



Transportation Project Sponsors

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

Organization Name: Multnomah County	
Contact Person Name: Joanna Valencia	Title: Sr Transportation Planner
Street Address: 1600 SE 190th Ave	Phone: 503-988-3043 x29637
City, State Zip: Portland, OR 97233	
E-mail: joanna.valencia@multco.us	

2. Co-Sponsor(s)

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

n/a

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Sandy Blvd (Fairview City Limits - 210th Ave): Freight & Multi-modal Improve

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

	Project Funds	% of Project Costs
Total Costs	\$1,526,873	
Non-Eligible Costs		
Total Transportation Project Cost	\$1,526,873	100%
Matching Funds	\$219,590	14.38%
Requested Funds	\$1,307,284	85.62%

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

This project will improve a substandard minor arterial in two segments. First, from Gresham/Fairview city limits to 210th Ave, the project will fill gaps in the bicycle and pedestrian network including constructing curbs, sidewalks, lighting, bus stop enhancements, and bicycle lanes to better connect residents living in dense residential communities to regional and town centers, as well as to reduce multi-modal conflicts by providing bicyclists and pedestrians with separated, full-standard facilities. Second, this project will install a signal at the intersection of Sandy Blvd and 230th Ave to improve the freight turning conflicts from prime industrial sites in the Townsend Business Park and to increase multi-modal safety given the high amount of observed freight traffic along the corridor



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

8. Project Problem Statement–REQUIRED

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

Sandy Blvd is a substandard minor arterial that is too narrow for the average daily traffic of 9,800 (2011 data) with a posted speed limit of 40mph. Sandy Blvd between Fairview city limits and 210th Ave needs to balance the multimodal and livability needs of the residential areas with the demand of the freight route by filling gaps in bicycle and pedestrian network. The project segment lacks basic sidewalks to provide access the transit stops. The intersection at 230th Ave is constrained. Without a signal, freight traffic has difficulty finding a break in traffic to complete its wide turns and merge onto Sandy Blvd. This lack of infrastructure has been identified by the Columbia Cascade River District as a disincentive to potential firms developing the industrial sites off 230th Ave.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Fairview"/>	County: <input style="width: 90%;" type="text" value="Multnomah"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text" value="n/a"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

NE Sandy Blvd, between Gresham/Fairview City Limits and 210th; Intersection at NE Sandy Blvd and 230th Ave

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



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<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

Sandy Boulevard lacks the urban infrastructure to realize its minor arterial classification and to provide safe multimodal access along a busy freight corridor. This project proposes constructing improvements to two segments of Sandy (1) multimodal access and safety improvements along the substandard corridor along Sandy Blvd between Gresham/Fairview city limits and the 210th Ave, and (2) a new traffic signal at the intersection of Sandy Blvd and 230th Ave to improve freight mobility from the Townsend Business Park.

Sandy Blvd throughout the four northeast Multnomah County cities is a significant industrial corridor with prime, state-certified industrial lands located throughout. This proposed project will fill gaps left by recently completed, funded, and soon-to-be funded projects throughout the freight corridor including: Multnomah County Sandy Blvd Project from 230th to 238th, roadway and multimodal improvements funded by Regional Flex Funds 2014-15; City of Gresham Sandy Blvd Project from 181st to Gresham/Fairview city limits, an East Multnomah County top priority project for 2016-18 Regional Flexible Funds allocation; and Multnomah County NE 223rd Ave Railroad Overcrossing Replacement Project at Sandy Blvd, completed in 2011.

The first project segment (between Gresham/Fairview city limits and 210th Ave) does not meet Multnomah County standards for a minor arterial and contains significant gaps in sidewalks and bike lanes. The proposed improvements would implement the recommendations made in the Sandy Boulevard Refinement Plan completed in 2001 which calls for a three-lane arterial street design to accommodate the through-freight traffic while also emphasizing pedestrian-scaled and bicycle improvements to the dense residential communities and to the transit users. This project will complete the gaps in sidewalks and bike lanes, providing a continuous separated facility for bicyclists, pedestrians, and transit users to travel with increased comfort and safety. The project improvements will also increase access to transit stops to the nearly 550 residential units in the project area. Bus stops located at 205th/206th Place, serviced by Trimet’s Bus Line 21, averages



