

December 3, 2012

Councilor Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
Metro Regional Government
600 NE Grand
Portland, Or

Re: MTIP Regional Flexible Funds Regional Economic Opportunity Fund

Dear Chair Collette and JPACT Members:

Clackamas County, Washington County, Multnomah County, the Port of Portland, the City of Portland, and TriMet recommend JPACT support for the \$33.8 million Regional Economic Opportunity Fund (REOF) funding package outlined below:

Clackamas County

\$8.267 million for Sunrise System: Industrial Area Freight Access and Multimodal Improvements

Washington County

\$8.267 million for US 26/Brookwood Interchange – Industrial Access Improvements

Port of Portland

\$8 million for Troutdale Industrial Access Improvements

Multnomah County

\$1 million for NE 238th Drive: NE Halsey Street to NE Glisan Street Freight and Multimodal Improvements

City of Portland/TriMet

\$8.267 million for East Portland Access to Employment and Education Multi-Modal Improvements

Total \$33.8 million

Together, these projects will enhance economic development, improve freight mobility, provide access to jobs and education, and make improvements to all modes in the three-county region. Each jurisdiction will be submitting its own project description separately.

We urge JPACT's concurrence with this REOF funding package recommendation. Because there is consensus support for this funding package, we urge JPACT to pursue an expedited project application and public review process.

Sincerely,



Ann Lininger, Commissioner
Clackamas County



Roy Rogers, Commissioner
Washington County

Councilor Carlotta Collette and JPACT Members
December 3, 2012
Page Two



Bill Wyatt, Executive Director
Port of Portland



Diane McKeel, Commissioner
Multnomah County



Sam Adams, Mayor
City of Portland



Neil McFarlane, Executive Director
TriMet



Clackamas
County
Coordinating
Committee

Promoting partnership among the County, its Cities, and Special Districts

December 4, 2012

Carlotta Collette, JPACT Chair
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

RE: SUNRISE SYSTEM: INDUSTRIAL AREA FREIGHT ACCESS AND MULTIMODAL IMPROVEMENTS

Dear Chair Collette:

The Clackamas County Coordinating Committee (C4), through its Metro Subcommittee, has discussed the project recommendation for the Regional Economic Opportunity Funding (REOF) category of the Regional Flexible Funds (RFF) for 2016-2018.

The local jurisdictions within Clackamas County and Metro boundaries that are represented in this Subcommittee have determined their **top and single application** for the REOF category is the **Sunrise System: Industrial Freight Access and Multimodal Improvement**. **Clackamas County is seeking \$8.267 million of REOF for this project**. Attached you will find a brief description of the project and the key information requested by JPACT for its December 13, 2012 discussion on project priorities. In addition, a full description of the project is outlined in the TIGER IV Application, which will be provided upon request.

With the region working on identifying projects for both STIP and MTIP funding, the C4 Metro subcommittee recognizes the importance of being strategic with project consideration, criteria and timelines. Considering the overlap between the proposed schedules we wish to support a plan that would allow for flexibility and certainty in identifying the region's priority projects and ensuring the top projects are funded. By expediting this work we hope to address critical regional transportation needs and create and retain jobs sooner.

Thank you for your consideration.

Sincerely,

Paul Savas, Co-Chair
Clackamas County Coordinating Committee

Attachments

SUNRISE SYSTEM: INDUSTRIAL AREA FREIGHT ACCESS AND MULTIMODAL IMPROVEMENTS

PROJECT SCOPE

The Regional Economic Opportunity Funding (REOF) request will enable the following elements outlined below and illustrated in **Attachment A** to be added to the Sunrise System of improvements:

- Reconstruction of Lawnfield Road to provide freight access the Lawnfield portion of the Clackamas Industrial Area. The reconstruction of Lawnfield is essential to the movement of freight traffic along this corridor by providing a safe, direct connection from the Lawnfield Industrial area to I-205 to and from the north. This will ensure that the industrial area businesses maintain acceptable access to Interstate 205, which in turn provides access to other highways, the Port of Portland, Portland International Airport, and railroads. The Lawnfield District is home to more than 5,900 employees, and contains international manufacturing and distribution companies such as Oregon Iron Works, International Wood Products and Kleen Air Products and many other employers.
- Construction of a multi-use path that parallels the new Sunrise Mainline which will connect the area to the I-205 multi-use path. In addition, other improvements to the bicycle and pedestrian facilities in the project area, including grade separation of the Class 1 freight and AMTRAK passenger rail mainline, are included in the project.

Please refer to **Attachment B** for a vicinity map of the project area.

PURPOSE AND NEED

The *Purpose and Need* statement in the Sunrise Corridor FEIS specifically states that:

“OR 212/224 near I-205 is ranked in the top 10 percent of state routes for vehicle crash rate. Over 500 vehicle collisions [between I-205 and Rock Creek Junction] were reported for this area during the five-year period of 1998 through 2002. The high crash rate is attributed to severe congestion and roadway deficiencies. Inadequate bicycle and pedestrian facilities reduce the safety and connectivity for these modes of travel in the project area.”

The Sunrise System of projects will address these safety issues by:

- Constructing a new two-lane facility to relieve congestion on OR 212/224,
- Reducing conflicts between travelers and trains by closing an existing at-grade mainline railroad crossing, serving a Class 1 freight railroad and AMTRAK passenger rail service, and
- Building a separated multi-use path for pedestrians and cyclists.

Completion of the Sunrise system of projects ultimately results in a holistic approach to transportation by providing for many modes. With a strong industrial-use area bisected by several regional freight and commuter routes, the years of growth and changes in travel patterns have resulted in a functionally obsolete system. The intersection of Highway 212/82nd Drive has maintained a spot in the Top 10 highest intersection crash locations tracked by the Clackamas County Sheriff's Office for more than 10 years. Higher percentages of truck traffic coupled with commuters, cyclists and pedestrians has resulted in safety concerns and a strong desire from the community and local agencies to improve the system and align it with changes in regional travel patterns.

SUPPLEMENTAL QUESTIONS

Question 1: Explain how the project was identified as a priority project.

The Sunrise System of projects were selected by Metro (through JPACT) as the Portland Metropolitan region's number one priority for the most recent (2012) round of TIGER applications and the project was one of the State of Oregon's top six statewide priority TIGER projects receiving support from the Oregon Transportation Commission. It has received this support because it would complete the \$164.2 million finance plan to improve auto, truck, bicycle and pedestrian access to the Clackamas Industrial District and immediately stimulate more than one thousand job years of construction work. The project would address safety concerns and support a vital industrial district including America's first streetcar manufacturer in more than a half century, United Streetcar.

The Sunrise Corridor is included in the Clackamas County Transportation Systems Plan which was adopted in 2001. Finding and funding a solution to the safety, congestion and roadway deficiencies along the Hwy 212 corridor has been a local priority for many years. Since the mid-1980s citizens have expressed concerns about this area. In the 1990's a Draft Environmental Impact Statement was completed, but the project did not move forward due to lack of funding. The continued congestion and concerns from major freight distributors kept the project on the forefront of discussions about transportation improvements. In 2004, the Supplemental Draft Environmental Impact Statement process was initiated to take into account changes that occurred since the initial study.

This project, while not included in the current MTIP, was identified for special consideration, comment and project specific meetings as part of Metro and JPACT's most recent Regional Transportation Plan Update public involvement process.

Question 2: Describe the public involvement process that was conducted in developing this project.

Public discussion about the Sunrise project began more than three decades ago and culminated in a FEIS Record of Decision in February 2011. Between the publication of the draft environmental impact statement in 1993 and the ultimate Record of Decision from FHWA in 2011, ODOT and Clackamas County held numerous open houses, with hundreds of attendees, mailed project newsletters and postcards to more than 9,500 addresses and met extensively neighborhood and community organizations. A complete record of all the public comments received as a part of the FEIS is available upon request.

Extensive public involvement was conducted as a part of the Supplemental Draft Environmental Impact Statement (DEIS) development and the Sunrise Jobs and Transportation Act project scoping process, as well as ongoing outreach by Clackamas County Commissioners and staff. Below is a list of dates and activities.

- 2004-2008 – SDEIS work and SDEIS publication (Policy Review Committee, Project Advisory Committee, numerous meetings and open houses – see attached)
- November 2008 – Public Hearings Held
- June 2009 HB 2001 (JTA) Passed Including Funding for a Phase of Sunrise; not enough funding to construct ALL desired elements
- November 2009 to June 2010 – Meetings with County staff and Commissioners, other elected officials, key employers, business associations, etc. to establish Sunrise JTA Project elements
- May/June 2010 Mailing and Sunrise JTA Project Open House
- June 2010 to March 2011 – ODOT and County complete FEIS and prepare for Engineering Design contract
- December 2010 – FEIS Published February 2011 - Record of Decision from FHWA
- October/November 2011 Mailing – 4 page newsletter on project and Open House
- Web site – informational materials – maps of JTA improvements and timing, bicycle and pedestrian improvements, fact sheets, PowerPoint presentations
- Ongoing outreach in *Citizen News*, the published newsletter of Clackamas County, sent to every household (174,000) in the County four times a year.
- Targeted small group meetings – key stakeholders, congressional and state legislative elected officials and staff, affected property owners, etc.

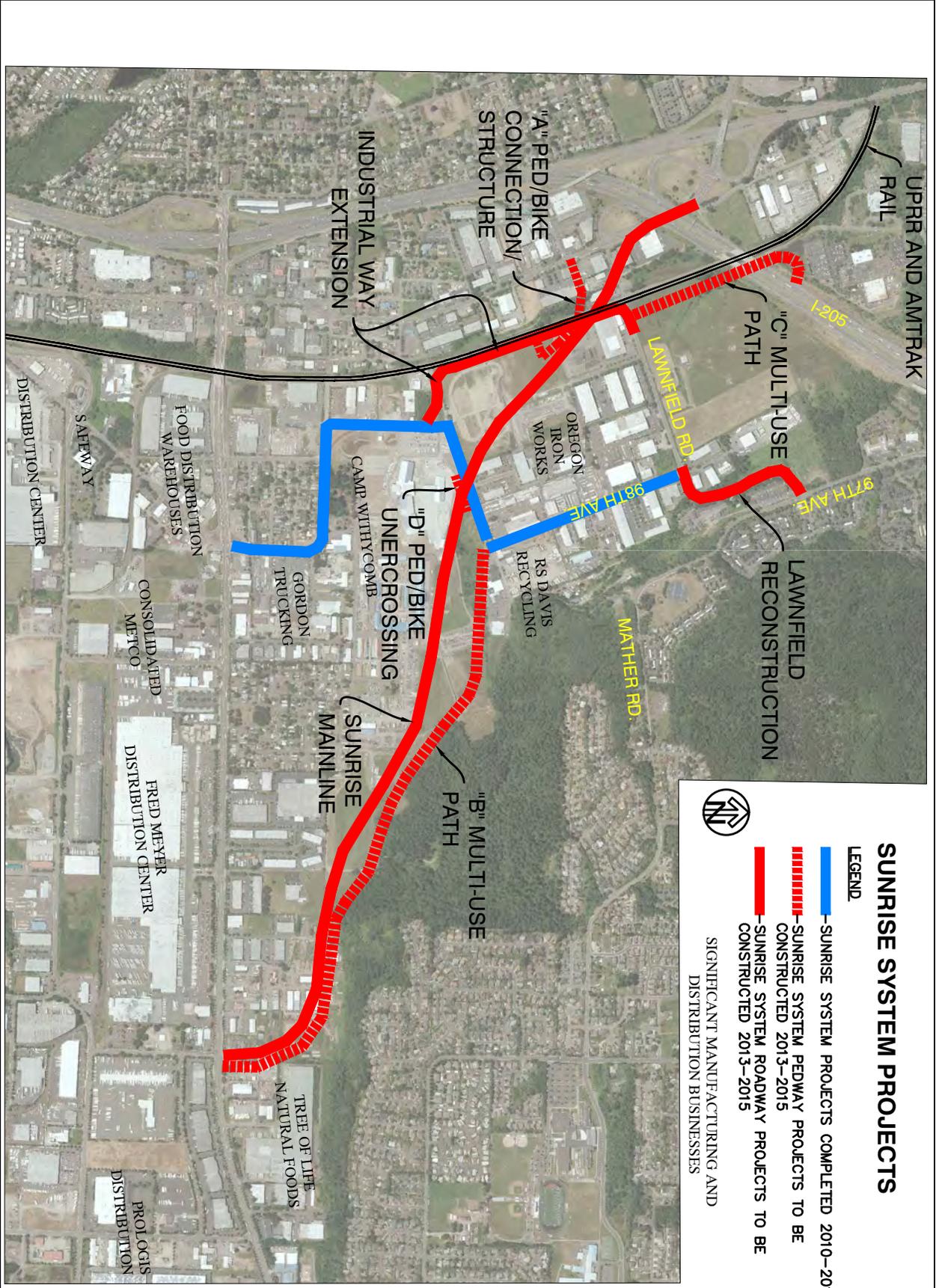
Question 3: Describe the processes that were undertaken to identify the needs of underserved populations and how the project development process to date has considered and addressed those needs.

The Sunrise Project 2011 Record of Decision (ROD) and 2010 Final Environmental Impact Statement (FEIS) describe the process undertaken to identify and address environmental justice concerns during the project development phase. The needs of underserved populations were studied in depth and all potentially affected communities were given full and fair participation in the decision making process. Appropriate public involvement and outreach strategies were designed to help engage minority and low-income environmental justice populations that may be affected by any of the Sunrise Project alternatives, including the No Build alternative. A complete account of outreach activities to environmental justice populations is contained in the Socioeconomic Technical Report of the Supplemental Draft Environmental Impact Statement (SDEIS). The full report is available upon request.

