

East Multnomah County Transportation Committee

Exhibit C

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

September 11, 2013

Metro

Attn.: Tom Hughes, Metro President and Carlotta Collette, JPACT Chair
600 NE Grand Avenue
Portland, OR 97232-2736

Re: MTIP Regional Flexible Funds (RFFA) and Regional Economic Opportunity Fund (REOF) East County Allocations

Dear Tom and Carlotta:

The East Multnomah County Transportation Committee (EMCTC) met on September 9, 2013 and took formal action to endorse the following projects for funding for East County's Regional Flexible Funds (RFFA) and Regional Economic Opportunity Fund (REOF) allocation.

Regional Flexible Funds (RFFA)

- Gresham Sandy Boulevard Project: Sandy Boulevard between 181st Avenue and east City of Gresham limits City of Gresham's application for improvements along Sandy Boulevard between 181st Avenue and east City of Gresham limits. The committee voted to award all of the East County allocation for Active Transportation and Freight/Green Economy to this project. The committee recognizes that in absolute terms the project does not reflect the 75/25 policy split, however this project was identified as a priority project. With funding limitations, this project achieves the goal of a complete project that has both active transportation and freight components. Amount: \$2.578M of Active Transportation \$1.066M of Freight/Green Economy sub-regional cost target of Multnomah County (Total= \$3.644M)

Regional Economic Opportunity Fund (REOF)

- NE 238th Drive PE/Design/ROW Project is the priority project that was identified as part of the recent completion of the East Metro Connections Plan by the East County cities of Gresham, Wood Village, Fairview and Troutdale, along with Multnomah County. Funding for construction is being sought under the STIP process. Amount \$1M.
- I-84/Troutdale interchange with support for local roads has been identified as a priority for the region through the most recent TIGER process and includes improvements to access to the Troutdale Reynolds Industrial Park for all users and expands job creation opportunities within the 345-acre industrial site. Amount \$8M.

Thank you for continuing to advance these projects as East County priorities for the Region and for funding under the MTIP.

Sincerely,



Diane McKeel, Chair
East Multnomah County Transportation Committee

cc: Councilor Lisa Barton Mullins, Fairview
Councilor Josh Fuhrer, Gresham
Mayor Doug Daoust, Troutdale
Councilor Tim Clark, Wood Village
Susie Lahsene, Port of Portland

EMCTC 100% Recommended Project for the MTIP Regional Flex Funds Allocation

Project:

- **Gresham Sandy Boulevard Project: NE 181st Avenue to East Gresham City Limits- Construct new multimodal facilities and improve safety for all modes**

City of Gresham's application for improvements along Sandy Boulevard between 181st Avenue and east City of Gresham limits. This US 30/Sandy Boulevard project extends from 181st Avenue approximately 1.1 miles to the east Gresham city limit and encompasses both the north and south sides of this arterial roadway. Amount: \$2.578M of Active Transportation \$1.066M of Freight/Green Economy sub-regional cost target of Multnomah County (Total= \$3.644M)

The East Multnomah County Transportation Committee (EMCTC) voted to award all of the East County allocation for Active Transportation and Freight/Green Economy to this project. The committee recognizes that in absolute terms the project does not reflect the 75/25 policy split, however this project was identified as a priority project. With funding limitations, this project achieves the goal of a complete project that has both active transportation and freight components.

This project will benefit all of East Multnomah County by improving mobility and access to a regionally significant industrial area, enhancing safety, and building new multimodal facilities to and along US 30/Sandy Boulevard. Benefits of this project go beyond the physical construction elements; improvements fronting approximately 19 acres of vacant, state certified industrial land will support economic development by attracting employers and new jobs to a shovel-ready industrial site. The site is strategically located with easy access to I-84 and marine, rail, and air freight facilities. This project also builds on previously approved funding on the east end of Sandy Blvd, funded in the last Flex Funds cycle.

EMCTC Summary of Local Process for MTIP Regional Flex Funds Allocation

The East Multnomah County Transportation Committee (EMCTC) local review and prioritization of projects for funding under the Regional Flex Funds allocation involved a number of steps that included a robust public outreach process. The process included technical review of applications that was conducted and completed in May 2013. An Open House and Public Meeting before EMCTC was held on July 29, 2013. Seven attendees in general support of the projects were present. Six letters of support for the Gresham Sandy Boulevard project were received. Outreach targeted community organizations/stakeholders and included: email blasts, press releases, website postings, social media feeds/tweets, newsletter articles, media coverage, city wide mailings, tabling at community events, posting and distribution of information at key community locations (i.e. libraries, post offices, neighborhood boards).

