

2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

PROJECT NOMINATION NARRATIVE

SANDY BLVD IMPROVEMENTS: 230TH TO 238TH DRIVE

PROJECT NARRATIVES SHOULD BE KEPT TO 12 PAGES TOTAL PER PROJECT

Green Economy & Freight Initiatives

Process

1. Describe the process used to narrow potential project nominations to select the project(s) being put forward for funding consideration. (*Answer should demonstrate that the process met minimum public involvement requirements per Appendix A*)

The local process involved coordination with both local and regional agencies. East county local agencies proposing projects involved the City of Gresham, Fairview, Wood Village and Troutdale, and Multnomah County. Multnomah County is the road authority for eligible roads in the cities of Fairview, Wood Village and Troutdale, while Gresham is the road authority for roads within its city limits.

The first step of the process involved coordination with the different jurisdictions to identify projects to nominate. Considered projects included those listed in the RTP, local CIPs, and projects previously considered for ARRA funding. An initial list of 11 projects was identified. A public meeting to review the projects was held on June 6, 2011 by the East Multnomah County Transportation Committee (EMCTC). EMCTC functions as the County's coordinating committee on transportation with members representing the County, the four East County cities and the Port of Portland. Public comments were sought through the County website and the public open house, and a news release and meeting notices were issued advertising the meeting. Meeting notices and links to the website were also distributed to email lists and posted to local jurisdiction websites, blogs and social media sites were coordinated between the County and four East County cities. Contact information for distribution lists are attached.

The next step in the process involved an EMCTC special meeting that was held on June 13, 2011, to consider the 11 candidate projects, public comments received, and develop a short list of project to submit to Metro Staff, TPAC and the RFF Task Force for review and comment. As part of this process, a matrix was prepared to aid in the decision making process. The matrix listed the RFF criteria provided in the RFF guidelines in order of priority and used a high, medium or low scoring system to indicate how the project met the criteria. This matrix served to guide the discussion, which led to shortening the candidate project list to 6 projects advanced for regional feedback.

At its July meeting, EMCTC discussed comments received from Metro Staff, TPAC and the RFF Task Force on the 6 projects. A matrix of the 6 projects was distributed to the EMCTC voting members to score

projects by high, medium or low relating to how they met RFF criteria. The tabulated scores were presented at the EMCTC's August 15th meeting to consider as final decisions were made on which projects to move forward for funding. EMCTC voting members voted to forward the Sandy Blvd from 238th-230th construction project (Green Economy and Freight Initiatives allocation) and the Arata Road (Active Transportation and Complete Streets allocation) for funding.

As part of the local process, public comments were received from the public and stakeholders for the candidate projects. Two letters of support for this project were received from a local business owner/developer and a commercial realtor involved in the marketing and sales of industrial and commercial sites in the area. The realtor also provided support at the August EMCTC meeting.

2. Describe how you coordinated with regional agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Committee, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.

Coordination with regional agencies occurred throughout the local process. The projects were reviewed by the East Multnomah County Transportation Committee, which is the coordinating committee with members representing the Port, ODOT and Metro Staff. The project was also presented during the Regional Freight Technical Advisory Committee (TAC) June meeting for discussion. Feedback from TriMet included transit stop data that shows heavy usage project area transit stops on Sandy Blvd.

3. Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.

A list of stakeholders consulted or targeted is attached. Comments were received in support of the project encouraging approval of the project. Reasons for support of the project include availability of shovel ready industrial sites and available 250,000 square feet of build-to-suit industrial space, and the need to improve Sandy Blvd and provide infrastructure to separate and remove conflict between the different modes of traffic that includes freight, motor vehicle, pedestrian and bike traffic.

Location

1. Describe how you identified the location for the project and how the criteria and regional and local data support this location as your top priority. *(See page 12 for criteria relevant to prioritizing project location)*

This freight project is located along NE Sandy Blvd in the Columbia Cascade River District (CCRD) industrial area between I-84 exit 16 (@238th Avenue) and the entrance to Townsend Business Park, a 75-acre general industrial campus at NE 230th Avenue. This ¼-mile long project is the first phase of a larger Multnomah County project to improve Sandy Blvd. between the Gresham/ Fairview city limits to 238th

that is identified in the Regional Transportation Plan, Multnomah County Capital Improvement Plan and Program, the cities of Fairview and Wood Village TSPs and the Strategic Investment Plan for the CCRD. The project was identified as a priority by the East Multnomah County Transportation Committee after public outreach, including a public open house held June 6, 2011.

This segment provides key access to the surrounding industrial properties and employment areas. Over the years, this area has transitioned from agricultural land to a recognized industrial and employment area. Significant investments and improvements transformed this land into an area that serves industrial, commercial, residential and recreational uses. Unsafe and substandard conditions along Sandy Blvd have been a major deterrent in attracting businesses to this area. This project will reduce freight delay and increase reliability by improving substandard conditions along this segment. Safety for all modes will improve along this corridor by removing conflicts and providing separate facilities for all transportation modes. Substandard road conditions will be improved by increasing the thickness of the road surface, improving and widening the turning radius at the intersection of 230th and Sandy Blvd and improving storm water management.