The FEIS determined that “the Sunrise Project’s Preferred Alternative will not have disproportionately high and adverse effects on minority and low-income populations. While Environmental Justice populations do exist in the study area and while there will be adverse effects from the project, adverse effects on minority and low-income populations will not be borne disproportionately by those populations and adverse impacts will be mitigated. In addition, the potential benefits compared to the future No Build conditions include lower noise levels for some areas, improved access to the regional transportation network, shorter travel times for personal, business, transit and emergency vehicles, and enhanced safety (fewer accidents).”

“Any adverse displacement impacts will be mitigated through the Uniform Act (providing relocation benefits). Noise abatement measures will decrease noise levels in the low-income area east of I-205 compared to existing conditions. The project will have offsetting mobility and safety benefits that accrue to all the people in the study area.”

It was also determined that the Preferred Alternative would not have direct impacts on other vulnerable population groups in the general area. Other vulnerable populations are defined as children, elderly and disabled groups.



FILE No:
DRAWN:
DESIGNER:
CHECKER:

SUNRISE SYSTEM PROJECTS

TIGER IV APPLICATION

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

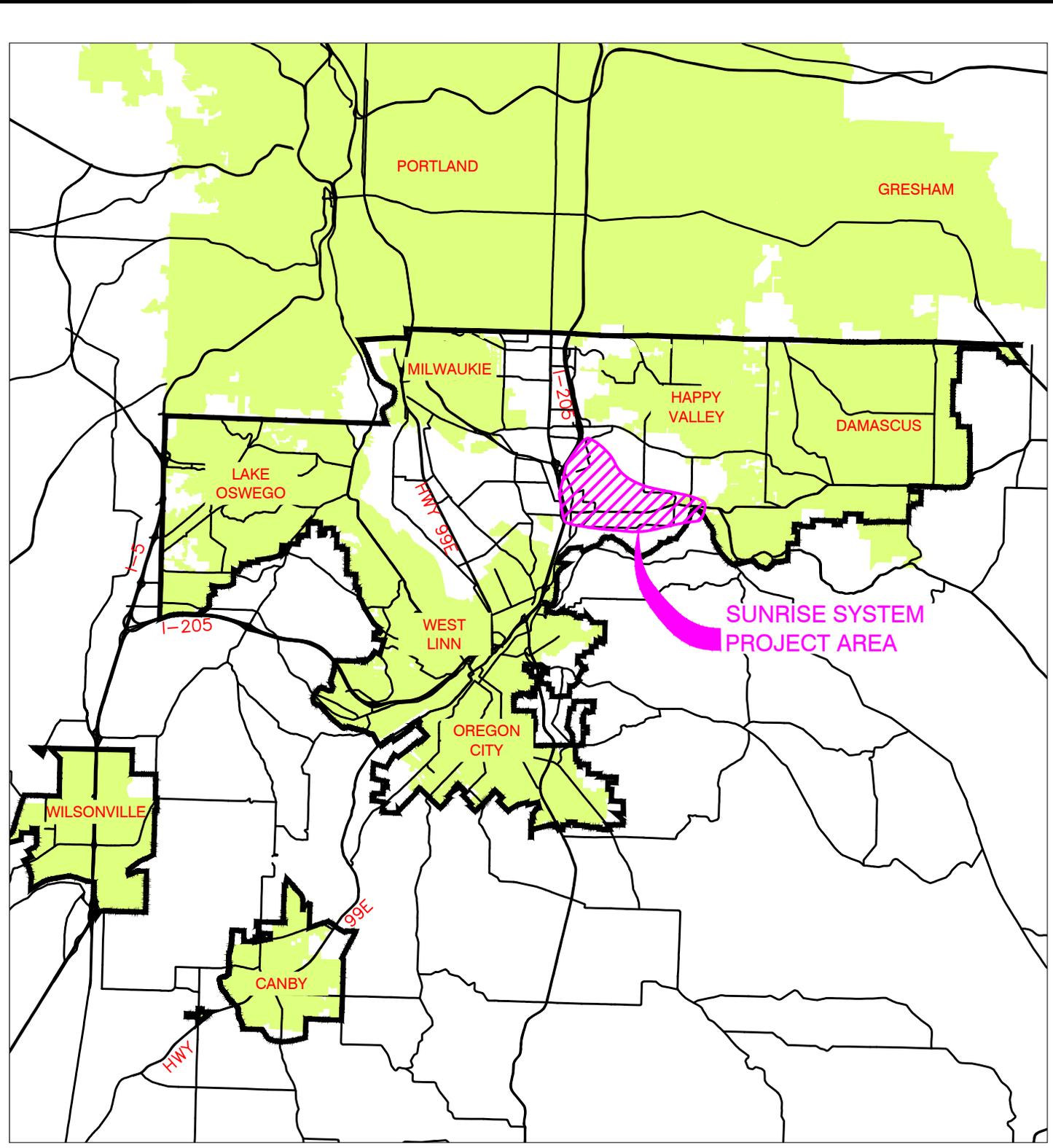
150 S. BEAVERCREEK ROAD
OREGON CITY, OR 97045
503-742-4400



CLACKAMAS COUNTY

FIGURE 2

SHEET 1 OF 1



— URBAN GROWTH BOUNDARY



DEPARTMENT OF
TRANSPORTATION
AND
DEVELOPMENT

VICINITY MAP
(FIGURE 1)

TIGER IV APPLICATION
FOR SUNRISE SYSTEM
PROJECTS

RD. FILE NO.	DRAWN BY	DESIGN BY
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LETTERS OF SUPPORT

November 29, 2012

Councilor Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation (JPACT)
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Regional Economic Opportunity Fund (REOF) – Sunrise System: Industrial Area Freight Access and Multimodal Improvements

Dear Chair Collette:

On behalf of Fred Meyer Stores, a division of The Kroger Co., I would like to express our strong support of Clackamas County's proposal to use the Regional Economic Opportunity Fund (REOF) to finance component projects of the *Sunrise Corridor System*, which is a package of transportation projects designed to improve local and regional access for freight, motor vehicles, cyclists and pedestrians to the Clackamas Industrial Area.

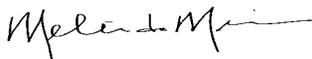
Clackamas County and its partners seek \$8.27 million to fund the following project components:

- Reconstruction of Lawnfield Road, a primary access road for key industrial, warehouse and distribution facilities in Clackamas County.
- Construction of a multiuse path that will connect the Clackamas Industrial Area to the I-205 multiuse path and provide enhanced commuting options and key connections to the regional bicycle system. Other improvements to bicycle and pedestrian facilities are included, including grade separation of the Class I freight and AMTRAK passenger rail mainline.

The proposed projects will significantly improve regional economic competitiveness and community livability by providing safe and efficient multimodal access to the Clackamas Industrial Area, a key mixed employment and industrial area in the Portland metropolitan region. Fred Meyer Stores employs 30,000 people in Alaska, Idaho, Oregon and Washington. **The warehouse and distribution center for our 133 stores is located in the Clackamas Industrial Area and employs more than 1000 employees and contractors and moves more than 1500 trucks in and out of the distribution center every day. The construction and improvement projects outlined in the *Sunrise Corridor System* are critical to our business.** A hard-working coalition of public and private entities in our area has put several years of effort into making these projects come to fruition, and your support is vital.

Thank you for your consideration of this request. I would be happy to speak with you or provide additional information or comments as needed.

Sincerely,



Melinda Merrill
Director, Public Affairs



November 29, 2012

Councilor Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation (JPACT)
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Regional Economic Opportunity Fund (REOF) – Sunrise System: Industrial Area Freight Access and Multimodal Improvements

Dear Chair Collette:

On behalf of Oregon Iron Works, Inc. and its subsidiary, United Streetcar, LLC, I would like to express our strong support of Clackamas County's proposal to use the Regional Economic Opportunity Fund (REOF) to finance component projects of the *Sunrise Corridor System*, a package of transportation projects designed to improve local and regional access for freight, motor vehicles, cyclists and pedestrians to the Clackamas Industrial Area. The proposed projects, listed below, are vital to improve regional economic competitiveness and community livability by providing safe and efficient multimodal access to the Lawnfield Industrial Area, home to United Streetcar, the first manufacturer of "Buy America" compliant streetcars in the United States since 1953.

Clackamas County and its partners seek \$8.27 million to fund the following project components:

- Reconstruction of Lawnfield Road, a primary access road for key industrial, warehouse and distribution facilities in Clackamas County. The reconstruction of Lawnfield is vital to the efficient movement of products in and out of Oregon Iron Works and United Streetcar.
- Construction of a multiuse path that will connect the Clackamas Industrial Area to the I-205 multiuse path and provide enhanced commuting options and key connections to the regional bicycle system. Other improvements to bicycle and pedestrian facilities are included, including grade separation of the Class I freight and AMTRAK passenger rail mainline.

The above projects will strengthen the local and regional economy by providing safe and efficient access from the Lawnfield Industrial Area to I-205, which in turn provides access to other highways, the Port of Portland, Portland International Airport and railroads. Without the above components of the *Sunrise Corridor System*, the Lawnfield Industrial Area's access to I-205 and other highways will be negatively impacted. These projects will also expand transportation choices and provide safe connections for the employees that work in the Area.

We appreciate your consideration of this request and urge your support for this project. I would be happy to speak with you or provide additional information or comments as needed.

Sincerely,

Chandra Brown,
Vice President, Oregon Iron Works

Real Estate and Construction Development



November 29, 2012

Councilor Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation (JPACT)
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Regional Economic Opportunity Fund (REOF) – Sunrise System: Industrial Area Freight Access and Multimodal Improvements

Dear Chair Collette:

Providence Health & Services would like to express our support of Clackamas County's proposal to use the Regional Economic Opportunity Fund (REOF) to finance component projects of the *Sunrise Corridor System*, which is a package of transportation projects designed to improve local and regional access for freight, motor vehicles, cyclists and pedestrians to the Clackamas Industrial Area. Providence supports these efforts as an opportunity to significantly improve the safety and accessibility in this community for the benefit of the entire region.

As owners of property located at the intersection of 162nd and Highways 212/224, Providence is invested in this project. The transportation improvements that will result from the continued build out of the Sunrise Corridor encourage economic development and livability. Like other employers supporting this work, Providence believes this project is a critical step in ensuring the feasibility of future growth in the region.

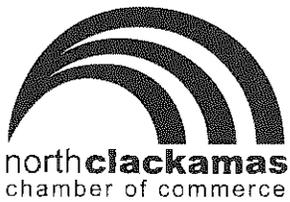
The funding that Clackamas County is requesting will facilitate many new opportunities and benefits to the local economy, the environment and livability. Components of the project will enhance accessibility to commuting alternatives and reconstruction of primary access roads.

Clackamas County has a unique opportunity to maintain the rural appeal of the area without sacrificing the safety and accessibility to services that the members of this community deserve. Providence is happy to support this endeavor.

Respectfully,

A handwritten signature in black ink, appearing to read "Dana White", written over a light blue circular stamp.

Dana White
Vice President, Real Estate & Construction
Providence Health & Services



Serving the North Clackamas Region Since 1955

A Member-Driven Organization Committed to a Vibrant Business Environment

November 29, 2012

Councilor Carlotta Collette, Chair
Metro - Joint Policy Advisory Committee on Transportation (JPACT)
600 NE Grand Ave.
Portland, OR 97232

RE: Regional Economic Opportunity Fund (REOF) – Sunrise System: Industrial Area Freight Access and Multimodal Improvements

Dear Chair Collette:

On behalf of the North Clackamas County Chamber of Commerce, which represents approximately 500 members with about 26,500 employees, we would like to express our strong support of the *Sunrise Corridor System* and recommend that JPACT select the project for funding under the Regional Economic Opportunity Fund (REOF) category of Regional Flexible Funds for 2016-18. The *Sunrise Corridor System* is a package of transportation projects designed to improve local and regional access for freight, motor vehicles, cyclists and pedestrians to the Clackamas Industrial Area, a key mixed employment and industrial area in Clackamas County. The proposed projects will significantly improve regional economic competitiveness and community livability by providing safe and efficient multimodal access to this vital industrial district.

Clackamas County and its partners seek \$8.27 million to fund the following project components:

- Reconstruction of Lawnfield Road, a primary access road for key industrial, warehouse and distribution facilities in Clackamas County.
- Construction of a multiuse path that will connect the Clackamas Industrial Area to the I-205 multiuse path and provide enhanced commuting options and key connections to the regional bicycle system. Other improvements to bicycle and pedestrian facilities are included.

The *Sunrise Corridor System* will strengthen the local and regional economy by providing safe and efficient freight access from the Clackamas Industrial Area to I-205, which in turn provides access to other highways, the Port of Portland, Portland International Airport and railroads. The project will also expand transportation choices and provide safe connections for the more than 5,900 employees that work in the Area.

We appreciate your consideration of this request and urge your support for this project. I would be happy to speak with you or provide additional information or comments as needed.

Sincerely,

A handwritten signature in black ink that reads "David A. Kelly".

David A. Kelly
President & CEO

A handwritten signature in black ink that reads "David Russell".