Staff as part of their technical evaluation and in consideration of the public comments has recommended for funding the Gresham Sandy Boulevard Project to receive East County's full allocation of both the Active Transportation and Green Economy/Freight allotment. This project will benefit all of East Multnomah County by improving mobility and access to a regionally significant industrial area, enhancing safety, and building new multimodal facilities to and along US 30/Sandy Boulevard. Benefits of this project go beyond the physical construction elements; improvements fronting approximately 19 acres of vacant, state certified industrial land will support economic development by attracting employers and new jobs to a shovel-ready industrial site. The site is strategically located with easy access to I-84 and marine, rail, and air freight facilities. This project also builds on previously approved funding on the east end of Sandy Blvd, funded in the last flex funds cycle. EMCTC took action on the 100% list at their September 9, 2013 meeting.

Input Sought On East Multnomah County Transportation Projects

WEIGH IN ON TRANSPORTATION PROJECTS IN YOUR COMMUNITY

Do you have thoughts on how to improve transportation in your community? Help us decide which bike, pedestrian, road and freight projects to fund for East County. Through the Regional Flexible Funds program, staff from Multnomah County and the Cities of Fairview, Gresham, Troutdale and Wood Village have proposed projects and we want to hear from you. Which projects meet the needs of your community? How could the projects be improved?

We will be taking comments through July 31, 2013 to help make a decision on which local projects to fund. You can participate by sending in your comments or by providing your comments at a Public Meeting that will be held on July 29th at Gresham City Hall. An open house will be held prior to the meeting. The East Multnomah County Transportation Committee (EMCTC) will convene the meeting.

PUBLIC OPEN HOUSE AND MEETING WITH EMCTC

Wednesday, July 29, 2013
 Open House: 4:30pm-5:30pm
 Public Meeting: 5:30pm-6:00pm
 Gresham City Hall-
 Oregon Trail/Springwater Rooms
 1333 NW Eastman Parkway
 Gresham, OR 97030

OR SEND YOUR COMMENTS TO

EMCTC
 1600 SE 190th Ave
 Portland, OR 97233
 Email: joanna.valencia@multco.us
 Fax: (503)988-3389
 Phone: (503)988-3043 ext. 29637

For more information on projects: <https://multco.us/transportation-planning/rff>
 Project descriptions are provided in Spanish, Vietnamese, Chinese and Russian at the following website: www.oregonmetro.gov/rffa

Projects in East County include:

- Sandy Boulevard: NE 181st Avenue to East Gresham City Limits- Construct new multimodal facilities and improve safety for all modes.
- Hogan Road: Powell Boulevard to Rugg Road- Engineering/Design of multimodal access along Hogan Road.
- NE 238th Dr: Halsey St to Glisan St- Engineering/Design of freight and bike/pedestrian improvements.
- Troutdale Industrial Access Project – Construct access improvements to the Troutdale Reynolds Industrial Park, and improve sidewalk connections in the area.

The Regional Flexible Funds program includes funds from three federal programs and is allocated every two to three years. A final decision on which projects to fund will occur this fall.

Input sought on East Multnomah County transportation projects

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COLUMBIA SLOUGH WATERSHED COUNCIL

7040 NE 47TH AVE, PORTLAND OR 97218

503-281-1132

WWW.COLUMBIASLOUGH.ORG



24th of July, 2013

Commissioner Diane McKeel
Multnomah County
501 SE Hawthorne, Suite 600
Portland, OR 97214

Dear Commissioner McKeel:

On behalf of the Columbia Slough Watershed Council, I am writing to express support for the City of Gresham's request for Regional Flexible Funds to pay for improvements along Sandy Boulevard between 185th and 201st Avenues.

The Columbia Slough is an urban watershed that has been heavily polluted by highway runoff. The Slough runs east to west about 1,000 feet north of Sandy Boulevard in this area. The project includes new drainage systems and street trees that will prevent and capture stormwater runoff from Sandy Boulevard before the runoff reaches the Slough. The scope and scale of this project supports the Council's mission to foster actions that protect, enhance, restore and revitalize the slough and its watershed.

The bicycle and pedestrian facilities will provide new multimodal transportation options and new recreational opportunities for the public. These improvements will also provide access to the newly installed trail at the Columbia Slough Water Quality Facility.

Thank you for your consideration. We look forward to the development of the project.

