



## Transportation Project Sponsors

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

Organization Name: <input style="width: 90%;" type="text" value="Port of Portland"/>	
Contact Person Name: <input style="width: 80%;" type="text" value="Philip Healy"/>	Title: <input style="width: 80%;" type="text" value="Transportation Planner"/>
Street Address: <input style="width: 80%;" type="text" value="7200 NE Airport Way"/>	Phone: <input style="width: 80%;" type="text" value="(503) 415-6512"/>
City, State Zip: <input style="width: 90%;" type="text" value="Portland, OR 97218"/>	
E-mail: <input style="width: 90%;" type="text" value="philip.healy@portofportland.com"/>	

### 2. Co-Sponsor(s)

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

## Transportation Project Information

### 3. Project Name–REQUIRED

Project Name:

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

	Project Funds	% of Project Costs
Total Costs	12091083	
Non-Eligible Costs		
Total Transportation Project Cost	12,091,083	100%
Matching Funds	\$1,241,754	10.27%
Requested Funds	10,849,329	89.73%

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

The Airport Futures Transportation Impact Study prepared for Airport Futures (2010 Portland International Airport Master Plan) identified improvements that are needed for NE Columbia Boulevard at NE Alderwood Road and NE Cully Boulevard. The improvements needed at both intersections include implementation of signals and turn lanes. An appropriate design solution is needed to address the proximity of the two intersections and the storage problem for back-to-back left turns.



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**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.

The project compliments the East End Connector (Key 8838), 47th and Columbia (Key 13987), Alderwood at 82nd and Alderwood at Columbia (Key 13988) and Signalization of 82nd and Columbia (Key 15596). All of the listed projects have been completed. Two additional funded projects which have not yet been implemented will also improve the Columbia Boulevard corridor for freight travel. These are the Columbia/ MLK project (Key 13502) and Columbia Boulevard ITS, funded through MTIP (RTP # 10342). The Columbia/MLK project is in design and will go to construction within the next two years. The Columbia Blvd. ITS project could be implemented within the next two to three years. Together all of the listed projects improve the Columbia Corridor for freight mobility.

**8. Project Problem Statement–REQUIRED**

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

As determined through the Airport Futures traffic analysis and other previous studies, signals and turn lanes are needed at the intersection of Columbia Boulevard and Alderwood Road and also at Columbia Boulevard and Cully Boulevard. The relatively short distance between these two intersections presents problems for back-to-back left turns. An additional complicating factor is the closeness of the at grade rail crossing of the Kenton line on Cully Boulevard. The improvements are needed to accommodate an increase in background traffic as well as growth at Portland International Airport.

**9. Transportation Project Location–REQUIRED**

City: <input style="width: 90%;" type="text" value="Portland"/>	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="Port of Portland"/>



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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 Columbia Boulevard between NE Cully Boulevard and NE Alderwood Road.

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

<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 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)

The project will reconstruct the Columbia Boulevard/Alderwood Road and the Columbia Boulevard/Cully Boulevard intersections to provide signalization, left turn pockets, enhanced turning radii to improve circulation for vehicular traffic, including trucks serving expanding air cargo facilities associated with Portland International Airport. Project design will determine if side-by-side left turn lanes need to be constructed on Columbia Boulevard and what is needed to address the closeness of the at-grade rail crossing of Cully Boulevard to the Cully/Columbia intersection, such as signal interconnect/preemption to prevent vehicle queues extending over the rail crossing. Sidewalks and bike facilities are needed on Alderwood Road and Cully Boulevard. Storm water treatment for increased pavement will also be required so new stormwater mains, culverts, inlets, and manholes are needed. A stormwater main to convey stormwater to the Columbia slough is needed. Right-of-way will need to be acquired for Cully, Alderwood, and Columbia. Landscaping, and streetlighting are required. New traffic signals and associated underground wiring and loop detectors at the intersection of Alderwood Rd and Columbia Blvd. will be installed. Some utility relocation will be necessary. A 12 foot wide shared bike and pedestrian facility on the north side of Columbia is proposed. A seven foot wide sidewalk on the south side of Columbia Blvd. will be provided. Driveways for existing access locations will be