David Russell
Chair of the Board

North Clackamas County Chamber of Commerce

7740 SE Harmony Road Milwaukie, OR 97222 • TEL 503.654.7777 • FAX 503.653.9515
info@yourchamber.com • www.yourchamber.com



HOUSE OF REPRESENTATIVES
SALEM, OR 97301

November 29, 2012

Councilor Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation (JPACT)
Metro, 600 NE Grand Avenue
Portland, OR 97232

RE: Regional Economic Opportunity Fund (REOF) – Sunrise System

Dear Chair Collette:

We write to express our strong support for the *Sunrise Corridor System* and recommend that JPACT select the project for funding under the Regional Economic Opportunity Fund (REOF) category of Regional Flexible Funds for 2016-18. The *Sunrise Corridor System* is a package of transportation projects to improve access for freight, motor vehicles, cyclists, and pedestrians to the Clackamas Industrial Area, a key employment and industrial area in our region. The proposed projects will significantly improve regional economic competitiveness and community livability by providing safe and efficient multimodal access to this vital industrial district.

We were successful in securing \$120 million in state funds to construct the new Sunrise Highway between I-205 and 122nd as well as the new westbound traffic lane on Highway 212 near 82nd Drive. REOF funds are now needed to complete this package of important projects.

Clackamas County and its partners seek \$8.27 million to fund the following project components:

- Reconstruction of Lawnfield Road, a primary access road for key industrial, warehouse and distribution facilities in Clackamas County.
- Construction of a multiuse path to connect the Clackamas Industrial Area to the I-205 path and provide enhanced commuting options and key connections to the regional bicycle system. Other improvements to bicycle and pedestrian facilities are included, including grade separation of the Class I freight and Amtrak passenger rail mainline.

The *Sunrise Corridor System* will strengthen our local and regional economy by providing safe and efficient freight access from the Clackamas Industrial Area to I-205. The project will expand transportation choices and provide safe connections for 5,900 employees who work in the area and the new jobs that will be added.

We appreciate your consideration of this request and urge your support for this project. We would be happy to speak with you or provide additional information or comments as needed.

Sincerely,

Dave Hunt, State Representative
Co-Chair, House Transportation
& Economic Development Committee

Brent Barton, State Representative-elect
House District 40





STATE SENATOR CHUCK THOMSEN

December 3, 2012

Councilor Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation (JPACT)
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Regional Economic Opportunity Fund (REOF) – Sunrise System: Industrial Area Freight Access and Multimodal Improvements

Dear Chair Collette:

I would like to express my strong support of the *Sunrise Corridor System* and recommend that JPACT select the project for funding under the Regional Economic Opportunity Fund (REOF) category of Regional Flexible Funds for 2016-18. The *Sunrise Corridor System* is a package of transportation projects designed to improve local and regional access for freight, motor vehicles, cyclists and pedestrians to the Clackamas Industrial Area, a key mixed employment and industrial area in Clackamas County. The proposed projects will significantly improve regional economic competitiveness and community livability by providing safe and efficient multimodal access to a vital industrial district which includes companies such as United Streetcar, the first manufacturer of "Buy America" compliant streetcars in the United States in more than half a century.

Clackamas County and its partners seek \$8.27 million to fund the following project components:

- Reconstruction of Lawnfield Road, a primary access road for key industrial, warehouse and distribution facilities in Clackamas County.
- Construction of a multiuse path that will connect the Clackamas Industrial Area to the I-205 multiuse path and provide enhanced commuting options and key connections to the regional bicycle system. Other improvements to bicycle and pedestrian facilities are included, including grade separation of the Class I freight and AMTRAK passenger rail mainline.

The *Sunrise Corridor System* will strengthen the local and regional economy by providing safe and efficient freight access from the Clackamas Industrial Area to I-205, which in turn provides access to other highways, the Port of Portland, Portland International Airport and railroads. The project will also expand transportation choices and provide safe connections for the more than 5,900 employees that work in the Area.

I appreciate your consideration of this request and urge your support for this project. I would be happy to speak with you or provide additional information or comments as needed.

Sincerely,

A handwritten signature in cursive script that reads "Chuck".

Chuck Thomsen, State Senator



Commissioner Diane McKeel
MULTNOMAH COUNTY OREGON

District 4

501 SE Hawthorne Blvd., Ste. 600
Portland, Oregon 97214-3587
503-988-5213 Phone
503-988-5262 Fax
district4@co.multnomah.or.us
www.multco.us/cc/ds4

To: Carlotta Collette, Metro Council, District 2 and JPACT Chair
From: Diane McKeel, Multnomah County Commissioner, District 4 and EMCTC Chair
Date: December 3, 2012
Subject: Regional Economic Opportunity Fund (REOF) - NE 238th Drive Project Information

In response to your November 13th letter, here is information for Multnomah County's Regional Economic Opportunity Fund (REOF) NE 238th Drive project.

Project Name:

NE 238th Drive: NE Halsey Street to NE Glisan Street Freight and Multimodal Improvements Engineering and Design Project

Project Scope:

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 Engineering and Design Project leverages and builds on the project identified as the top priority for the 2015-2018 STIP Enhance funding by the East Multnomah County Transportation Committee (EMCTC). The requested \$1M MTIP REOF funding will complete the engineering and design for the NE 238th Drive project. The NE 238th STIP funding would construct the project.

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 and 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.

Purpose and need:

Access, connectivity, mobility and safety factors add to the challenges of a constrained steep and curvy hill in the NE 238th Drive corridor. Currently, there are two lanes southbound and one lane northbound 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 feet in length are restricted on this segment of NE 238th Ave. Freight improvements will accommodate trucks that are currently unable to use this road due to the curvature of the roadway. Trucks must divert to either 257th Ave or 207th Ave to access I-84 if they are traveling north on 242nd Ave. Constructing the freight improvement will 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. This project is the top priority project identified in the East Metro Connections Plan corridor study completed in the summer of 2012, and includes improvements for all users, including freight and multimodal components.

Completing this portion of the corridor creates an opportunity to promote health and improves livability of residents. The project area is home to an ethnically diverse and low-income population, with access to jobs, civic activities and commercial services. With construction of multimodal facilities and improvements to the travel lanes, this improvement will provide a link to transit and multimodal access to a population where motor vehicle travel may not typically be available.

Questions:

- 1. Explain how the project was identified as a priority project. (e.g. Did the project emerge as a priority from a local planning effort? How did the eligible entity prioritize the project through the local decision making process?)**

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 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. The second priority project identified was the Port of Portland's Troutdale Industrial Access Project.

2. Describe the public involvement process that was conducted in developing this project. (Include meeting dates and summaries of public comment reports. Is the project already adopted in the current MTIP utilizing its public comment process?)

The development of the East Metro Connections Plan (EMCP) was a two year effort that brought together the cities of Gresham, Fairview, Troutdale and Wood Village, and Multnomah County 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.

Supporting documents on the EMCP public involvement can be found online at:

http://library.oregonmetro.gov/files//overview_of_emcp_outreach.pdf

http://library.oregonmetro.gov/files//public_involvement_progress_report_072711.pdf

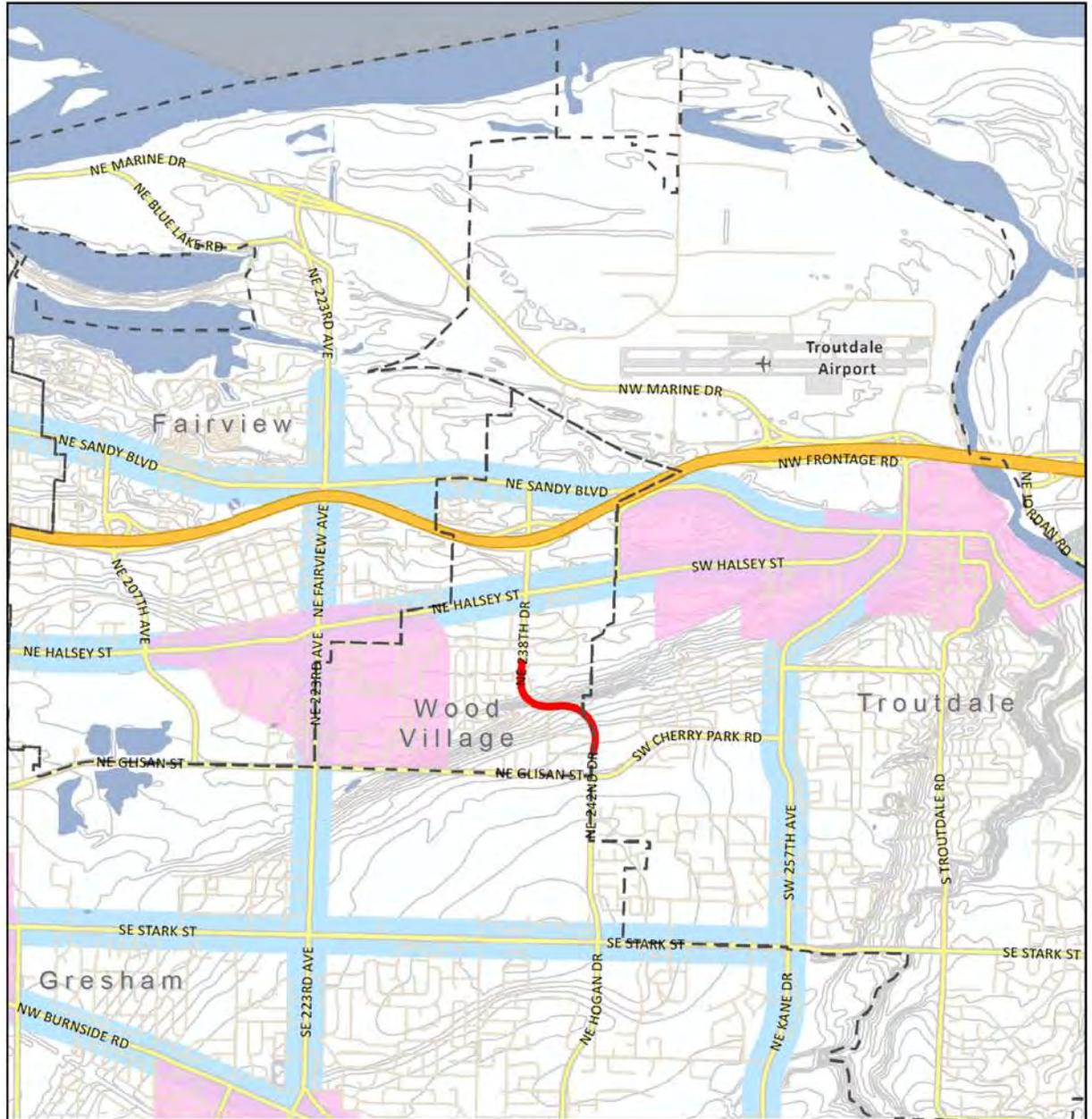
http://library.oregonmetro.gov/files//public_input_catalog_040312.pdf

The project will be added to the County's Capital Improvement Plan in early 2013. It is not currently included in the MTIP.

3. Describe the processes that were undertaken to identify the needs of underserved populations (including low income and minority populations pursuant to Title VI of the Civil Rights Act and the Executive Order on Environmental Justice) and how the project development process to date has considered and addressed those needs.

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. As project development continues, the County is committed to continue to consider and address the needs of underserved populations.

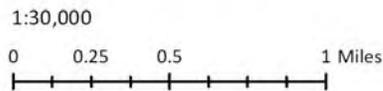
**Project
Map**



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

Vicinity Map

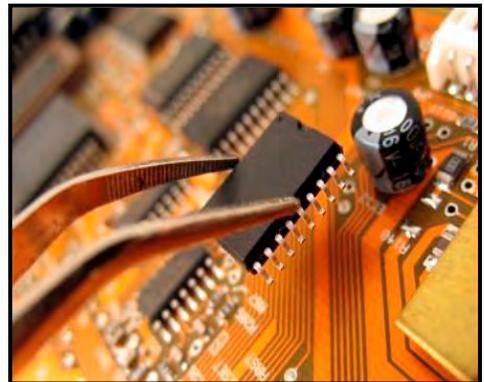
- 238th Ave Project Area
- City Boundaries
- 2040 Growth Concept Centers
- 2040 Growth Concept Corridors
- Freeway
- Arterial
- 10ft Elevation Contours



BROOKWOOD / US-26 INTERCHANGE

INDUSTRIAL ACCESS PROJECT

Unlocking the Economic Potential of North Hillsboro as a Hub for Business & Commerce



CITY CONTACT
Don Odermott, PE
150 E. Main St.
Hillsboro, Oregon 97123-4028
Ph: 503.681.6451