Sincerely,

Jane A. Van Dyke
Executive Director

Administrative Office

2154 N.E. Broadway, Suite 200 * Portland, Oregon 97232-1590
Mailing Address: P.O. Box 12127 * Portland, Oregon 97212-0127
Phone 503-284-9005 Fax 503-284-5458
E-Mail: jweston@apmportland.com

July 9, 2013

East Multnomah County Transportation Committee
C/o Commissioner Diane McKeel, Committee Chair
1600 SE 190th Avenue
Portland, Oregon 97232

To Whom It May Concern:

I am writing to extend support for the City of Gresham's application for Regional Flexible Funds to support multimodal improvements on US Highway 30/Sandy Boulevard between 181st and 201st Avenues. This funding is essential for improved access and circulation on US 30/Sandy Boulevard, thereby supporting industrial development and job creation in East County.

My company owns property directly adjacent to the proposed project at 190th, which we are actively marketing for industrial development and has the State of Oregon industrial site certification (#304-4) for immediate development. In the last 24 months Weston Investment Co. LLC has expended considerable sums of money preparing the site for immediate development. The work that has been completed is the stripping of the excess debris, years ago the site had agricultural buildings, removing the foundations, clearing and leveling the site, relocating the overhead power line that served the City of Gresham facility to the north, having the State of Oregon, Department of Environmental Quality (DEQ) certify the decommissioned monitoring wells on the site. We are now in the process of bringing in, under proper permit, engineer fill so the site can be put to productive use the benefits that occur with this certification. Transportation improvements to Sandy will enhance the development potential of that entire area.

When the north side of Sandy Blvd. is improved I am confident that the site will be sold and industrial development will take place, thus creating good paying jobs for the area, which are desperately needed. While we have had interest in the site by industrial users, there has been hesitancy to move forward because of the uncertainty of when Sandy Blvd. will be brought up to City and State standards.

The south side of Sandy, in the immediate area, has been improved as well as the area to the immediate west, thus when the work is completed it will give a completed finish look to NE Sandy.

The industrial area in north Gresham and the East Metro region is critical to sustaining the vitality of existing industrial enterprises and for creating new jobs in the region. The physical improvements proposed with this project will bring Sandy up to a standard that will help the area develop sooner rather than later, and will make sure that the transportation infrastructure in that area supports full build-out and accommodates freight, workers, and others for years to come.

Thank you for your attention to this request and if you have any questions please do not hesitate to contact me.

Yours truly,
Weston Investment Co. LLC

A handwritten signature in black ink, appearing to read "Joseph E. Weston". The signature is fluid and cursive, with the first name "Joseph" being the most prominent part.

Joseph E. Weston

JW/ts

CC: Katherine Kelly, City of Gresham, Transportation Planning Manager, 1333 NW Eastman Parkway, Gresham, OR 97030



**City of Gresham
Citizen Transportation Advisory Subcommittee**

July 11, 2013

East Multnomah County Transportation Committee
c/o Commissioner Diane McKeel, Committee Chair
1600 SE 190th Avenue
Portland, OR 97232

Re: Regional Flexible Funds Project on N.E. Sandy Boulevard – N.E. 181st Avenue to near 201st Avenue

Dear EMCTC Members:

The Gresham Transportation Subcommittee met on July 11, 2013 and took formal action to endorse the City of Gresham's application for US 30/Sandy Boulevard improvements to be funded through the Regional Flexible Funds (RFF) process. This letter is in addition to a letter of support submitted March 7, 2013 as part of the Metro comment period for RFF projects.

This projects meet the criteria developed for both the Active Transportation and Freight/Green Economy components of the RFF program. The Subcommittee agrees that primary merits of both projects include multi-modal access and safety improvements to an under-developed industrial area that will create jobs for a large population within East Multnomah County and the region.

Without funding through the RFF program it is highly unlikely that these improvements will be possible in the near future and would be a lost opportunity for jobs and multimodal access improvements. Therefore, the Committee strongly urges funding for this critically important transportation improvement project.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Olson". The signature is written in a cursive, flowing style.

Greg Olson, Chair
Gresham Transportation Subcommittee

cc: Katherine Kelly, City of Gresham

GRESHAM

REDEVELOPMENT COMMISSION

Exhibit C

July 2, 2013

East Multnomah County Transportation Committee
C/O Commissioner Diane McKeel, Committee Chair
1600 SE 190th Avenue
Portland, OR 97232

Dear Chair McKeel,

I am writing to express support for the City of Gresham's application for Regional Flexible Funds to support multimodal improvements on US Highway 30/Sandy Boulevard between 181st and 201st Avenues. This funding is essential for promoting industrial development in Rockwood, keeping employees and freight moving through the region, and helping nearby Rockwood residents access jobs and recreational opportunities.