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nearly 800 ons and offs per week. Additionally, this project proposes a new signal at the intersection of Sandy Blvd and 230th Ave, leveraging the freight improvements recently allocated to receive 2015-16 Regional Flexible Fund money which will provide wider turning radii and left turn channelization. The new signal at Sandy Blvd and 230th Ave will positively impact freight access from the Townsend Business Park which currently has limited left-turn access turning eastbound onto Sandy Blvd. The need to install a signal and intersection improvements is very timely. Private development of the Townsend Business Park has recently constructed 230th Ave to full standards. Improvements to the signal at 230th Ave may require working with property owners to relocate minor encroachments in the right of way such as fencing and debris. This proposed improvement would not require additional right-of-way.

This project will fund the design and construction costs to construct the three-lane cross-section where there are currently only two-lanes including curbs, gutters, pedestrian-oriented landscaping and lighting, 6ft sidewalks and 6ft bicycle lanes, and bus stop enhancements. The project will also fund the construction costs for the new signal at 230th Ave. In addition to the capital improvement costs to the roadway, this proposed project would also address stormwater and drainage concerns along the corridor by constructing inlets, storm pipes, and installing a retaining wall to support an existing culvert near a stream. The two segments identified above can be completed as a separate phase if needed, each providing stand-alone improvements to the traveling public.

12. Primary Project Mode(s)

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

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
FY 2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
	Bid Let Date
	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
FY 2017	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

City of Fairview – Priority pedestrian and motor vehicle projects (Transportation System Plan, Page 10-6); Multi-modal policies and strategies that prioritize infill of sidewalks and bicycle lanes, as well as prioritize completion of freight routes (Transportation System Plan, Page 2-3 to 2-8).

Cascade-Columbia River District Strategic Plan 2010-13 – Prioritized Transportation Project, including signal at 230th Ave (Page 8).

Multnomah County – “2012 Update Multnomah County Transportation Capital Improvement Plan and Program Fiscal Years 2010-2014” Capital Improvement Project 716 (page 8) to “Reconstruct Sandy Blvd to minor arterial” standards from Gresham City Limits to 238th Ave.

Metro - RTP project #10399 includes improvements to Sandy Blvd from 207th to 238th; RTP Freight Map designation of Sandy Blvd as a Regional Street; RTP Bicycle Map designation as Regional Bikeway; and the 2040 Growth Concept’s designation as a Corridor.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?—REQUIRED

- Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

This project will manage the existing transportation system by building out desired street cross-sections without the need to acquire additional right-of-way and by leveraging recent and planned improvements in the area. The project will improve the efficiency and operation capacity of existing infrastructure by building the three-lane minor arterial cross-section, providing separated facilities for all the modes and by improving freight traffic movements off of 230th Ave. The project will add capacity to the system for bicyclists and pedestrians by providing each a separated facility, and will add capacity for freight and motor vehicles by constructing a 3-lane cross section including a center turn lane.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

The proposed project is on the local transportation system. However Sandy Blvd from the Gresham/Fairview city limits to 207th is designated as a District Highway. The project is located less than one mile from two full interchanges along I-84: the Fairview Parkway/207th Ave interchange, and the NE 238th Ave interchange. Given the proximity to the I-84 interchanges and the frequency with which freight uses Sandy Blvd to access prime industrial sites, improvements made to enhance freight mobility along the corridor may distribute the capacity on the interchanges of I-84 in a more efficient manner, encouraging freight traffic to utilize the project's newly improved segments over alternative routes.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

The proposed project will improve a substandard minor arterial to a full 3-lane cross-section that would allow for greater freight mobility and provide critical links in the bicycle and pedestrian network. A new traffic signal at the intersection of Sandy Blvd and 230th Ave will reduce turning conflicts for freight traffic turning eastbound onto Sandy Blvd from 230th Ave. Travel options for the dense apartment and mobile home communities will increase with the improved bicycle network as well as improved pedestrian connections to transit. The overall traffic flow operations will improve by building out Sandy Blvd to a three-lane arterial with a continuing center turn lane. In tandem with several infrastructure investments at the regional level in the immediate area, freight mobility will be maximized.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