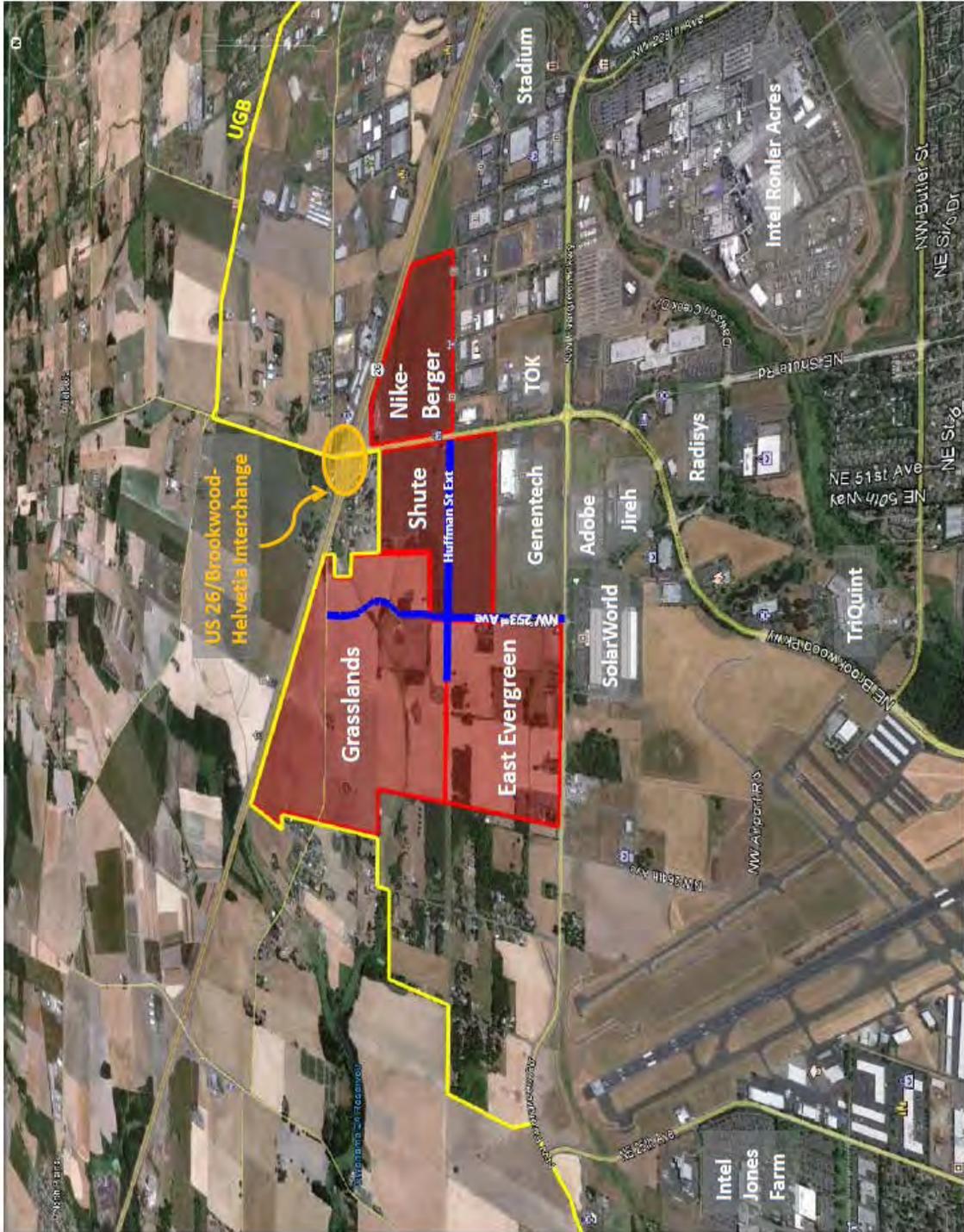
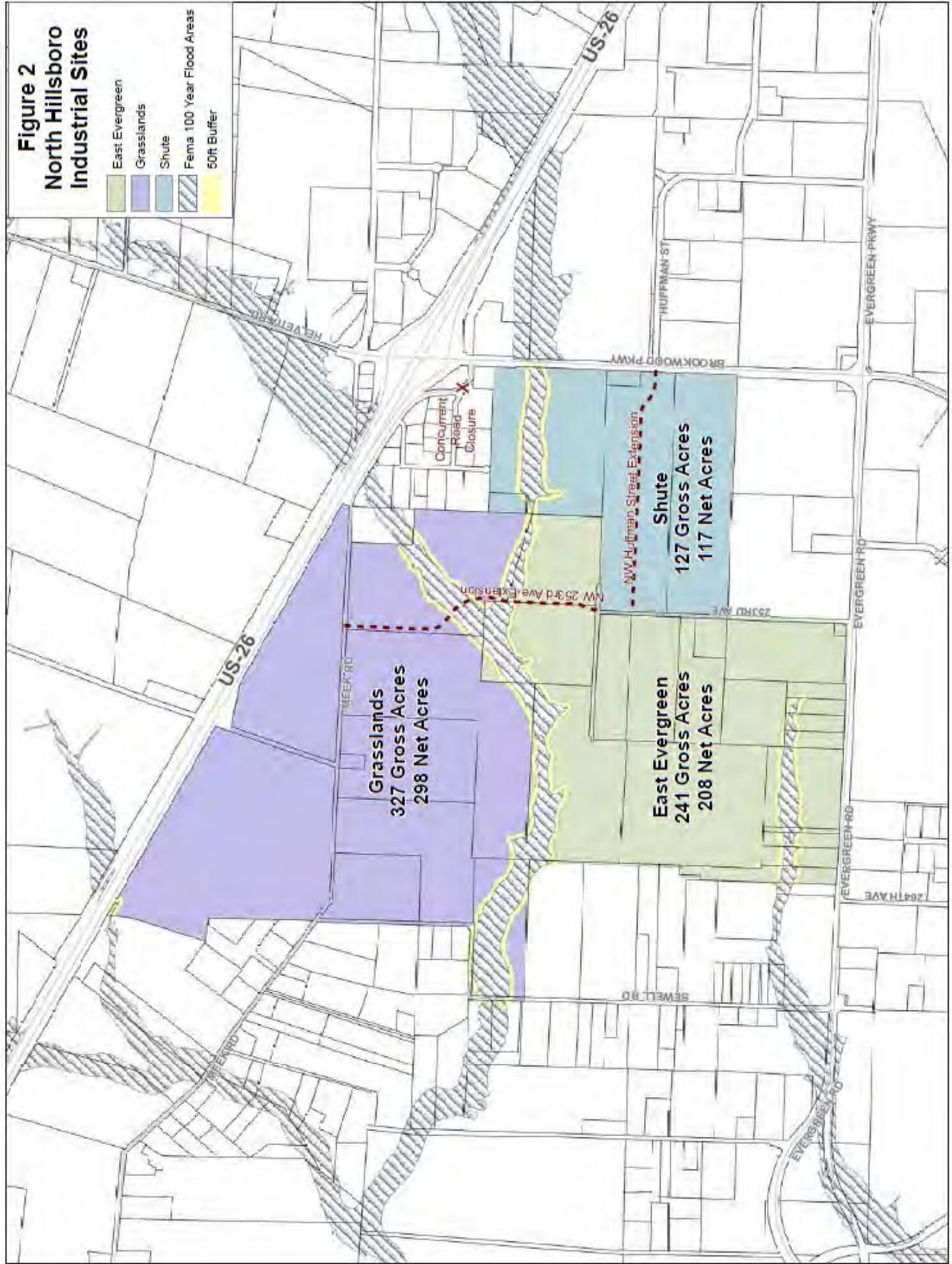


Figure 1: NW 253rd Avenue and NW Huffman Street Industrial Access Roadways

**Figure 2
North Hillsboro
Industrial Sites**



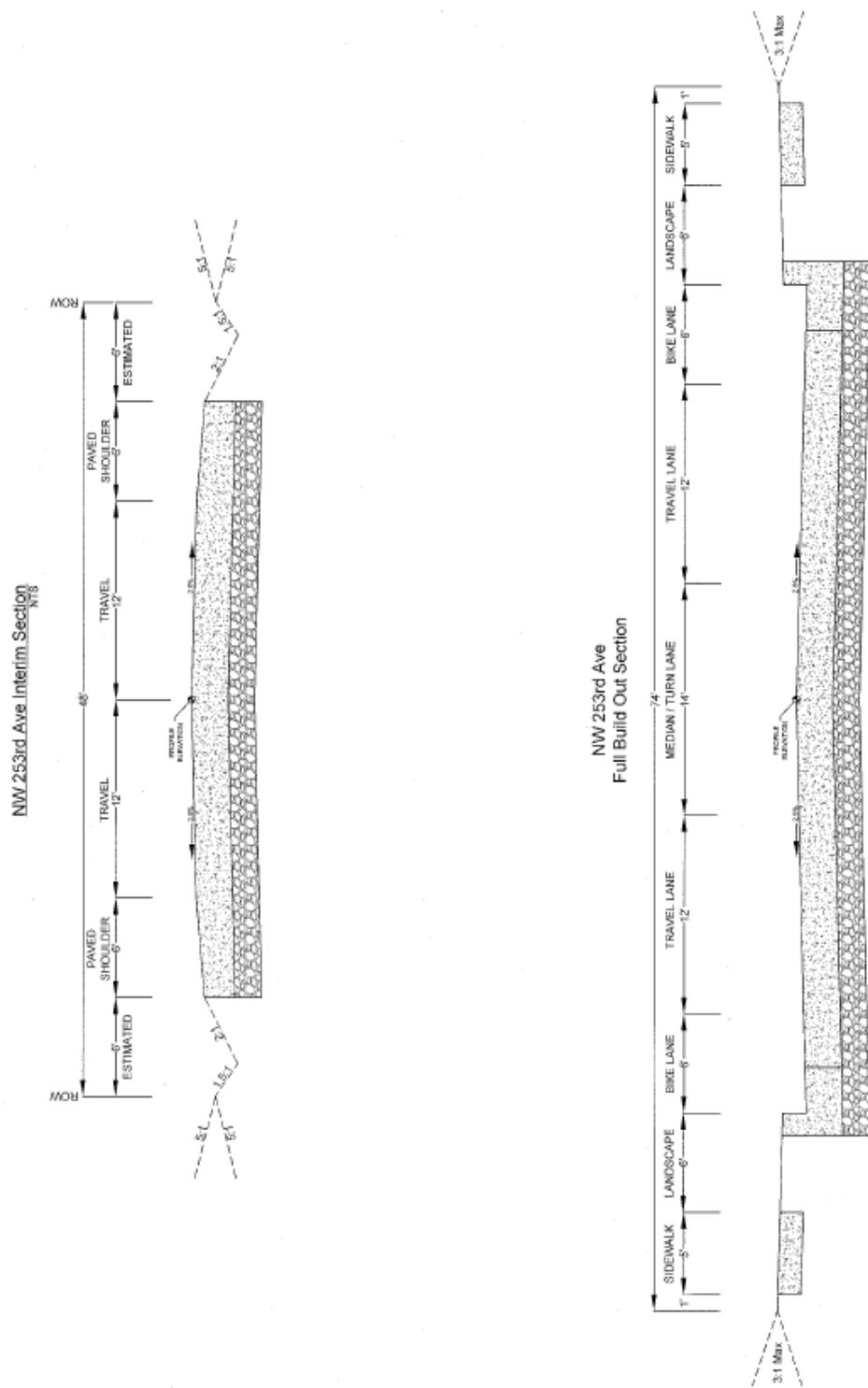


Figure 3: NW 253rd Avenue Typical Sections

Regional Economic Opportunity Fund Proposal

Project Scope:

The City of Hillsboro requests JPACT consider allocation of funding in the amount of approximately \$8.267 Million from the Regional Flexible Funds for 2016-2018 for an Industrial Access Project in North Hillsboro which will support the Silicon Forest Interchange Modernization Project (SIM) and which will result in construction of NW 253rd Avenue between NW Evergreen Road and NW Meek Road. This roadway, illustrated on **Figure 1**, will provide marketable access to a significant amount of industrial land located within North Hillsboro’s Urban Growth Boundary, as well as allow for the concurrent closure of the existing NW Meek Road approach to NW Brookwood Parkway at the southern approach to the US-26 interchange; a high priority safety improvement identified in the recently adopted Interchange Area Management Plan for the US-26 / Brookwood-Helvetia interchange.

This proposal would create direct access to the Grassland Industrial Area, the East Evergreen Industrial Area, and the Shute Industrial Area which cumulatively contain 695 gross acres, with an estimated net buildable acreage of 623 acres. NW 253rd Avenue is presently a gravel roadway contained within a 40-foot wide public right of way. It currently only extends approximately 2700 feet north of NW Evergreen Road, roughly 50% of the distance necessary to connect to NW Meek Road which anchors the recently expanded Grasslands Industrial Area, located within the recently added 330-acre Urban Growth Boundary expansion area.

Project Purpose and Need:

The Grasslands Industrial Area site has recently been added to the Urban Growth Boundary, and has uniquely positioned itself when the underlying property owners came together in a joint marketing agreement. Similarly the Shute Industrial Area, which has been in the Urban Growth Boundary since 2002, recently succeeded in reaching a joint marketing agreement merging the interests of the multiple underlying property owners. Land assembly remains one of the most daunting challenges in establishing market-ready large lot industrial land inventory. This critical piece of the development “puzzle” has been completed. **Figure 2** illustrates these industrial lands, the respective individual parcels, and the relationship to the proposed new industrial access roadways.

This proposal would provide additional funding to augment the \$1.8 Million of City of Hillsboro transportation systems development funds previously pledged for the NW 253rd Avenue project to fund design and a portion of right of way acquisition for this time-sensitive project. The

INDUSTRIAL ACCESS DEFICIENCIES

NW 253rd Avenue:

Estimated cost:	\$9.00 Million
City SDC Funds Committed	\$1.80 Million
Funding Gap:	(\$7.20 Million)
Proposed REOF funding	\$7.20 Million

NW Huffman Street Extension:*

Estimated ROW cost:	\$2.20 Million
Funds Committed:	\$0.00 Million
Funding Gap:	\$2.20 Million
Pending Private/City funds	\$1.13 Million
Proposed REOF funding	\$1.07 Million

*Estimated Construct cost: \$6.00 Million

project is estimated to cost approximately \$9.0 Million, and would entail construction of a two-lane paved roadway with paved bike lanes, open ditches, and adequate public right of way to accommodate extension of public water, sewer, storm, and private utilities to service new industrial sites utilizing private development funding. Similarly, private development funding would be required for the completion of frontage “half-street” improvements including public sidewalks, planters, street trees, street lights, curbs, and remaining street widening to accommodate a 3-lane final roadway improvement. See **Figure 3**.