The proposed improvements to Sandy are the Gresham Redevelopment Commission's highest priorities in the industrial area of Rockwood. We believe that these infrastructure improvements will spur investment in Rockwood sooner rather than later, and not just to properties directly along Sandy: by enhancing capacity on this critical corridor, particularly as it connects with 201st, 181st/Airport Way, and 185th Avenue, the street improvements are meant to promote industrial development throughout the industrial are of Rockwood between Marine Drive and Halsey.

This project is also important for more than cars and trucks using Sandy. Many employees already use active transportation to get to work in this area, and improving the pedestrian & bicycle amenities (including a new signalized intersection at 185th) can only make taking the bus or bicycling to work a safer and more attractive choice.

The project also makes an important connection in the short term between the Gresham-Fairview Trail and Marine drive via Sandy, which is a significant benefit to users of those key regional trails. With the final alignment of the last phase of the Gresham-Fairview trail likely several years from completion, this project gives low-income families in Rockwood a safe, pleasant route to Blue Lake and the Marine Drive trail that significantly diminishes exposure to the busy traffic along Sandy.

Thank you for your attention to this request. We hope you'll agree that this project is a notable step forward in making sure that transportation infrastructure in that area supports full build-out and accommodates freight, workers, and others for years to come.

Sincerely,



Shane T. Bemis
Mayor

cc: Katherine Kelly, City of Gresham Transportation Planning Manager

July 8, 2013

The Honorable Diane McKeel
Multnomah County Commission
Chair, East Multnomah County Transportation Committee
1600 SE 190th Avenue
Portland, OR 97232

RE: Regional Flexible Funds – US 30/Sandy Boulevard

Dear Commissioner McKeel:

I am writing on behalf of the Boeing Company to express our support for the City of Gresham's application for Regional Flexible Funds to support multimodal improvements on US Highway 30/Sandy Boulevard between 181st and 201st Avenues. This funding is essential for improved access and circulation on US 30/Sandy Boulevard, thereby supporting development of industrial activity in the north Metro region.

The Boeing Company employs approximately 1,800 people at our Gresham facility who often move off and on the site every day. In addition, our company has many vendors and suppliers using the roads leading to and from our property, often with large freight deliveries.

While we have completed improvements on the frontage in front of our property, the proposed improvements for the rest of the road are necessary in order for the area's traffic to truly function effectively.

The industrial area in north Gresham and the East Metro region is essential to sustaining the vitality of existing industrial enterprises such as Boeing, and of those living and working in the region. The physical improvements proposed with this project will achieve these goals by making the area more attractive for new development and economic activity in the area.

Thank you for your attention to this request.

Sincerely,



Richard A. White
State & Local Government Relations, Northwest Region

cc: The Honorable Shane Bemis, Mayor, City of Gresham
Katherine Kelly, Transportation Planning Manager, City of Gresham



July 23, 2013

East Multnomah County Transportation Committee
c/o Commissioner Diane McKeel, Committee Chair
1600 SE 190th Avenue
Portland, OR 97232

Re: Regional Flexible Funds Project on N.E. Sandy Boulevard – 181st Avenue to 201st Avenue

Dear Commissioner McKeel:

I am writing in support of the City of Gresham's proposal to fund improvements on Sandy Boulevard through the Metro Regional Flexible Funds program.

This shovel-ready project to construct 5,750 feet of improvements along US Highway 30 and Sandy Blvd. will encourage active transportation and increase safety for all users.

- New intersection turn lanes and realignment of existing travel lanes will create continuous connections and improve capacity for motor vehicles;
- New sidewalks, a multi-use trail, and bike lanes will encourage more pedestrian and bicycle movement by providing safer facilities for these modes;
- New streetlights, median islands for pedestrian crossings, upgrading of a traffic signal at I-84/Sandy Boulevard/181st Avenue interchange, and a new signal at 185th Avenue and Sandy Boulevard will allow planned industrial development to occur without sacrificing safety or accessibility;
- Street trees and rain gardens along the alignment will improve the management of a critical watershed.

As representative to EMCTC for the City of Gresham, understanding how investments in a transportation network that serves all users can enhance the local economy and create a more livable community, I strongly advocate support this project.

I urge you to give this application full and fair consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Fuhrer', written in a cursive style.