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needed. The project needs to be funded for project development, NEPA compliance (Categorical Exclusion anticipated) and construction. Practical Design- The project was identified through Airport Futures, a collaborative process which, similar to Practical Design, emphasized the interaction of the transportation system within the community. Airport Futures involved the Port of Portland, the City of Portland, and the Portland-Vancouver metropolitan community to create a long term master plan for Portland International Airport. The process emphasized sustainability as a core theme. As this Columbia-Alderwood-Cully project moves forward the Practical Design overarching goals will be utilized to identify and build appropriate design solutions for the context of this project. With regard to phasing, the project should be constructed as one phase. However, the project could be phased for project development and construction.

## 12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input 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 Rail-UPRR Kenton Line	

## 13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input checked="" 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
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - <b>REQUIRED</b>
May, 2017	Bid Let Date
July, 2017	Construction Contract Award
Feb, 2018	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
March, 2018	Project Completion/End of Activities funded through this request - <b>REQUIRED</b>

**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.

The project is included in the 2012 Port Transportation Improvement Plan (Map ID 4, Page 28), City of Portland Freight Master Plan (Map ID S15, Pages 34, B-4), Metro 2035 Regional Transportation Plan (Project ID 10336, Page 7 of project list). The project will need to be added to the ODOT STIP. The project is consistent with land use plans. NE Columbia Boulevard and NE Alderwood Road are classified as National Highway System Intermodal connectors within the Columbia Corridor. The City of Portland designates NE Columbia Blvd. and NE Alderwood Road as Priority Truck Streets and NE Cully Boulevard as a Major Truck Street. ODOT retains jurisdiction of NE Columbia Boulevard in the vicinity of the bridge over NE 82nd Avenue. The Airport Futures Transportation Impact Study prepared for Airport Futures (2010 Portland International Airport Master Plan) identified improvements that are needed for NE Columbia Boulevard at NE Alderwood Road and NE Cully Boulevard.

**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.

The project is consistent with OTP Strategy 1.1.4 because it improves the efficiency and operational capacity of the existing transportation system by adding turn lanes and signals at needed locations. The project also complies with OHP Action 1G.1 in that the project makes optimal use of the existing transportation system, improving it in appropriate and cost effective ways.

## 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 project will help to keep Columbia Boulevard a viable freight route within the Columbia Corridor. Ensuring that Columbia Boulevard functions as intended helps to keep vehicles from using the interstate system. The improvements to Columbia, Alderwood, and Cully are improvements to the freight system and intermodal connectors. The improvements supports the development of a multimodal freight system, specifically for delivery of time critical air freight associated with Portland International Airport.

### 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 project improves National Highway System Intermodal connectors within the Columbia Corridor. It will improve connections for passengers travelling to and from Portland International Airport as well as for vehicles carrying high value, time sensitive cargo to and from the air freight hub at Portland International Airport.

### 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 project will add bike lanes and sidewalks to Alderwood and Cully within the project area. The project will also replace a curb tight sidewalk with a multi-use path on the north side of Columbia within the project area. These project elements will improve multi-modal connections for bicycle and pedestrian users who access PDX and also the nearby residential neighborhoods to the south of the project. The project site is within the Cully Neighborhood and Cully Park is adjacent to the site. There are many nearby schools. The project will enhance the neighborhood connections to employers within the Columbia Corridor, including the many employers at and near PDX. By improving connections to PDX the project helps all Oregonians who travel by air for business or recreation or who ship freight out of PDX or make use of Columbia Blvd. to deliver freight to the marine terminals, distribution centers, and manufacturing companies in Rivergate and elsewhere in the Columbia Corridor.

## 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 concentration of low income households is significantly higher than average in the neighborhood to the south of the project. The project is intended to support growth in business activity associated with Portland International Airport. By supporting an increase in business activity and job growth the project will support the nearby community by increasing employment opportunity and tax base to support schools and transit.