The Grasslands Industrial Area was designated as a Tier 3 site in the recently completed Regional Industrial Site Readiness project due to its UGB status, lack of required land use approvals, lack of viable roadway access, and lack of utility services to the site. With estimated completion of required Comprehensive Plan Amendment, application of Zoning, and Annexation within the next six months and provision of marketable and viable access to the Grasslands Industrial site via NW 253rd Avenue, this site would be considered as a Tier 2 site only due to its lack of utility extensions. Right of way acquired for NW 253rd Avenue would provide the necessary routing for future utility extensions by private development.

Any surplus funding beyond that needed to construct NW 253rd Avenue would be utilized to acquire public right of way for the NW Huffman Street extension linking NW Brookwood Parkway with NW 253rd Avenue. While also providing a more direct route to the interchange, the NW Huffman Street corridor also provides a critical east-west electrical transmission line corridor for Portland General Electric and the Bonneville Power Administration. PGE is rapidly advancing construction of two substations located along this corridor, both necessary to support the recent announced expansion of the nearby Intel Ronler Acres campus.

MOVING DEVELOPMENT FORWARD

“Oregon has created an industrial lands program to identify and certify key industrial sites as ‘project ready,’ streamlined regulatory processes, and leveraged existing and new infrastructure investments. There are ideal sites that meet global market demands in the Hillsboro/Washington Co. area, served by the interchange and supporting road network. A TIGER grant would align with local, state, and federal efforts, and allow us to add large industrial sites of global significance to the state’s portfolio for job creation.”

-Tim McCabe, Director, Business Oregon

BPA has a funded project scheduled for 2014 to reconstruct one of its two 115kV transmission lines in this corridor (Hillsboro’s Keeler Substation to Tillamook), and is presently completing NEPA related activities. To conserve industrial acreage, the City of Hillsboro is working with both PGE and BPA, with assistance from the Governor’s Regional Solutions Team, in an effort to collocate transmission facilities in a new NW Huffman Street public street right-of-way joint improvement effort. The completion of a basic two-lane NW Huffman Street extension improvement and signalization of its intersection with NW Brookwood Parkway remains as the final impediment to making the Shute Industrial Area a Tier 1 designated site, as utilities are all available adjacent this site’s frontage on NW Brookwood Parkway.

Sense of Urgency: Active development inquiries have added a sense of urgency to the need for NW 253rd Avenue. A potential development interest has indicated that the roadway would need to be operational by June 2014, else Hillsboro and the state of Oregon, would be out of consideration in an international site-selection process. Regardless of the success of the current site marketing opportunity, the rebounding economy and active development interest for North Hillsboro industrial lands have compelled the City of Hillsboro and Washington County to move forward with the work necessary to have NW 253rd Avenue in service by mid-summer 2014, subject to securing remaining funding. Washington County has launched a project to realign and make signalized intersection improvements at NW Meek Road and NW Jackson School Road, in order

to assure that viable safe access can be provided to support construction of a site development improvement on the Grasslands Industrial Area site. Having the assurance that federal funding from the 2016-2018 allocation would be available will enable local agencies to secure funding necessary to deliver the completed NW 253rd Avenue project by the 2014 date.

Response to Requested Questions:

- 1. Explain how the project was identified as a priority project. (e.g. Did the project emerge as a priority from a local planning effort? How did the eligible entity prioritize the project through the local decision making process?)*

ODOT, the City of Hillsboro, and Washington County recently completed an Interchange Area Management Plan (IAMP) for the US26 / Brookwood-Helvetia Interchange in support of the 2009 Jobs and Transportation Act funded improvements to address capacity deficiencies at the interchange. The IAMP was adopted in October 2012 by the Oregon Transportation Commission, and related modifications to the local Transportation System Plans were adopted by Washington County in September 2012 and by the City of Hillsboro in October 2012.

The final IAMP Report can be accessed at the following link:

http://www.oregon.gov/ODOT/HWY/REGION1/US26_brookwoodpkwy/IAMP_finalOct2012.pdf

The IAMP not only adopted a slate of roadway, bicycle, and pedestrian improvements identified through an extensive public process, it also identified a list of priorities for those improvements as additional funding becomes available. The top priority identified by the IAMP process is to realign the existing NW Groveland Drive rural roadway in the northwest quadrant of the interchange. This commitment relates to the identification of deeded access rights held by a number of properties on the roadway which date back to the creation of US26, and which ensure direct access to NW Helvetia Road. ODOT and Washington County are completing an Intergovernmental Agreement which would transfer necessary funds from the \$45 Million committed by the JTA for the interchange, and would assign responsibility for the design, permitting, and construction of the rural road realignment to Washington County. Estimated construction completion would be approximately the end of 2015.

The second highest priority identified through the IAMP is to construct NW 253rd Avenue between NW Evergreen Road and NW Meek Road. This priority is tied to the recognition by the road agencies and the community that the existing intersection of NW Meek Road and NW Brookwood Parkway is hazardous and cannot be sustained with completion of the JTA improvements and increasing growth of traffic due to continued industrial expansion in the area. The IAMP process identified construction of NW 253rd as the most viable solution to allow for closure of the NW Meek Road connection. While a bicycle, pedestrian, and emergency vehicle connection will remain, the public recognized that the new NW 253rd Avenue roadway paralleling NW Brookwood Parkway would provide the best viable alternative. Increased Vehicle Miles Travelled would be substantially mitigated upon future completion of the NW Huffman Street extension linking NW Brookwood Parkway and NW 253rd Avenue.

2. Describe the public involvement process that was conducted in developing this project. (Include meeting dates and summaries of public comment reports. Is the project already adopted in the current MTIP utilizing its public comment process?)

As noted above, ODOT is modifying the Interchange as part of the JTA Project. Oregon Administrative Rule (OAR) 734-051 and the Oregon Highway Plan (OHP) require preparation of an Interchange Area Management Plan (IAMP) for a new interchange and recommend it for major modifications to an existing interchange. The JTA Project modifications to the interchange are costly, and the purpose of this IAMP is to protect the interests of the state, local governments, and their citizens to ensure that the interchange functions through the planning horizon year of 2035 as it is currently being designed.

Development of the IAMP started in fall, 2010, when the city of Hillsboro and Washington County (County) entered into a Memorandum of Understanding (MOU) with ODOT on December 16, 2010. The MOU established the JTA and IAMP terms, tasks, priorities, boundaries, phases, roles and responsibilities, and communications protocols. The JTA project is a joint planning effort between ODOT, the County and the City (Partners). The IAMP goals state the intentions of the Partners for operations in the management area (see US 26/Brookwood Parkway/Helvetia Road IAMP, Draft Interchange Area Management Plan map (attached)). The established IAMP goals and priorities are:

- Support the US 26: Brookwood Parkway/Helvetia Interchange JTA Project
- Support the ongoing and future City of Hillsboro and Washington County transportation, land use, and economic development planning efforts in and around the study area; and
- Protect the future function of the interchange.

The IAMP priorities include safety and capacity improvements that:

- Maintain or improve safety and operations at the US 26 interchange, and at other facilities in the vicinity of the interchange area;
- Identify and address the interchange operation needs associated with current and future industrial land designated in the existing adopted comprehensive plan, to the extent feasible;
- Develop a local street network that provides for local connectivity and helps minimize the need for local travel using or traveling through the interchange; and
- Identify facilities for adequate bicycle and pedestrian circulation in the area.

Project committees guided the process and provided important policy, community, and technical feedback through the project. Interviews, public meetings and briefings were held with neighbors, business interests, and local community organizations. Informational materials including newsletters, the project website, and a press release provided project updates to the general public.

The decision-making process involved three groups: the Project Management Team (PMT), Project Advisory Committee (PAC), and the Project Policy Group (PPG). The PAC provided input to the PMT, and the PMT provided final recommendations to the PPG for decisions regarding the IAMP.

Lead staff from ODOT, Washington County, city of Hillsboro, and the consultant team comprised the project team (PMT). The PMT provided day-to-day project oversight, administration, and management and was responsible for facilitating the PAC.

The PAC included one representative each from the Helvetia Community Association, Meek Neighborhood, Hillsboro Chamber of Commerce, Brookwood area bicyclists, Jacobson Road (Pac Trust), city of Hillsboro, Washington County, and the ODOT project manager. Project team members and members of the public also attended the PAC meetings. The PAC held its first meeting in May, 2011. The fourth and final PAC meeting was held on June 25, 2012.

PAC duties included:

- Providing technical recommendations to the PMT concerning IAMP strategy, assumptions, and land use and transportation proposals in coordination with pertinent county and city plans and programs;
- Reviewing consultant deliverables;
- Advising the PMT on community concerns and issues;
- Serving as liaisons to constituents and representing the community as a whole; and
- Building inter-jurisdictional consensus by communicating with jurisdictional and agency partners to ensure issues are identified and addressed early.

Public Outreach:

Two key methods were used to reach the interested public in and around the study area: project newsletters and the project website.

- Project newsletters: The community received project updates and an invitation to the two project open houses through two project newsletters. Each newsletter was mailed to approximately 3,100 addresses in the Interchange area and posted on the project website about two weeks before each open house. Newsletters included names, titles, and contact information for PMT staff.

In addition, e-mail notification of the open houses also were sent (200 addresses for first open house), primarily to individuals who had expressed interest in the project, legislators, emergency service providers, local businesses, organizations and members of the PAC.

- Project Website: The project website was developed and made publicly available early in the process. It was the central location for project information and served as a resource for the public and PAC members. The site included a project description, maps, project schedule, open house materials, and PAC materials. The project website also advertised the open houses on its home page. A link is provided below to the ODOT JTA and IAMP project, where the final IAMP Report and all public communications are documented.

Open Houses: Residents of the area received project updates and an invitation (see a copy of the June 25, 2012 open house invitation, attached) to the two project open houses through two project newsletters, the project website, and area media (a press release was sent to media contacts through ODOT's Region 1 office before each event).

One of the open houses was held on January 17, 2012 at Liberty High School in Hillsboro (49 people attended this open house); the second open house was held on June 25, 2012 at the



Hillsboro Civic Center. Comment forms made available at each open house provided the primary tool for recording feedback received from the public.

Copies of written testimony received at the various hearings and through the course of the ODOT- led JTA and IAMP public involvement process are available at the following link:

http://www.oregon.gov/ODOT/HWY/REGION1/pages/us26_brookwoodpkwy/index.aspx

Local City Adoption Phase - Public Participation Process:

In addition to the ODOT-led public participation process described above, the City of Hillsboro completed its own public involvement process. This began with a presentation of the proposed Public Involvement Plan (PIP) to the Advisory Committee on Citizen Involvement (ACCI) on July 3, 2012. The ACCI approved submittal of the Public Involvement Plan to the Citizens Involvement Advisory Committee (CIAC). The CIAC approved the Public Involvement Plan, which relied upon the prior ODOT-led process for proposed Transportation System Plan amendments relating to the US-26 / Brookwood-Helvetia interchange area roadway, bicycle, and pedestrian amendments. The CIAC also directed the commencement of a public outreach regarding non-IAMP related TSP amendments specifically relating to NW Cornelius Pass Road and NW Imbrie Drive.

On August 8, 2012, the Hillsboro Planning Commission held a public hearing to initiate Transportation System Plan amendment for North Hillsboro, comprised of the IAMP-related improvements and two additional TSP amendments related to the growing Intel Ronler Acres campus. On August 16, 2012, a public Open House was held to solicit community feedback on proposed Transportation System Plan amendments to NW Imbrie Drive and NW Cornelius Pass Road, both of which were anticipating future expansion of the Intel Ronler Acres campus.

The Hillsboro Planning Commission held a hearing on September 26, 2012, to consider the TSP amendments proposed for both the IAMP and the NW Imbrie Drive/NW Cornelius Pass Road improvements. Public testimony received at the Planning Commission hearing was solely focused on the future alignment of the NW Schaaf Road-NW Westmark Drive connection to NW West Union Road. In response to the testimony, City staff amended the maps and text subsequently adopted by the Hillsboro City Council on October 2, 2012, (Ordinance 8077) to reflect a commitment to prepare an alignment study for this future connection.

A summary of correspondence and testimony received through the City of Hillsboro TSP Amendment process is available at the following link:

<ftp://ftp.ci.hillsboro.or.us/Planning/Brookwood%20IAMP-City%20Public%20Involvement%20Documentation/>

County Adoption Phase - Public Participation Process:

Washington County held two public hearings on the IAMP TSP amendments before its Planning Commission on June 20, 2012, and July 11, 2012. Public hearings were held before the Board of County Commissioners on July 24, 2012, August 7, 2012, and August 28, 2012; followed by

adoption of the TSP amendment relating to the IAMP in a final public hearing before the Board of County Commissioners on September 18, 2012.

A link to the communications and correspondence received through the Washington County process follows:

ftp://ftp.ci.hillsboro.or.us/Planning/Brookwood_IAMP/

- 3. Describe the processes that were undertaken to identify the needs of underserved populations (including low income and minority populations pursuant to Title VI of the Civil Rights Act and the Executive Order on Environmental Justice) and how the project development process to date has considered and addressed those needs.***

The ODOT public involvement process for both the Jobs and Transportation Act and the IAMP included a significant amount of outreach to identify all stakeholders both within the Study Area of the IAMP as well as those impacted by the projects. The communications included a project web site, and proactively included public notice through local newspapers which advertised the process being undertaken. Meetings with interested neighborhoods and organizations, including Save Our Helvetia, were held as well as individual meetings and telephone conversations with stakeholders from the surrounding study area. No low income or Minority population groups were identified through this process.