Project definition

Base project information

1. Corresponding RTP project number(s) for the nominated project
A portion of RTP #: 10399
2. Project sponsor agency- Multnomah County
3. Contact information: Jane McFarland, Principal Planner
Multnomah County Land Use and Transportation Program
Phone: 503-988-5050 Extension 29620
Email: Jane.mcfarland@multco.us
4. Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed.

This ¼-mile long freight project area is located along NE Sandy Blvd in the Columbia Cascade River District (CCRD) industrial area between I-84 exit 16 (@238th Avenue) and the entrance to Townsend Business Park, a 75-acre general industrial campus (@230th).

The project will construct this segment to urban arterial standards with two 12 foot travel lanes, one 14 foot turn lane and 6 foot sidewalks on both sides. Project design elements include separating modes and improving safety by constructing separated sidewalks and bike lanes. Elements to increasing freight efficiency and reliability include improving the thickness of the road to support freight traffic, and widening and improving the turning radius and providing left turn channels at the intersection of Sandy

and 230th Avenue. The project will enhance access to TriMet Route #12 on Sandy Blvd. by improving transit stops along this segment.

Measurement of project effectiveness can occur through conducting before and after surveys of users (i.e. freight stakeholders) of the facility to identify issues before the project and identify relief resulting from the project (i.e. reduced modal conflicts, safety, and increased economic opportunities). Bike and pedestrian counts can be conducted before and after to measure use of the facilities.

5. Please provide a purpose and need statement for the project you're nominating.

The purpose of this project is to address the substandard road conditions on NE Sandy Blvd. that affect existing freight access between existing freight-oriented businesses and other Metro Title 4 industrial lands and I-84 via Exit 16 at 238th Avenue. Sandy Blvd. was under-invested in by ODOT prior to the jurisdictional transfer to the County and the cities of Gresham and Portland. It currently has 2 travel lanes (one in each direction), minimal shoulders and drainage ditches. It has no sidewalks or bike lanes, limiting mode choices, including transit, for employees and local residents of the manufactured home park within the project area.

The project is needed to bring Sandy Blvd. to urban arterial standards, improving the safety of current travelers and attracting new industries and jobs to "shovel-ready" industrial sites. Currently, there are over 1,100 jobs with a number of major employers in the project area. They have been attracted by the good regional inter-modal freight access.

There are extensive opportunities for potential future jobs to locate in the vacant industrial and commercial properties. While attracted to CCRD Enterprise Zone by incentives for qualifying firms locating in the area, the lack of improvements on Sandy has been cited by prospective businesses as an impediment to locating in this area. Improving pavement conditions and storm water management, widening the intersection of Sandy and 230th Avenue, providing sidewalks and bike lanes and improving pavement conditions and drainage will help reduce freight delay and improve freight reliability through improved access between CCRD industrial sites and I-84 Exit 16. It will improve safety by separating modes and increase employees' and local residents' mode choices.

Enhanced freight access will make the area more attractive to prospective firms. The majority of the properties are designated employment or industrial lands on the Metro Title 4 Map. Townsend Business Park has approximately 30 acres of developable industrial land, there are roughly 250,000 square feet of available vacant build-to-suit industrial space in the LEED Gold Certified Birtcher Building, and approximately 20 acres of vacant commercial land along Sandy Blvd. In addition, improved freight access will make existing "shovel-ready" industrial properties in the project area more marketable to prospective firms.

This project is also needed to expand economic opportunities to underserved communities located in the cities of Fairview and Wood Village by attracting industries to the area to support job creation and

providing mode choices for employees. Metro data indicates that above average concentrations of EJ and underserved populations are located in the vicinity of the project area south of Sandy Boulevard. This project will contribute to the “greening of the economy” by closing the jobs/affordable housing imbalance in East Multnomah County. Improvements along Sandy Blvd would provide much needed improved access to transit and pedestrian/bike facilities for the multiple underserved communities living in Fairview, Gresham, Troutdale and Wood Village. Quail Hollow Manufactured Home Park, Portland Fairview RV Park, and multiple apartment complexes located on Sandy Blvd. near the project area provide affordable housing options to East County workforce. In addition, Townsend Farms – a freight-reliant operation near Townsend Business Park, provides workforce housing to its seasonal employees on a property adjacent to Sandy Blvd.

Highest Priority Criteria

6. Describe how the project will reduce freight delay.

The project will contribute to reduced freight delay and improved freight reliability by improving freight access between I-84 exit 16 and the CCRD industrial area, specifically to the entrance of Townsend Business Park, a 75-acre General Industrial area, by improving pavement conditions and separating conflicts between freight and bicyclists and pedestrians.

7. Describe how the project increases freight access to industrial lands, employment centers & local businesses, and/or rail facilities for regional shippers.