The proposed project will greatly improve multimodal connectivity as well as allow for more efficient freight accessibility through the industrial and employment land corridor. By constructing curb, sidewalk gaps, and bus stop enhancements, the area's diverse residents will have improved access to transit stops along Sandy Blvd, including the bus stop at 205th Ave / 206th Place which receives on average nearly 800 on's and off's per week. Bus Line 21 which serves Sandy Blvd connects the local residents with the Wood Village/Fairview Town Center, the Gresham Regional Center, several large-scale commercial areas such as Walmart near 238th Ave, and the employment and industrial lands along Sandy Blvd. Similarly, the construction of gaps in the bicycle lanes will add connectivity to the bike network, linking residential areas with commercial, industrial, and employment areas. With the new signal at 230th Ave, for the existing, constrained freight access into prime industrial land will be improved. Additionally, freight improvements to the area will attract future businesses to locate to prime "shovel-ready" industrial areas of the Columbia Cascade River District (CCRD).

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

The improvements to Sandy Blvd as proposed in this project will improve existing freight mobility through the corridor and open constrained access points to the Townsend Business Park, a "shovel-ready" development with over 30 acres of prime industrial land and 1,100 employees. The CCRD and the East Metro Economic Alliance identified infrastructure barriers as being a primary deterrent to attracting new firms and development in the northeast County industrial area. Investing in the proposed capital improvements to improve constrained roadways and intersections will help attract new firms and in turn preserve the existing jobs and also attract new long-term jobs to the area. At a regional scale, the proposed improvements would leverage significant investment to the transportation network in adjacent industrial areas to provide a more efficient and seamless flow of goods and products along Sandy Blvd, connecting to I-84 and key north-south freight corridors identified in the recently completed East Metro Connections Plan such as NE 181st Ave and NE 238th / 242nd Ave, and the proposed Troutdale Interchange Project at NE 238th Ave.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The proposed project would help meet air, energy and water quality conservation goals, as well as goals for reducing greenhouse gases. First, the project will complete gaps in the pedestrian and bicycle network to better access commercial areas and transit stops which has the potential to reduce single-occupancy vehicle trips and thus greenhouse gas emissions. Second, a new signal at the intersection of 230th Ave allowing for improved freight turning movements will reduce the idling of trucks attempting to complete an eastbound left turn onto Sandy Blvd. Third, when building Sandy Blvd to the minor arterial standard, the project will reduce impacts on the stream crossing just west of 210th Ave by installing new stormwater inlets and pipes in the right-of-way, and constructing a retaining wall to support the existing culvert at the stream.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

The City of Fairview plans for and implements land use along the project area. Currently, land in the project area is zoned for Commercial, Light Industrial, and Residential-Manufactured Home. The project will support the existing land uses as well as future Comprehensive Plan designations. Similarly, by constructing multi-modal improvements and building Sandy Blvd to a three-lane minor arterial, the segment can realize its 2040 Growth Concept designation of a Corridor and Urban Road which will in turn improve multi-modal access to the Wood Village-Fairview Town Center and to designated employment and industrial lands. Lastly, the project will improve freight access through the Sandy Blvd corridor which will help implement regional and local plans for prime industrial development at both ends of the project area, including the intersection at Sandy Blvd and 230th Ave.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

Following the recommendations of the Sandy Blvd Corridor Refinement Plan, this project will serve the unique residential use and design of this project segment (between Gresham/Fairview city limits and the 210th Ave) by constructing curbs, sidewalks, pedestrian-scaled landscaping and lighting, bicycle lanes and enhanced transit stops. Currently the substandard pedestrian facilities at bus stops along the project segment require transit users to wait on gravel shoulders close to fast-moving freight traffic. The stormwater will be improved, minimizing the impacts to the natural resources in the area which include several small streams and wetlands that drain to the Columbia River. Residents will benefit from increased transportation options for commuting or for meeting daily needs such as larger retailers and grocery stores at nearby town and regional centers.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

Sandy Blvd is a regionally designated freight route with a high amount of daily freight traffic. Nearly 25% of observed traffic during a 2011 traffic count were trucks with two or more axels. A primary benefit to the proposed project is completing the separated bicycle and pedestrian networks in the project area. Currently there are gaps in both bicycle lanes and sidewalks along Sandy Blvd. The most vulnerable road users (bicyclists, pedestrians, and transit users) will experience real and perceived safety improvements with the construction of separated facilities such as sidewalks, pedestrian-scaled street lighting, paved bicycle lanes, and enhanced bus stops as they will no longer be forced to share a narrow and substandard right-of-way with fast-moving freight traffic. At the intersection of 230th Ave, the safety for all modes would be improved with the addition of a traffic signal. The signal will provide freight traffic moving from the Townsend Business Park at 230th Ave onto Sandy Blvd sufficient time to complete turns regardless of peak traffic hours.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