As project development for design, permitting, and construction of improvements to NW 253rd Avenue continues, the City is committed to continue to consider and address the needs of underserved populations.

East Portland in Motion Project – Access to employment and education

Project Purpose:

The purpose of this project is to connect people to jobs and education opportunities by building and improving sidewalks, crossings, bus stops and operations, bike facilities and safety improvements in East Portland. The project focuses on key unfunded elements of the East Portland in Motion (EPIM), a five-year implementation strategy to improve conditions for walking, biking and accessing transit in East Portland. The Portland Bureau of Transportation is currently investing millions of dollars towards implementation of the EPIM strategy. Additional funding will help the City of Portland and TriMet to address remaining existing deficiencies and make a more complete active transportation network in East Portland.

East Portland, home to nearly 165,000 people with high concentrations of low income and minority residents, employees, and students, is missing sidewalks, has deficient crosswalks, bus facilities, bike facilities, and was designed and built when the lack of attention to active transportation led to substandard facilities and safety concerns.

Many parts of the area are hard to navigate on foot or by bicycle or transit. Features that make active transportation attractive in other areas of Portland, like a well connected network of sidewalks, low-stress bikeways, and inviting and safe transit stops, are harder to find east of 82nd Avenue. The lack of safe access to reliable transit service is a regular concern expressed by businesses considering investing in East Portland.

By providing a more complete active transportation network, this project can:

- provide equity and access to viable, affordable transportation options
- support local businesses
- help create safer streets and communities
- help reduce the causes of global climate change
- promote a healthy environment
- limit adverse health impacts related to inactivity

Not surprisingly, rates of walking, biking or taking transit to work or school are lower in East Portland than in the city as a whole. Still, many people who depend on active transportation choose to live in East Portland for its lower housing costs, and often must walk, bike or wait for the bus in substandard conditions. The population growth and low incomes mean there is a growing need for safe and accessible facilities for walking, biking, and transit.

Despite these challenges, East Portland has an active transportation framework that is well positioned for enhancement, with three light rail lines, TriMet's two highest ridership bus routes (lines 4 and 72), and 24 miles of paved multi-use trails.

Project Description:

This project selects a number of priority pedestrian, bicycle and access to transit projects identified in the East Portland in Motion Implementation Strategy for Active Transportation (EPIM, the attached map outlines the project locations. This project will provide:

- Sidewalks, especially in high need areas defined in EPIM and the TriMet pedestrian Network Analysis. This includes focused areas along Outer SE Powell Blvd.
- More and safer crosswalks, signals and warning signs that help people safely and comfortably cross the street, especially near transit stops
- Bicycle improvements especially for north-south access
- ADA access at transit and around key destinations
- Improved bus stops with high ridership and those at key destinations
- Improved bus operations and safety at select intersections
- Two major new north/south neighborhood greenways that improve mobility, connectivity and arterial crossings for pedestrians and bicyclists

The proposed infrastructure improvements would expand upon recent and continuing investments made in East Portland's active transportation network and would help serve an area that accounts for 28% of Portland's population. This project would build upon the following funded projects (some still to be constructed):

- PBOT East Portland Active Transportation to Transit Project funded with MTIP and ODOT Flex Fund awards.
- ODOT Outer Powell Safety Project from SE 111th Ave to 174th Ave
- Multiple City projects with local funds that have and will build stand-alone neighborhood greenways, roughly six miles of sidewalk infill, and crossing safety enhancements throughout East Portland.

Project Scope / Benefits:

Powell Sidewalk and Crossing Improvements – approximately \$3 million

Adds Sidewalks and improved crossings on Outer SE Powell Blvd: Focused on the highest priority areas of Powell, that will support economic development, access to transit and improve safety for all users.

Development of “practically designed” future segments: A small portion of the funding (approximately \$0.25 million) will fund design of future segments along SE Powell Blvd. This will allow quick response to future opportunities for funding sidewalk and crossing construction. Also, by clearly defining the future design, private developments along Powell Blvd can include construction of their section of these improvements.

Sidewalk Improvements for Access to Transit- approximately \$1.5 million

Adding short segments of sidewalk and crossings in East Portland to improve access to transit at key locations identified in the East Portland In Motion strategy and Pedestrian Network Analysis: Strategic investment in segments of missing sidewalks, crossings, and pedestrian connections can dramatically increase connectivity and access to transit.

Neighborhood Greenways Connecting Schools, Parks and Businesses- approximately \$2.7 million

Development of the 100s and the 150s Neighborhood Greenways (six miles of new facilities): Adding two major north/south greenways that will provide a direct connection between 10 business districts, 11 schools, and 10 parks. The greenways include improvements on the north-south streets, as well as improved crossings of east-west arterials where they cross the greenway. These streets are now signed as 20 mph and traffic calmed to ensure slow traffic speeds. Thus they can provide high quality, lower stress bicycle and pedestrian north-south through movements in East Portland.. These greenways were intentionally selected to parallel busy streets and allow people walking and biking to minimize the amount of their trip spent in high crash environments. These projects will benefit people walking and biking by creating a low stress facility connecting high use transit stops and improved crossings of busy streets.

Transit Improvements Safety, Comfort and Efficiency – approximately \$2 million

Development of new crossing improvements, stops and shelters, and other small capital improvements to enhance service, safety, and operations: One of the biggest concerns raised by Portland residents and businesses during the outreach for the East Portland Action Plan and the East Portland in Motion strategy was the lack of safe crossings to stops,

the inadequacy of stops including lack of shelters, and concerns about the overall level of service. Moving forward with these improvements can directly address a significant portion of these concerns.

The total project cost, including match, is approximately \$9.213 million.

1. Explain how the project was identified as a priority project. (e.g. Did the project emerge as a priority from a local planning effort? How did the eligible entity prioritize the project through the local decision making process?)

This proposed project stems from the *East Portland in Motion (EPIM) implementation strategy*. PBOT undertook developing the East Portland in Motion strategy to expand opportunities for using active transportation east of 82nd Avenue. It was adopted by City Council in April 2012. The East Portland in Motion strategy prioritizes projects that have already been discussed, planned or scoped to some extent.

Project sources for East Portland in Motion can generally be divided into three categories:

- Planning documents adopted by the City of Portland over the past several years, including the East Portland Action Plan, the Portland Bicycle Plan for 2030, the 122nd Avenue Complete and Green Main Street Project, and the City of Portland Transportation System Plan, as well as the Safe, Sound and Green Streets planning effort.
- Neighborhood priorities stated by neighborhood associations and school districts, provided through their representatives on the EPNOLUTC, EPAP bike and urban renewal advisory committees.
- Geographic analysis and field investigation that revealed additional gaps in East Portland's network of sidewalks, bikeways, trails and street crossings.

PBOT refined the hundreds of projects identified in the above sources into a manageable number of priority projects. PBOT considered several criteria while narrowing the list of projects:

- Community support
- Transportation equity
- Accessibility
- Connectivity
- Leverage

The EPIM strategy is also a response to several unique opportunities:

- The **Portland Plan**, informing Portland's *Comprehensive Plan* update, specifically calls for an East Portland Active Transportation Plan to prioritize connections that improve access to neighborhood hubs, transit, schools, and parks. These efforts also build on the city's **Safe, Sound and Green Streets** policy objectives.
- City Council directed PBOT to reexamine and focus recommendations for how best to implement the **Portland Bicycle Plan for 2030** in East Portland, in response to community concern over the proposed bikeway types.

- Mayor Adams pledged revenue from the **Oregon Jobs and Transportation Act** (Oregon House Bill 2001) to fund sidewalk infill projects in East and Southwest Portland. *East Portland in Motion* serves as a means of prioritizing sidewalk projects to be funded with \$8 million of these state funds.
- The Multnomah County Health Department offered additional resources through a **Communities Putting Prevention to Work** grant from the federal Center for Disease Control. This grant helps public agencies increase the development and usage of active transportation facilities.

Concurrent to development of East Portland in Motion, the City was developing the Outer Powell Conceptual Design Plan in coordination with ODOT. As stated in the East Portland Action Plan, improving Outer Powell is a high priority for East Portland. Thus, implementation along Outer Powell is included in the East Portland in Motion and in this project. Building missing sidewalks on Outer Powell is a community priority.

City Council adopted the Outer Powell Blvd Conceptual Design Plan following a public hearing on June 7, 2012. Development of the Plan was jointly undertaken by the City of Portland and ODOT to identify needed improvements to SE Powell Boulevard (US 26) between I-205 and the Gresham city limit just east of SE 174th Avenue. This stretch of SE Powell Blvd is designated State Highway No. 26. Therefore, it is an ODOT facility.

The 2003 Powell/Foster Corridor Transportation Plan led by Metro established the base case for Powell Blvd. improvements. The 2003 Metro plan also called for a second planning effort study to determine specific design elements for future Powell Blvd. improvements. The 2012 adopted conceptual design plan was intended to fulfill that need.

The overall goal of the Outer Powell Boulevard Conceptual Design Plan is to develop a conceptual design plan for improvements to SE Powell Blvd. to accommodate the 20-year needs of motor vehicles, bicycles, pedestrians and transit. Today, this section of Powell Blvd. is reminiscent of a 1950 rural two-lane highway with no provision for pedestrians, drainage or transit. The road has bike lanes, though they are often substandard.

The conceptual design plan will inform both future preliminary engineering phases for future public capital improvements and private development requirements for dedication and frontage improvements. The near term recommendation (2025) calls for a three-lane cross-section from 1-205 to 174th Ave. Long term capacity improvements beyond the three-lane cross-section may be needed from 162nd to 174th Ave. Also, intersection capacity improvements to some of the some north/south cross streets within the immediate vicinity of SE Powell Blvd. may also be needed. The Conceptual Design Plan consists of a 12-foot sidewalk corridor with related stormwater facilities and an 8-foot buffered bicycle lane.

2. Describe the public involvement process that was conducted in developing this project. (Include meeting dates and summaries of public comment reports. Is the project already adopted in the current MTIP utilizing its public comment process?)

EPIM Community involvement included:

PBOT collaborated directly with two neighborhood groups focused on transportation: the East Portland Land Use & Transportation Committee (EPLUTC) (which also serves as the EPAP Transportation Subcommittee) and the East Portland Action Plan Bicycle Subcommittee (EPAPbike). Both groups served as de facto advisory committees on the project.

PBOT engaged residents by staffing *East Portland in Motion* “stations” at community events and at open houses for related projects, including:

- Portland 5th Transportation Safety Summit (2/8/11 at Marshall High School)
- Portland Plan Fair (3/12/11 at IRCO)
- Outer Powell Conceptual Design Plan Open House (3/16/11 at Ron Russell Middle School) – Also described below.
- BikePortland Get Together (3/30/11 at Lents Commons)
- 122nd Avenue High Crash Corridor Open House (5/1/11 at Midland Library)
- Parkrose Farmers Market (5/7/11 at Parkrose High School)
- Holgate Safety Project Open House (5/11/11 at Lent School)
- Gateway Fun-o-Rama (5/21/11 at 111th Square)
- East Portland Sunday Parkways (5/22/11 at Ron Russell Middle School)
- East Portland Exposition (7/23/11 at Ed Benedict Park)
- Active Transportation Day (8/20/11 at Holgate Library)
- Parklane Neighborhood Fair (8/25/11 at Parklane Park)
- Portland 6th Transportation Safety Summit (3/13/12 at Jefferson High School)
- Participants took part by voting for potential sidewalk projects, taking a survey focused on sidewalk and bicycle policy priorities, and engaging directly with PBOT staff.

Participants at the EPIM stations took part by voting for potential sidewalk projects, taking a survey focused on sidewalk and bicycle policy priorities, and engaging directly with PBOT staff.

Major findings from the EPIM community involvement process include:

Importance of transit. People want safer access to and from transit stops, including for both MAX and buses, particularly when crossing busy streets. For many people in East Portland who do not

have access to a car, transit is more important than bicycling for daily travel.

Build multiple types of sidewalks in high demand areas. Survey respondents support building a mix of sidewalk types, from wide sidewalks with room for landscaping, to more affordable curb-tight sidewalks. Sidewalk projects in densely populated neighborhoods like Powellhurst-Gilbert neighborhood received particularly strong support.

Low - stress bikeways are most popular. People gave highly favorable ratings to neighborhood greenways and paved trails, both of which minimize interactions with cars. Bicycle facilities that pose more potential conflict with cars, including advisory bike lanes and enhanced shared roadways, received the lowest ratings.

Focus on children. People showed significant support for programs like *Safe Routes to School* that focus on engineering improvements, as well as education and encouragement, to promote safer walking and bicycling to school.

To view the plan as adopted by City Council, visit:
<https://www.portlandoregon.gov/transportation/54306>

Outer Powell Blvd Conceptual Design Plan Public Involvement

The Outer Powell Blvd Conceptual Design Plan was developed with input from technical and community stakeholders at each step in the planning process, and at three community open houses. A Technical Advisory Group (TAG) and a Citizen Working Group (CWG), comprised of community stakeholders, reviewed and advised staff in the development of the plan. There were open houses during each phase of the project along with other public participation and input opportunities.

Prior to developing and evaluating alternatives to arrive at a recommended solution, the project considered needs (e.g. project goals and objectives, future-year traffic forecasts and community desires, for example for improved bus stop access), constraints (e.g. extensive roadside development with little room for widening, numerous driveways), and opportunities (e.g. the potential to manage driveway accesses to enhance roadway capacity and safety for all modes).