## 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 project will promote environmental stewardship in a number of ways. Most directly, the project will provide for stormwater treatment through the use of drainage swales. Currently there are no storm facilities of this type in the project area. The project will indirectly promote environmental sustainability by improving congestion and idling on Columbia Blvd, Alderwood, and Cully by providing turn lanes to ease the flow of traffic. Additionally, by promoting easier freight travel within the Columbia Corridor to the marine terminals and rail terminals in Rivergate, the project supports more fuel efficient modes of freight transport.

## 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 project supports the land use plan known as Airport Futures, which is a long term land use plan for the area including and near Portland International Airport. In addition, by providing sidewalks and a multi-use path within the project are, the project contributes to improving worker access to jobs between the Cully neighborhood and PDX and the Columbia Corridor in general.

## 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?

The project supports livability by supporting job growth at PDX and in the Columbia Corridor. In addition to providing freight mobility the project includes pedestrian and bicycle improvements that will encourage bike riding and walking for a healthier lifestyle.

## 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?

The project improves safety in a number of ways. The project provides turn lanes for safer left turn movements. The project also provides sidewalks and bike lanes at the intersections of Cully and Alderwood to provide refuges for those system users. A multi-use path will also be provided on the north side of Columbia in addition to the south-side sidewalk.

## 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 community that the project is located in has a significantly higher concentration of low income and non-white households. The project supports job growth that can benefit these populations. The project also provides bike and pedestrian facilities that can better serve these populations for workforce, school, and recreation access.

## **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?

After construction the improvements will be maintained by the City of Portland Bureau of Transportation. As discussed previously in this application the project builds on and supports the continued use of previous improvements to the Columbia Boulevard freight network including the East End Connector, signalization and turn lane improvements at 82nd and Columbia, 47th and Columbia and intersection improvements at Alderwood and Columbia. Already funded improvements that will build on this project include Columbia Blvd. ITS and the Columbia/MLK right turn lane improvements.

## 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	\$184,114	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$2,031,825	
Environmental Work	\$100,000	
Coordination and Outreach	\$50,000	
Leased Space		
Building purchase and/or Right of Way	\$710,152	
Capital Equipment		
<b>Non-Construction Project Costs Total</b>		<b>\$3,076,091</b>
Utility Relocation	\$200,000	
Construction	\$8,814,992	
<b>Construction Project Costs Total</b>		<b>\$9,014,992</b>
<b>Total Eligible Project Cost</b>		<b>12,091,083</b>
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	Port of Portland	\$620,877	5%
Co-Sponsor	City of Portland	\$620,877	5%
Participant			0%
Participant			0%
<b>Total</b>		\$1,241,754	10%

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:

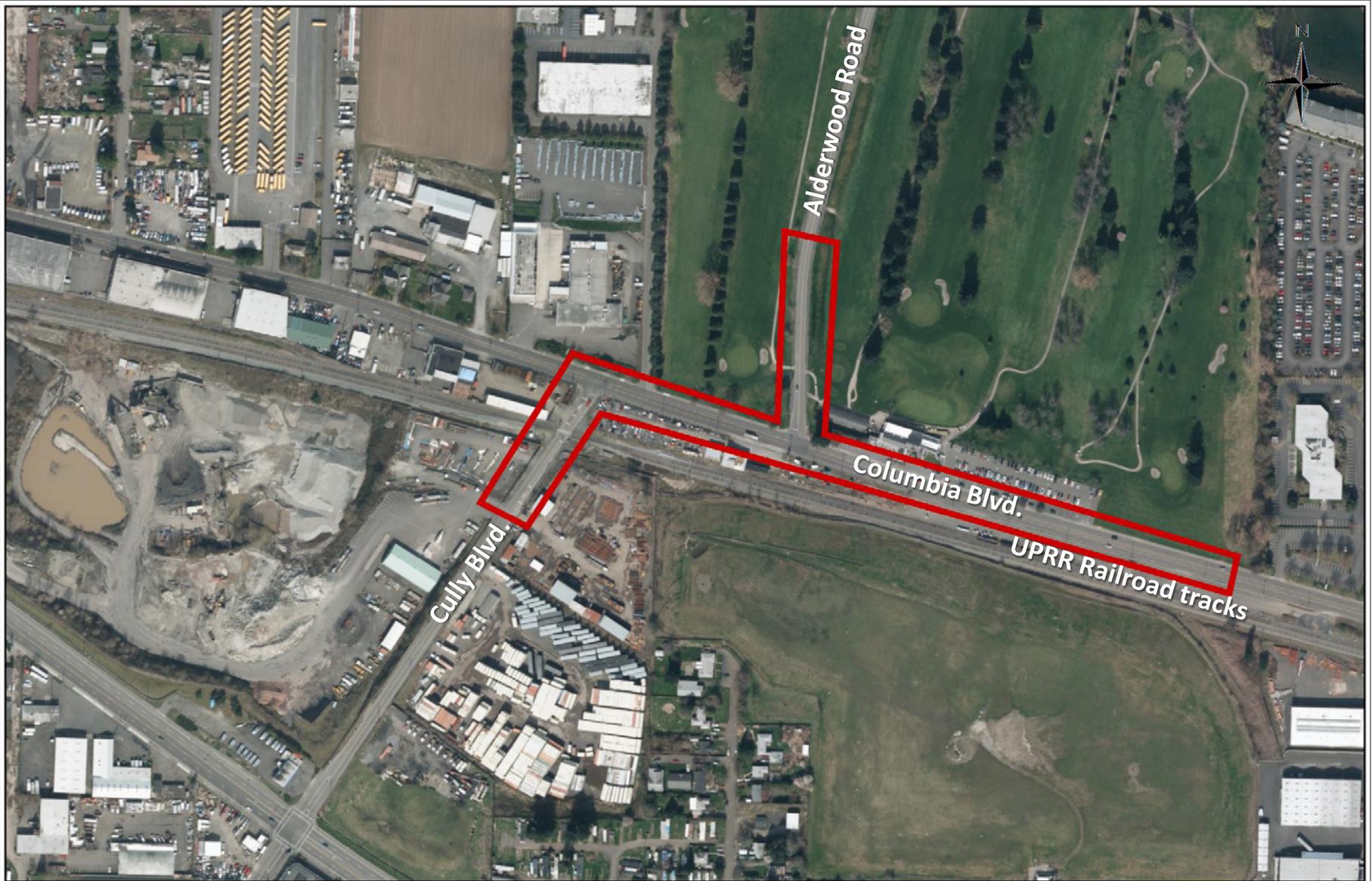
Authorizing Authority Name:

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.