The proposed project will have a positive equity component. According to Metro's Regional Flex Fund Equity Analysis from 2011 which calculated a composite index to measure the diversity of communities compared to region-wide averages, the communities along the south side of the Sandy Blvd project area have "above average" concentration of environmental justice communities. More specifically, the composite index analysis shows that the communities south of the project area have "significantly above average" concentrations of young people who, given obvious barriers of not being able to drive legally until age 16, have more limited transportation options and rely more frequently on alternative modes of transportation such as walking, bicycling, or using transit. Constructing gaps in curbs and sidewalks to allow safer walking to nearby bus stops that are serviced by Trimet's Bus Line 21 which connects residents to jobs and basic services in the employment and industrial lands, the Fairview-Wood Village Town Center, Gresham Regional Town Center, and to Max light rail.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

The proposed project will be fair and fiscally responsible. The facility will be maintained and operated by Multnomah County. Constructing the three-lane minor arterial cross-section as recommended by the Sandy Blvd Corridor Refinement Plan will maximize existing right-of-way width and will not require the acquisition of additional right-of-way. Additionally, the timeliness of this project will leverage recent investments to adjacent portions of Sandy Blvd and connecting streets such as the freight improvement project from 230th to 238th Ave funded in the 2011 Regional Flex Funds process, the freight and multi-modal improvements to be constructed from the Sandy Blvd from 181st to Gresham city limits project that East County has identified as a top priority for the 2016-18 Regional Flex Funds, the private improvements to 230th Ave, and the recently completed railroad undercrossing at 223rd and Sandy Blvd which improved freight access from the Wood Village/Fairview Town Center to Sandy Blvd.

Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$219,590	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$243,989	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$463,578
Utility Relocation		
Construction	\$1,063,295	
Construction Project Costs Total		\$1,063,295
Total Eligible Project Cost		\$1,526,873
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Multnomah County	\$219,590	14%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$219,590	14%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

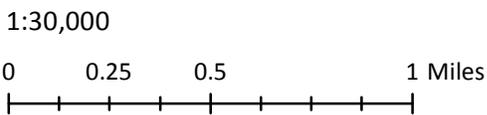
Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

Map 1. Vicinity Map for Multnomah County NE Sandy Blvd STIP Enhance 2015-18 Project