The Outer Powell Citizen Working Group (CWG) included representatives from the neighborhood associations and business associations along Powell Blvd, community organizations active in East Portland, advocates for the pedestrians, bicyclists, freight and schools who are affected by the corridor. Members of CWG had opportunities to review, inform and endorse project information and work products. It was the City's expectation that representatives on the CWG would

keep their individual organizations up to speed on the progress of the CWG and advise the City on the development of the plan.

The Outer Powell Project Team conducted four public events at key decision points in the planning process:

- **Existing Conditions and Community Input** at East Portland Exposition (EPO EXPO) at Ed Benedict Park on July 17th & 18th, 2010.
- **Needs, Opportunities and Constraints Phase**, including the Corridor Urban Design Concept Plan, Future Traffic Conditions, Needs, Opportunities and Constraints, and a Toolkit for Street Design. Evening Public Open House, Ron Russell Middle School, November 15th, 2010.
- **Alternatives Development Phase**. Evening Public Open House, Ron Russell Middle School, March 16th, 2011.
- **Draft Alternative Evaluation and the Recommended Outer Powell Blvd Street Conceptual Design Plan Corridor Map and Implementation Strategy**. Evening Public Open House, Earl Boyles Elementary School, June 20th, 2011.

Notification for Public Events

All four public events were announced through a variety of channels to provide broad as well as focused and targeted notification and announcement of public meeting events. A flyer was sent by postal mail prior to each event. Key information on the flyer was translated into Spanish, Russian and Vietnamese, including a number to call to request interpreters. The flyers were sent to a project mailing list. Additionally, an email announcement with a PDF of the flyer was sent to members of the Citizen Working Group, Technical Advisory Group, Office of Neighborhood Involvement and a host of interested individuals, organizations and media outlets.

The project mailing list included individuals who requested to be added to the mailing list via the sign-in sheets at each event. In addition, over 14,000 residents, businesses and tenants were contacted via postal carrier routes near Outer Powell Blvd. The U.S. Postal Service Carrier Routes map is located in Community and Stakeholder Outreach Summary for Final Report in the Appendix and additional property owner addresses, where the property owner mailing address was different from the site address to ensure that property owners located outside the project mailing area also receive notice of the project public meetings and project updates.

Additional Public Meetings Attended:

- Booth at the Annual Transportation Safety Summit held in East Portland at Marshall High School on the evening of February 8, 2011
- Powellhurst-Gilbert Neighborhood Association meeting on March 14, 2011
- OPAL (Organizing People Activating Leaders) meeting on June 17, 2011
- City of Portland Pedestrian Advisory Committee meeting on June 21, 2011

To view the plan as adopted and amended by City Council, visit:

<http://www.portlandoregon.gov/transportation/outerpowell>

3. Describe the processes that were undertaken to identify the needs of underserved populations (including low income and minority populations pursuant to Title VI of the Civil Rights Act and the Executive Order on Environmental Justice) and how the project development process to date has considered and addressed those needs.

From the beginning the East Portland in Motion Project was guided by city and regional goals to address specific environmental goals. The following facts were identified early in this project:

Based on serious injury and crash records collected over the last ten years, you are more likely to be killed walking, biking, and driving in East Portland than in any other part of Portland. Demographic data indicates that you are much more likely to live in East Portland if you are a person of color or someone experiencing poverty. In other words, in Portland people of color and low-income are more likely to be seriously injured walking, bicycling or taking transit because of where they live.

Recent transportation analysis, including the recent Metro Safety Report, clearly highlights the reasons why East Portland residents are more likely to be killed or injured. Almost all of the highest capacity transit streets are also identified High Crash Corridors. They all share speeds that are above recognized limits to achieve safe interactions for all modes. In most cases, bus and light rail stops lack the current standard improvements to ensure safe access for pedestrians of all ages and abilities. Many of these busy streets lack sidewalks and adequate bicycle facilities. Running east and west north and south about every half-mile through East Portland, they currently act as barriers to choosing an active transportation trip.

East Portland in Motion is based on community priorities and was developed in partnership with the people of East Portland. Early in the process, seeking a broad and diverse participation in the formulation of the implementation priorities, the project team adopted a community involvement philosophy of going to people where they were. This philosophy extended into a variety of activities.

As a part of EPIM, Portland State University Master of Urban and Regional Planning (MURP) students performed **individual interviews of community stakeholders** as well as **group interviews of typically underrepresented populations** in East Portland, including Russian and Ukrainian families, Somali mothers, immigrant high school students, immigrant adults, elders from multiple cultures, parents at a high-poverty elementary school, and homeless families. MURP students also prepared and mailed an **East Portland Travel Survey** to 3,000 geographically dispersed households in East Portland, asking about travel behaviors and attitudes. Students received more than 300 surveys back, and compiled and analyzed results.

PBOT presented to and received feedback from **other stakeholders and advisory groups**, including the Portland Commission on Disability, the Immigrant and Refugee Community Organization (IRCO), the Portland Pedestrian Advisory Committee, several school districts, and many others.

The Outer Powell Blvd Conceptual Design Plan Community Outreach Plan was tailored to the specific community composition in and near the Outer Powell Blvd Conceptual Design Plan project area to meet Title VI, Civil Rights goals. It was guided by and in conformance with the Transportation Title VI Civil Rights Program and Plan. The Community Outreach Plan identifies community composition, environmental justice and social equity considerations, including concentration of transportation disadvantaged communities and non-native English speaking populations and their native language. The Community Outreach Plan also identifies outreach strategies specific to these communities, including community newspapers and other media outlets, community associations, groups or congregations, meeting locations and contacts. Key information on project mailings and flyers was translated into Spanish, Russian and Vietnamese. They also included a number to call to request interpreters at meetings. An example of such a mailing announcing an open house for Outer Powell plan and EPIM is attached. The Outer Powell Boulevard Community Outreach Plan is available from the City of Portland, Bureau of Transportation, Transportation Planning Section.



December 3, 2012

Councilor Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
Metro Regional Government
600 NE Grand
Portland, Or 97232

Re: MTIP Regional Flexible Funds Regional Economic Opportunity Fund Project Information

Dear Chair Collette and JPACT Members:

The Port of Portland is pleased to submit the Troutdale Industrial Access Project for the Regional Economic Opportunity Funding (REOF) category of the Regional Flexible Funds (RFF) for 2016-2018. The Port is seeking \$8 million of REOF funds for this project, as part of the overall REOF funding recommendation being submitted by the six nominating jurisdictions.

The Troutdale Industrial Access Project has been identified as a Transportation Investment Generating Economic Recovery (TIGER) funding priority for the last two cycles. This project will open another 214 acres of the Troutdale Reynolds Industrial Park to development (Phase 1 is currently completed), and provide critical freight access to businesses locating in this park. It will also improve pedestrian and bike connections within the park. Funding for this project will support the creation of higher wage traded-sector jobs, build our export-based economy, and increase our tax base for public services. At full build-out, the Troutdale Reynolds Industrial Park will create 3,500 direct new jobs with estimated regional and local benefits of \$141 million in personal income, \$218 million in local purchases, and \$46 million in state/local taxes when considering all job impacts.

Enclosed you will find a brief description of the Troutdale Industrial Access project and responses to the questions outlined in Metro Councilor Collette's letter dated November 13, 2012. This project information is a supplement to material previously provided through the TIGER 3 and 4 process. We urge JPACT's consideration of a streamlined process for decisions on MTIP funds to ensure better coordination with the STIP funding process.

I look forward to discussion of these issues at the December 13, 2012 JPACT meeting.

Sincerely,

A handwritten signature in black ink that reads "Bill Wyatt". The signature is written in a cursive, flowing style.

Bill Wyatt
Executive Director

Enclosure

TROUTDALE INDUSTRIAL ACCESS PROJECT

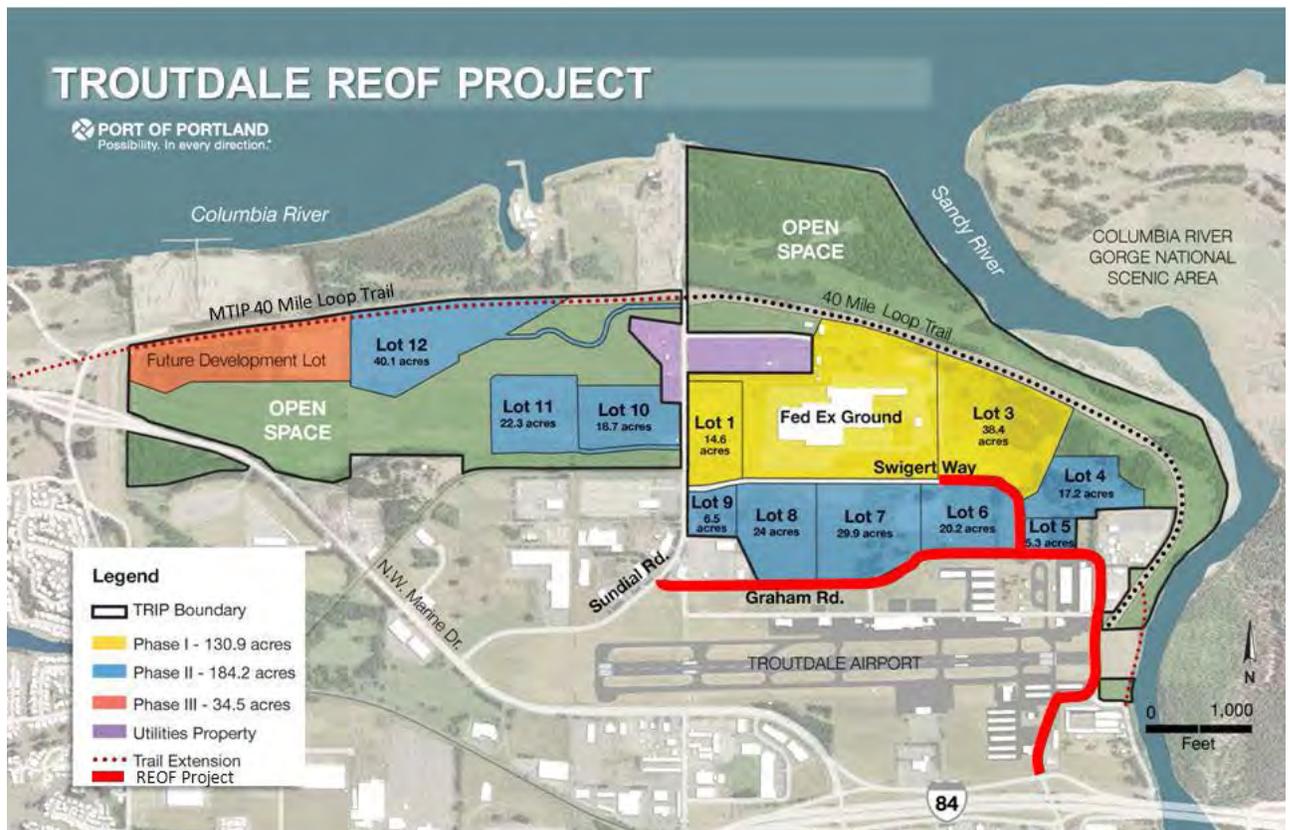
Project Scope:

The Troutdale Industrial Access project will reconstruct and widen Graham Road between the Troutdale Interchange and Troutdale Reynolds Industrial Park (TRIP), providing pedestrian connections to the 40 Mile Loop Trail, stormwater collection and treatment, and landscaping, street lighting and safety improvements. The project will additionally extend Swigert Way 1,600 feet from the interior of TRIP to provide a looped connection to Graham Road.

Purpose and Need:

The local road project will improve access to Troutdale Reynolds Industrial Park (TRIP) from the interchange in order to open up 214 acres of new large acreage industrial parcels for development. The Graham Road and Swigert Way improvements are intended to complement the Troutdale Interchange project currently underway. The project will reduce travel time and distance to I-84 for the northern industrial area. The project is needed because the Graham Road roadway base is structurally inadequate for increased use by trucks and area employee traffic associated with future development at TRIP. Sections of Graham Road have only 1.5 inches of asphalt over 4.5 inches of base rock. The pavement is cracked, alligatored, and raveling at the edges. Graham Road also lacks sidewalks and storm drainage facilities. Graham Road has inconsistent width, including in an area of tight S curves. New sidewalks will provide connections to the 40 Mile Loop Trail. Swigert Way is a dead-end that needs to be extended to provide access to new industrial lots and provide a looped connection with Graham Road, providing shorter travel distances from industrial properties to the Interstate 84 Interchange.

Project Map:



1. Explain how the project was identified as a priority project. (e.g., Did the project emerge as a priority from a local planning effort? How did the eligible entity prioritize the project through the local decision making process?)

The project implements multiple land use and transportation planning goals and has strong support. The project is a core component necessary for the redevelopment of a brownfield site. TRIP earned the national Phoenix Award for the top brownfield redevelopment project in the nation in 2011. Brownfield redevelopment supports the six desired outcomes for Making a Great Place in the 2040 Growth Concept, including vibrant communities, regional climate change leadership, transportation choices, clean air and water, and equity.

The Oregon Transportation Commission (OTC) endorsed the project due to its positive impact on the state's transportation system, the state's economy and the livability of the surrounding communities. The OTC selected the project as a statewide priority for Transportation Investment Generating Economic Recovery (TIGER) grant funding. The project is identified in the 2012 Port Transportation Improvement Plan, a program that is vetted through a public participation process and is adopted by the Port of Portland Commission. It is also included in Metro's 2035 Regional Transportation Plan. Metro endorsed this project as a "project of regional significance" ranking it the second most important regional project for both the TIGER III and TIGER IV selection processes. The project has wide ranging local, regional, statewide, and federal agency support as demonstrated by the support letters for previous TIGER applications. Support letters can be found here <http://www.portofportland.com/tigerIV.aspx> .