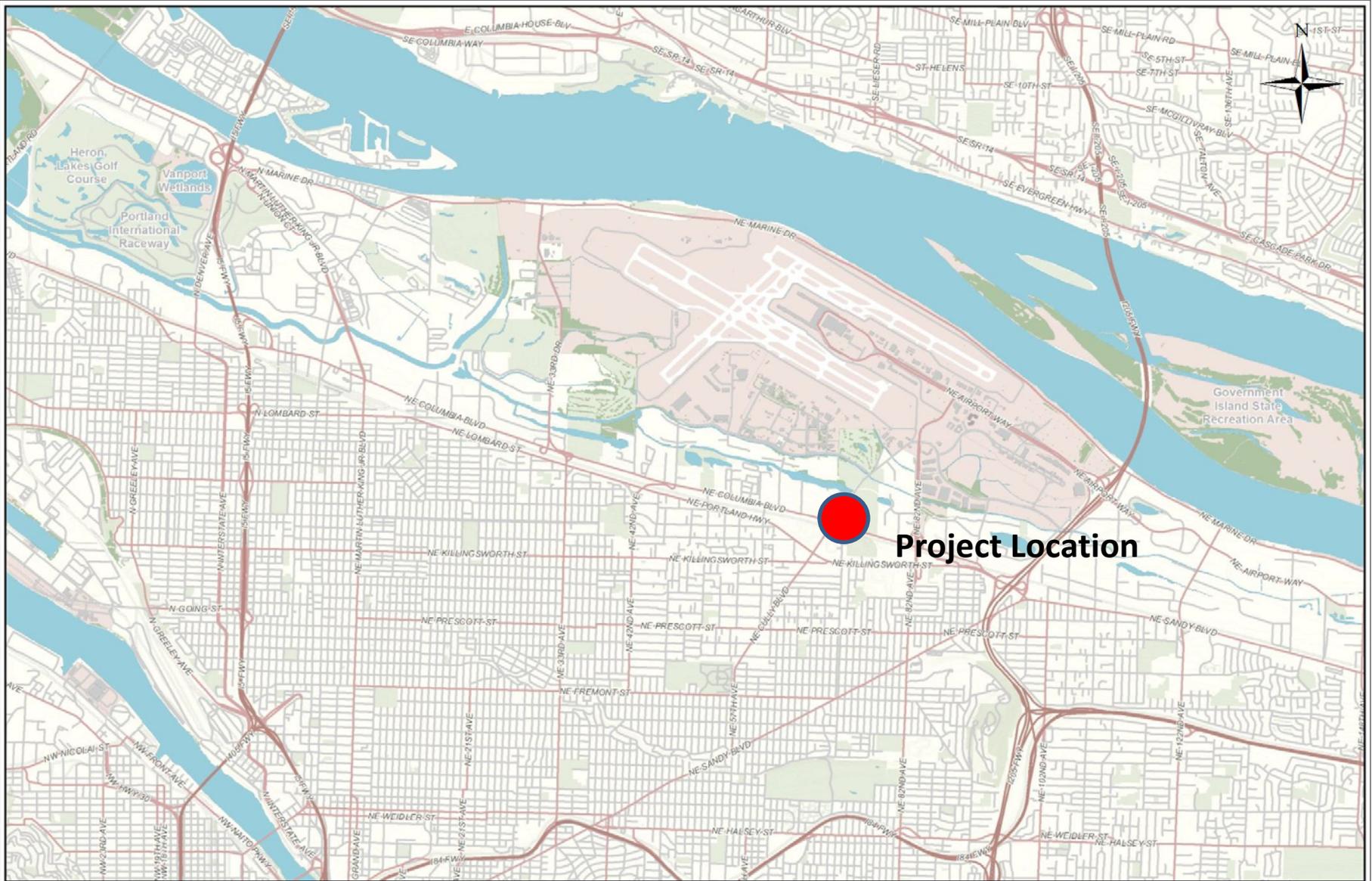
 **Port of Portland**

0 162.5 325 650 Feet

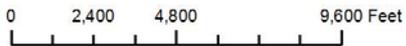
Printed from PortGIS on: 11/21/2012

**Columbia-Cully-Alderwood  
Project Area**

Port of Portland geospatial data is gathered, maintained and primarily used for internal reference and analysis, and is only updated as resources permit. Geospatial data refers to data and information referenced to a location on the Earth's surface such as maps, charts, air photos, satellite images, cadastre and land and water surveys, in digital or hard copy form. Geospatial data may be gathered and maintained by more than one person or department within the Port, and data distributed by one person or department may not reflect the most recent data available from the Port or from other sources. Port geospatial data is not intended for survey or engineering purposes or to describe the authoritative or precise location of boundaries, fixed human works, or the shape and contour of the earth. The Port makes no warranty of any kind, expressed or implied, including any warranty of merchantability, fitness for a particular purpose, or any other matter with respect to its geospatial data. The Port is not responsible for possible errors, omissions, misuse, or misrepresentation of its geospatial data. Port geospatial data is not intended as a final determination of such features as existing or proposed infrastructure, conservation areas, or the boundaries of regulated areas such as wetlands, all of which are subject to surveying or delineation and may change over time. No representation is made concerning the legal status of any apparent route of access identified in geospatial data.



**Project Location**



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## Columbia-Alderwood-Cully

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