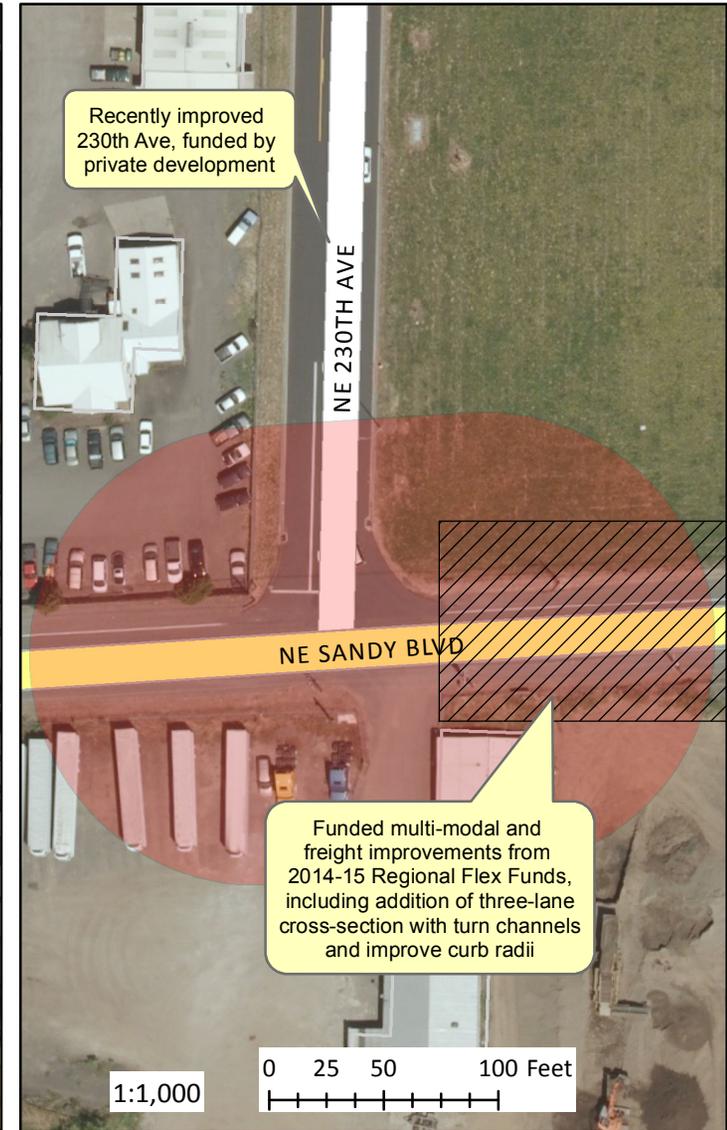


**NE Sandy Blvd (Gresham/Fairview City Limits to 210th Ave):
Freight Mobility and Multi-modal Safety Improvements**

- Sandy Blvd Project Area
- Project Area 100ft buffer
- City Boundaries
- Freeway
- Arterial
- Local Street
- Industrial Zoning (local)
- Multi-family or Mobile Home Residential Zoning (local)
- Commercial Zoning (local)



Map 2. Site Map and Aerial Photo - Corridor from Gresham/Fairview City Limits to 210th Ave (left) and Intersection at 230th Ave (right)