The project implements priority projects identified in the Interstate 84 Interchange Area Management Plan (IAMP). The IAMP defined the primary purpose of the interchange, which is "to provide access to the industrial land between I-84 and the Columbia River and to serve goods movement and access to the Troutdale Town Center." The IAMP was the result of a rigorous analysis to identify congestion and safety problems and to commit to solutions. The IAMP was developed with extensive coordination and input from the City of Troutdale, Port of Portland, ODOT, area businesses, citizens, and other regional stakeholders with an interest in the operation of the interchange and the economic development it supports.

The Columbia Cascade River District (CCRD) created an economic development action plan with assistance of grant funding through the Oregon Department of Land Conservation and Development. The CCRD stakeholder group, including all of the cities in East Multnomah County, Sandy Drainage Improvement Company, the Port of Portland and Multnomah County, identified the project as a priority needed to serve the northern industrial area in East Multnomah County. The Troutdale Interchange and related projects were identified as the number one priority transportation project for the district. Each jurisdiction approved that plan through a public review process, including a resolution that all endorsed in 2007. See page 7 of the Public Facilities Plan here: <http://www.ci.troutdale.or.us/ccrd/downloads/facilitiesplan.pdf>

Most recently, the East Multnomah County Transportation Committee has determined the project to be a priority and voted unanimously to prioritize it for MTIP funding at the November 15, 2012 meeting.

2. Describe the public involvement process that was conducted in developing this project. (Include meeting dates and summaries of public comment reports. Is the project already adopted in the current MTIP utilizing its public comment process?)

The project is included in the current Metro Regional Transportation Plan (Projects #11231, 11232, 11130). As such, it went through the public comment process associated with RTP adoption. Further, the projects were vetted through the East Multnomah County Transportation Commission which

recommended the project list through a public process. The project was prioritized by the Port of Portland Commission through adoption of the Port Transportation Improvement Plan (PTIP) public hearings held on January 11, 2012 and February 8, 2012. The project was included in previous years of the PTIP with the same notice and 45 day comment period preceding the hearings. The minutes of the February 8, 2012 hearing can be found here:

http://www.portofportland.com/SelfPost/A_201231594344Feb_2012-Fin.pdf .

As noted above, the project was vetted through Metro's public process when the region endorsed this project as a "project of regional significance," ranking it the second most important regional project for both the TIGER III and TIGER IV selection processes. The project was further vetted through the Interchange Area Management Plan (IAMP) public process that included participation by the cities of Troutdale and Gresham, ODOT, Port of Portland, and East Multnomah County area businesses and citizens. The project included outreach to media, open houses, and a presence at local public events such as Troutdale's "Artwalk'.

3. Describe the processes that were undertaken to identify the needs of underserved populations (including low income and minority populations pursuant to Title VI of the Civil Rights Act and the Executive Order on Environmental Justice) and how the project development process to date has considered and addressed those needs.

While the Troutdale Industrial Access project is a regional and statewide priority, the East Multnomah County communities of Troutdale, Gresham, Fairview, and Wood Village are the closest to the project and will benefit from the new jobs and increased tax base made possible by the project. Metro's Transportation Equity Analysis (January 2012) shows that these communities have above average or significantly above average concentrations of citizens who are non-whites, low income, have low English proficiency and are disabled. These sectors of the community will benefit from the jobs and increased multi-modal access that will be derived from the project. For example, an employee zip code analysis from Fed Ex Ground, the first tenant of the industrial park, shows that already over 50% of their employees are from East Multnomah County.

The Troutdale Interchange Area Management Plan (IAMP) public involvement plan prepared by CH2MHill addressed Environmental Justice (EJ) outreach and compliance. See outreach plan here http://www.oregon.gov/ODOT/HWY/REGION1/troutdaleexit17/appendix_a_publicinvolvement.pdf. The plan provided a review of the area demographics and opportunities for outreach, including outreach to Hispanic media. Multiple open houses for the project were held and the project had a presence at public events such as Troutdale's "Artwalk ". This project is in an industrial as opposed to a residential area. As a result, there will not be negative impacts from industrial activities to residential areas that include EJ communities. Rather, this project will benefit the EJ community by providing enhanced employment options, workforce access and recreational opportunities for EJ populations within the region. By enabling further development at TRIP, the project results in an increased tax base for public schools such as the Reynolds School District, and transit, which also will benefit EJ communities.

During the prioritization of the projects for inclusion in the Regional Transportation Plan (RTP), the East Multnomah County Transportation Committee Technical Advisory Committee utilized the EJ demographics provided by Metro at the project development workshops.

All of the above demonstrates a concerted effort at addressing the needs of the EJ community throughout the project development and prioritization process.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) RESOLUTION NO: 12-XXXX
RESOLUTION 12-4383 SETTING THE POLICY)
DIRECTION TO THE REGIONAL FLEXIBLE)
FUNDING ALLOCATION (RFFA) PROCESS)
FOR FEDERAL FISCAL YEARS 2016-18)

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be awarding regional flexible funds to transportation projects and programs in the region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, these funding awards, as well as all other federal transportation spending in the region, will be programmed in the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, JPACT recommended and on November 15, 2012 the Metro Council approved Resolution 12-4383, which established policies and processes regarding the allocation of regional flexible funding for Federal Fiscal Years 2016-2018; and

WHEREAS, JPACT has proposed amendments to the policies and processes set forth in Resolution 12-4383 regarding the Regional Economic Opportunity Fund; and

WHEREAS, JPACT and the Metro Council wish to facilitate the process and provide more specific focus for public comment regarding the Regional Economic Opportunity Fund; now therefore,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT amending the policy direction for allocating the Regional Economic Opportunity Fund as part of the RFFA process for federal fiscal years 2016-18 as described in Exhibit A attached hereto.

ADOPTED by the Metro Council this day of _____

Tom Hughes, Council President

Approved as to form:

Alison Kean-Campbell, Metro Attorney

EXHIBIT A

Exhibit A to Resolution No. 12-4383 Entitled “2016-18 Regional Flexible Funds Allocation (RFFA) Policy Report” Section 5 is hereby deleted and replaced in full to read as follows

STEP 3 – REGIONAL ECONOMIC OPPORTUNITY FUND

After funding Step 1 and Step 2 there is a remaining \$33.8 million to allocate as part of the 2016-18 RFFA. These monies have been set aside to fund transportation investments that:

- Address economic opportunity and job creation
- Take a systemwide approach
- Leverage private sector investments
- Consider corridor safety
- Reflect criteria from the Transportation Investment Generating Economic Recovery (TIGER) program
- Implement corridor planning work
- Improve access to industrial areas
- Consider the transportation needs of the Environmental Justice and underserved communities

The Regional Economic Opportunity Fund was created to meet these needs. Subject to the stakeholder engagement and decision processes described in Section 6, the following investments are proposed for the Regional Economic Opportunity Fund:

Jurisdiction	Project	Amount
Clackamas County	Sunrise System: Industrial Area Freight Access and Multimodal Improvement	\$8.267 million
Washington County	US 26/Brookwood Interchange– Industrial Access	\$8.267 million
Port of Portland	Troutdale Industrial Access	\$8.00 million
Multnomah County	NE 238th Drive: NE Halsey Street to NE Glisan Street Freight and Multimodal Improvements	\$1.00 million
City of Portland/TriMet	East Portland Access to Employment and Education Multi-Modal Improvements	\$8.267 million
TOTAL		\$33.801 million

APPLICATION FOR REOF ALLOCATION

Each of the jurisdictions listed above shall by March 15, 2013 submit to Metro an application for REOF funding for the applicable project consisting of the following:

- Description of the Project
- Description of Preliminary Finance Plan, including a timeline of major milestones for the project

- Description of How the Project:
 - Contributes to long-term productivity of the US and Metro Region economy
 - Furthers Partnership for Sustainable Communities principles
 - Promotes an environmentally sustainable transportation system
 - Improves safety of the transportation system
 - Creates or preserves jobs
 - Uses innovative technology, system management, or project delivery techniques
 - Fosters multi-jurisdictional and stakeholder collaboration

CONDITIONS OF APPROVAL

At the conclusion of the stakeholder engagement and decision process described in Section 6, when REOF funds are allocated to a project, actual disbursement of such funds for the project are subject to the following:

- The project is eligible for federal funds
- Sufficient matching funds are available for the project;
- Required environmental approvals have been or are reasonably likely to be received to allow the project to proceed to construction on the specified timeline;
- The project is consistent with all applicable state, regional, and local plans; and
- The recipient jurisdiction has cooperated to facilitate the efficient implementation of regional projects receiving funding from Metro's MTIP program.

If one or more of these conditions have not been met by the intended time of REOF funds disbursement, JPACT and Metro Council may defer such disbursement or may reallocate the funds to another project.

STAFF REPORT

FOR THE PURPOSE OF AMENDING RESOLUTION 12-4383 SETTING THE POLICY DIRECTION TO THE REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROCESS FOR FEDERAL FISCAL YEARS 2016-18

Date: December 5, 2012

Prepared by: Josh Naramore

BACKGROUND

Regional flexible funds are an element of the funds programmed within the Metropolitan Transportation Improvement Program (MTIP). The Metropolitan region is preparing to prioritize transportation projects and program activities to receive regional flexible funds available in the federal fiscal years 2016 through 2018. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council's adopted the policy direction for the allocation of these funds with Resolution No. 12-4383 on November 15, 2012.

In the previous two allocation processes, regional flexible funds have been allocated in two steps. The first step was to allocate funds to existing regional transportation programs: metropolitan transportation planning, transit oriented development, regional travel options, transportation system management & operations, and high capacity transit development and capital construction. Step two was an allocation to local agencies for a variety of transportation projects. The 2016-18 process will add a third step of allocating \$33.8 million to projects as part of a Regional Economic Opportunity Fund (REOF).

This resolution amends the policy report adopted with Resolution No. 12-4383 to clarify the process and identify the priority projects for the \$33.8 million for the REOF.

Subject to the stakeholder engagement and decision processes described in Section 6, the following investments are proposed for the Regional Economic Opportunity Fund:

Jurisdiction	Project	Amount
Clackamas County	Sunrise System: Industrial Area Freight Access and Multimodal Improvement	\$8.267 million
Washington County	US 26/Brookwood Interchange– Industrial Access	\$8.267 million
Port of Portland	Troutdale Industrial Access	\$8.00 million
Multnomah County	NE 238th Drive: NE Halsey Street to NE Glisan Street Freight and Multimodal Improvements	\$1.00 million
City of Portland/TriMet	East Portland Access to Employment and Education Multi-Modal Improvements	\$8.267 million
TOTAL		\$33.801 million

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Updates the 2016-18 Regional Flexible Fund Allocation Policy Report, adopted by Metro Council Resolution 12-4383 on November 15, 2012 (FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION AND PROGRAM OBJECTIVES FOR THE 2016-18 REGIONAL FLEXIBLE FUNDING ALLOCATION PROCESS AND 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)).
3. **Anticipated Effects** Adoption of this resolution will add Exhibit A to the policy report for the 2016-18 Regional Flexible Fund Allocation process to nominate, evaluate and select projects to receive federal transportation funds that was adopted with Resolution 12-4383.
4. **Budget Impacts** There are no impacts for Metro's current budget. This resolution proposes policy for determining future allocations. The amounts are illustrative and rely on a continuation of funding at historic levels with modest inflationary increases of three percent. The proposal maintains Step One funding for MPO functions in the same proportion and requires the same 10.27 percent match from local participants. Final allocations will depend on available federal finding.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 12-XXXX.

Materials following this page were distributed at the meeting.

December 14, 2012

Mr. Jason Tell
ODOT Region 1
123 NW Flanders
Portland, OR 97201

Dear Mr. Tell,

As the chairs to the two governing bodies to the Metropolitan Planning Organization (MPO) for the greater Portland metropolitan area, we would like to thank you for your past efforts at developing projects for inclusion in the Metropolitan Transportation Improvement Program (MTIP) and to establish the process for the development of the 2015-18 MTIP. As you know, the MPO is responsible for the development of the MTIP in coordination with the state Department of Transportation, the public transportation operators and other transportation stakeholders in the region.

With the creation of a new STIP Stakeholder committee to advise the Oregon Transportation Commission on its selection of "Enhance" projects within the region, and the role of ODOT staff in defining "Fix-It" projects, we need to clarify how ODOT will coordinate between our role as an MPO, the process of the Stakeholder Committee and the proposal of "Fix-It" projects. We hope this will ensure the MPO bodies will be informed and ready to adopt the ODOT administered projects into the 2015-18 MTIP at the scheduled time.

As the MPO, we need to ensure the following are addressed in the development and consideration of project proposals in the Metro region:

- identifying the criteria and process for prioritizing implementation of the transportation plan elements,
- addressing Congestion Management Process multi-modal system performance measures and strategies,
- providing opportunity for meaningful public involvement during the TIP development process consistent with the region's public involvement policy and federal regulations. This includes seeking out and considering the needs of those traditionally underserved by existing transportation systems, and demonstrating explicit consideration and response to public input received,
- providing a financial plan summary that demonstrates how the TIP can be implemented while adequately operating and maintaining the federal-aid highway system.
- describing proposed contribution to implementing the region's air quality Transportation Control Measures.
- identifying implementation or delay to major projects from the previous TIP