Construction of the project will increase access to CCRD industrial sites from I-84 Exit 16, as will intersection widening at Sandy and 230th, the entrance to the Townsend Business Park. Improved freight access will also make existing “shovel-ready” industrial properties in the project area more marketable to prospective firms. Townsend Business Park has approximately 30 acres of developable industrial land, there are roughly 250,000 square feet of available vacant build-to-suit industrial space in the LEED Gold Certified Birtcher Building, and approximately 20 acres of vacant commercial land along Sandy Blvd.

8. Describe how the project contributes to “greening the economy” and how the project helps expand economic opportunities to Environmental Justice/underserved communities. *(For the purposes of this allocation we are defining “greening the economy” to be initiatives that contribute to creating a low carbon, resource efficient, and socially inclusive economy)*

This project will contribute to the “greening of the economy” by closing the jobs/affordable housing imbalance in East Multnomah County. Improvements along Sandy Blvd would provide much needed improved access to transit and pedestrian/bike facilities for the multiple underserved communities living in Gresham, Fairview, Troutdale and Wood Village. Metro data indicates that the area along Sandy has an above average concentration of EJ and underserved populations. Quail Hollow Manufactured Home Park, Portland Fairview RV Park, and multiple apartment complexes providing affordable housing options to the East County workforce are located along Sandy Blvd. In addition, Townsend Farms provides workforce housing to their seasonal employees on a property adjacent to Sandy Blvd. The

active transportation component of this project increases mode choice of residents in the area to access the commercial node at Sandy and 238th Avenue as well as employment opportunities with businesses in the area. The construction of bike lanes and sidewalks will improve safety by removing conflicts between freight and active transportation modes. The enhanced transit access along Sandy will improve access to TriMet Route #12, further connecting EJ/underserved communities with existing and future jobs in the project area.

High Priority Criteria

9. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design mitigate these conflicts?

This area is used by both bicyclists and pedestrians. Heavy use by pedestrians traveling to Wal-Mart at 238th has been observed. Enhancing transit stops along Sandy and constructing bike lanes and sidewalks will separate active transportation from freight traffic in the project area.

10. Does the project help reduce air toxics or particulate matter? Please explain.

Providing multi-modal facilities contributes to the reduction of air toxics and particulate matter by encouraging the use of non-motorized modes of transportation. The project will also improve efficiency by widening the intersection, improving turning radius, and providing left turn channels at the intersection of 230th and Sandy Blvd.

11. Does the project help reduce impacts, such as noise, land use conflicts, emissions, etc. to Environmental Justice communities?

Enclaves of low-income, minority households along Sandy use this route to access Wal-Mart and other commercial uses at 238th Avenue. This project will separate modes and reduce conflicts between freight, bicyclists and pedestrians as well as transit. This will directly benefit EJ populations living in the mobile home park in the project area, as well as others who walk along the corridor.

12. Describe how the project increases freight reliability.

This project will improve freight reliability with appropriately-designed turning radii at intersections, pavement resurfacing, effective storm water management, and by separating modes.

Priority Criteria

13. Is the project of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources such as state trust fund pass through to local agencies, local bridge program, or large state funding programs (Modernization, Bridge, Preservation, etc.) or have any other significant sources of funds? Please explain.

Regional Flexible Funds are one of few opportunities for the County to leverage its transportation trust funds to complete freight project. Over 80% of trust funds passed through to the County are dispersed

to the cities of Portland and Gresham per Inter-governmental Agreements. The capital portion of the County's remainder is sufficient to serve as match for grant programs such as RFF and Transportation Enhancement. Without these sources, Multnomah County is unable to undertake its needed capital projects.

14. Will this nomination leverage other funds or prepare a project to compete for discretionary funding that may otherwise not come to the region? Describe any opportunities you have identified.

This project is the "public" portion of a public/private partnership with Townsend Business Park. It leverages private investments in 230th Avenue and Townsend Way that provide local circulation within the CCRD, including multi-modal access to 223rd Avenue. The project also leverages investments made by the Wal-Mart development on Sandy Blvd at 238th.

15. Describe how the project may help reduce the need for highway expansion.

The project reduces the need for highway expansion by improving access between the CCRD industrial area and the I-84 Exit 16 interchange, reducing demand on nearby exits (Exit 17 at 257th Ave. and Exit 15 at 181st Ave.) that are operating at or near capacity.

16. Describe any multi-modal elements included in the design of your project.

The multi-modal components of this project increases mode choice of residents in the area to access the commercial node at Sandy and 238th Avenue. The construction of six foot bike lanes and six foot sidewalks will improve safety by removing conflicts between freight and active transportation modes. The enhanced transit access along Sandy will improve access to TriMet Route #12, further connecting EJ/underserved communities with existing and future jobs in the project area. Transit use in this area is high, with boarding totals for the 23500 block of NE Sandy averaging 1,546 per week and lift service averaging 30 service requests a month. The active transportation component of the project will contribute to the reduction of air toxins and particulate matter by supporting the use of non-motorized modes of transportation.