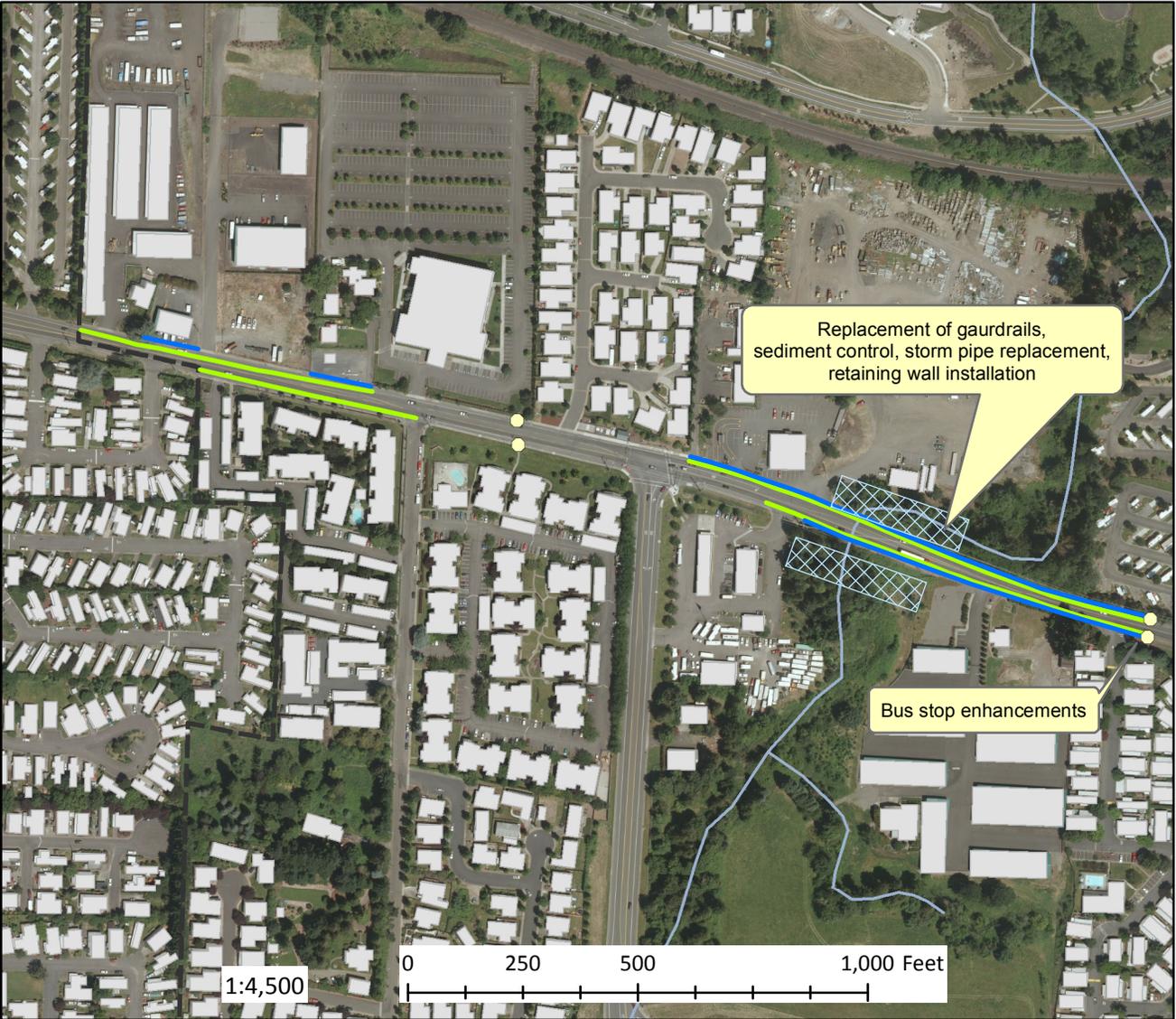


NE Sandy Blvd (Gresham/Fairview City Limits to 210th Ave): Freight Mobility and Multi-modal Safety Improvements
Multimodal Transportation Enhance Project Application for 2015-2018 STIP

- Sandy Blvd Project Area
- Freeway
- Sandy Blvd Project Area 100ft Buffer
- Stream Line
- Arterial
- City Boundaries
- Local Street



Map 3. Site Plan - Corridor from Gresham/Fairview City Limits to 210th Ave (left) and Intersection at 230th Ave (right)



NE Sandy Blvd (Gresham/Fairview City Limits to 210th Ave): Freight Mobility and Multi-modal Safety Improvements
 Multimodal Transportation Enhance Project Application for 2015-2018 STIP

- Stream Line
- - - City Boundaries
- Trimet Bus Stops, Line 21
- Sidewalk Gaps to Be Constructed
- Bike Lane Gaps to Be Constructed

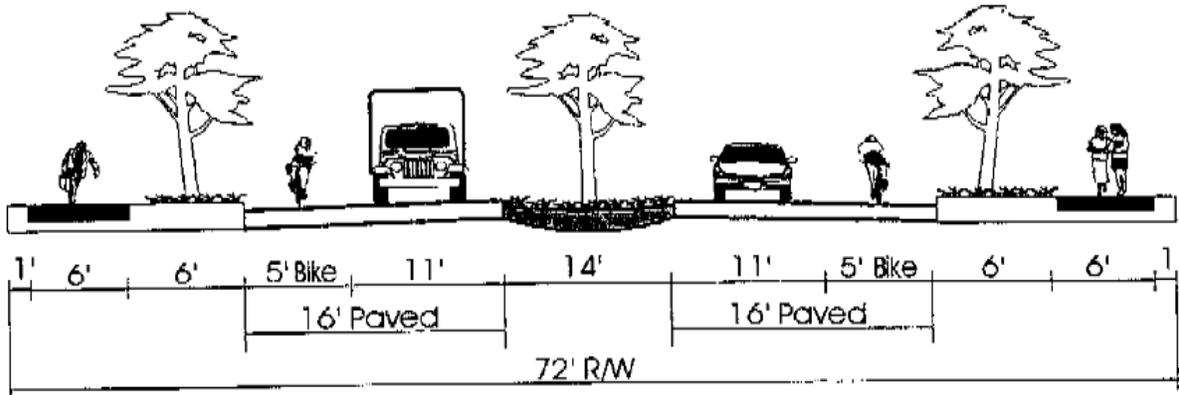


Multnomah County STIP Enhance 2015-18 Application
Sandy Blvd (Gresham/Fairview City Limits to 210th Ave): Freight Mobility and Multi-modal Safety Improvements

Proposed Cross-Section for Sandy Blvd (from the Sandy Boulevard Corridor Refinement Plan, 2001).

*Note that the proposed project would slightly alter the below cross-section to accommodate 6ft bicycle lanes.

Figure 5: Sandy Boulevard Cross-Section (Minor Arterial)



East Multnomah County Transportation Committee

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

November 27, 2012

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

Subject: 2015-2018 STIP Enhance Projects

Dear Mr. Flowers,

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

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

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

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

Sincerely,



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

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