residents to reach the TriMet bus routes on Halsey Street and 238th Drive.

3. Improve accessibility of disadvantaged populations. 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.
4. Coordinated transportation and land use planning, contribute significantly to broader travel mobility, including implementing completed corridor plans. 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.

Environmental Sustainability: Promote environmentally sustainable transportation system.

1. Improve energy efficiency (including scale of use of new facilities, TSMO reduction auto trips). 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, and encourages active transportation.
2. Environmental benefits or avoidance of adverse impacts. 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. Filling the 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.

Safety: Improve safety of the transportation system.

1. Ability to reduce number, rate and consequences of crashes, injuries and fatalities, including focusing and the recommendations for the Regional Transportation Safety Plan:
 - Improves multimodal safety on arterials. 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.
 - Addresses pedestrian and bike crash issues. 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.
2. Addresses safety behavioral contributing factors of alcohol and drug, speeding, aggressive and distracted driving. 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.

Job Creation and Economic Stimulus: Creation or preservation of jobs.

1. Number and type of job created or preserved (emphasize efforts to support opportunities for low-income and disadvantaged populations). 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.
2. Project readiness (NEPA and legislative approvals in required planning documents, technical and financial feasibility). This project builds on preliminary studies and an alternative analysis conducted as part of the East Metro Connections Plan. As part of this planning process, a concept plan was developed. The concept plan suggests a cross-section and begins to address the solution to accommodating freight and improving safety for all modes.

3. Provide opportunities for small businesses and disadvantaged business enterprises. This project improves connections to both large industrial areas and smaller businesses located within the Fairview and Wood Village Town Centers located north and south of the project.
4. Effective use of community-based organizations in connecting disadvantaged workers with economic opportunities. The East Metro Connections Plan project included outreach to community-based organizations that included economic development groups. 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.

Secondary Criteria

Innovation: Use of innovative technology, system management and project delivery techniques.

1. Use of innovative technology. Engineering and design elements may consider use of innovative technology for this project. County requirements include efforts that looks at meeting the needs and values of the the community.
2. Use of innovative finance, contracting, project delivery, congestion management, safety management, asset management, O&M. 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 funding 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.

Partnership: Jurisdiction and stakeholder collaboration, and disciplinary (non-transportation agency) integration.

1. Multi-agency support to implement priority project from a completed corridor plan. 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).
2. Jurisdiction & Stakeholder collaboration (involvement of state and local governments, other public entities, including projects that engage parties that are not traditionally involved in transportation projects, non-Federal funds, use of TIGER funds to complete a finance package). As part of the East Metro Connections Plan (EMCP) process, technical staff and Steering Committee participants included representatives from Transit, Port, ODOT, and Metro.
3. Disciplinary Integration (support by non-transportation public agencies: e.g. public housing, economic development, historic pres., energy, etc.). The East Metro Connections Plan process including disciplinary integration and support from economic development stakeholders, community organization stakeholders, and local business interests.
4. Use a system-wide approach. 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.

Process

1. Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A) This project completes a top priority project identified by a consensus process with East County Cities and Multnomah County as part of the completion of the East Metro Connections Plan corridor study completed in the summer of 2012. 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 development of the East Metro Connections Plan (EMCP) was a two year effort to identify transportation and other investments that advance economic and community development in East County. This involved an extensive public involvement process that included partners not only from the direct jurisdictions involved, but also partners from areas that may be affected by the project and included the cities of Damascus and Happy Valley, Clackamas County, ODOT, TriMet, Metro, Port of Portland, business groups including the East Metro Economic Alliance, neighborhood, community and environmental groups. The public involvement process effort led by Metro for the EMCP included numerous public meetings,

community representation on the EMCP Steering Committee, online outreach on the project website, development/maintenance of interested persons email list, social media outreach, use of newsfeeds, stakeholder interviews, conducting of surveys, and outreach at open houses and community meetings/events. 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. 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. The project improves a cross-section for freight and bike/pedestrian facilities for this key corridor. The East Multnomah County Transportation Committee (EMCTC), as the transportation coordinating committee for East Multnomah County identified the NE 238th projects as one of the two top priorities for the Regional Economic Opportunity Fund (REOF) during its November 5, 2012 meeting. As the lead for the public involvement efforts of the EMCP, Metro policy requires full compliance with Title VI of the Civil Rights Act and the Executive Order on Environmental Justice. Equity was also addressed in collaboration with Multnomah County Health Department and the Healthy Communities by Design assessment. A concerted effort to reach all segments of the population included outreach to community based organizations including neighborhood associations, community coalitions, advocacy groups, and minority groups. Public outreach efforts included community interviews, distribution of surveys, outreach at community events, publishing of notices in community newsletters, and posting of information on the EMCP website. Demographic data using Metro's Equity Analysis and community knowledge of the area was used to develop a demographic profile of the area affected. The EMCP process included six Steering Committees, two economic development meetings, 42 technical advisory committee meetings, one open house, three online surveys, three Oregonian articles, and attendance at numerous community events and community based organizations meetings. As project development continues, the County is committed to continue to consider and address the needs of underserved populations. In addition, public outreach as part of the design/engineering will occur.

2. Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design. As part of the East Metro Connections Plan (EMCP) process, technical staff and Steering Committee participants included representatives from Transit, Port, ODOT, and Metro. As part of the EMCP 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.