Josh Fuhrer
Gresham City Councilor

East Multnomah County Active Transportation Projects					Total Funds Allocated for Multnomah County: \$2,578M											
Project Name	Lead Agency	Project Description	Construction or Project Development	RFF Request	Highest Priority Criteria				High Priority Criteria				Priority Criteria			
					H-M-L Score	Improves access to and from priority destinations (mixed-use centers, large employment areas (if not jobs), schools, essential services for EJ/underserved communities)	H-M-L Score	Improves safety by removing conflicts with freight and/or provides adequate mitigation for any potential conflicts	H-M-L Score	Increases use/ridership by providing a good user experience (refer to Active transportation design elements)	H-M-L Score	Services high density/projected high growth areas	H-M-L Score	Includes outreach, education, engagement component	H-M-L Score	Can leverage funds
Hogan Road Improvements from Powell Blvd. to South City Limit	City of Gresham	This project is on SE Hogan Road (242nd Avenue) between SE Powell Boulevard and SE Rugg Road. The purpose of this project is to improve multimodal access between the Gresham Regional Center and the Springwater Plan Area along Hogan Road. It is intended to begin implementation of a priority project recently identified in the Metro region's East Metro Connections Plan (EMCP) that will support development of the Springwater Plan Area, a planned and regionally significant employment zone that envisions 15,000 industrial or industrial-related jobs and a new residential community built around a village center.	Project Development	\$2,578M of Active Transportation Subregional Cost Target of Multnomah County (Total: \$3.644M)	Based on Metro's "2007-2011 Fatal/Injury Crash Report" GIS data this portion of Hogan Road has a relatively low rate of crashes. State data shows five pedestrian crashes on this segment of Hogan, all of those with injuries. The most impactful safety improvement will be the provision of new bicycle/pedestrian multi-use paths on both the west and east sides of Hogan Road to separate those modes from auto and freight vehicles traveling the corridor.	H	NM	M	M	M	H	H	H	M	M	
US 30/Sandy Boulevard Improvements from 181st Avenue to Gresham East City Limit	City of Gresham	This US 30/Sandy Boulevard project extends from 181st Avenue approximately 1.1 miles to the east Gresham city limit and encompasses both the north and south sides of this arterial roadway. The purpose of this project is to improve multimodal access and mobility in a regionally significant industrial employment area. This project will enhance safety and provide new multimodal facilities along US 30/Sandy Boulevard (hereafter referred to as "Sandy Boulevard"), a regionally significant active transportation and freight route. Demographic data show that Sandy Boulevard directly serves "above average" concentrations of EJ and underserved persons. It also falls within the Rockwood Urban Renewal Area (URA) which includes a "significantly above average" concentration of EJ and underserved persons. This project will provide those communities more attractive, direct, non-auto travel options to access transit, employment, and social services.	Construction and Project Development	\$2,578M of Active Transportation Subregional Cost Target of Multnomah County (Total: \$3.644M)	This project enhances access to both active transportation and freight facilities that serve priority destinations. On the north side of Sandy Boulevard a small portion (~870') of the Gresham-Fairview Trail has been constructed on the frontage of the Gresham wastewater treatment plant. This project will construct an additional ~3,000' of that multi-use path on the north side to provide a direct and continuous connection to 185th Drive, where cyclists can travel from the Marine Drive regional trail. On the south side of Sandy Boulevard ~2,000' of new multi-use path will be constructed between 181st Avenue and 185th Drive to provide a direct connection to a new signal at 185th Drive, where bicyclists and pedestrians will have a signalized intersection to cross to a new multi-use path on the north side of Sandy Boulevard. This new segment on the south side of Sandy Boulevard will allow users to connect with the I-44 Trail via a bicycle lane on 181st Avenue. Improvements at the intersection of 181st Avenue and Sandy Boulevard will enhance access to large industrial employment sites by providing capacity improvements via dual left turns for those heading south on 181st Avenue toward I-44. This enhances mobility at that intersection by reducing the projected year 2030 substandard volume/capacity ratio of 1.00 to 0.62. Essential services in the Rockwood Town Center are concentrated at "above average" rates within the Portland Metro region. Those services are located primarily along 181st Avenue. Enhancing access from the Sandy Boulevard employment area to these services through this project can directly link workers to necessary services. It could also provide opportunity for health care and other social service companies to locate along Sandy Boulevard in current vacant space, to serve employees in the area.	H	H	H	H	H	H	H	H	H	H	

East Multnomah County Freight/Green Economy Projects						Total Funds Allocated for Multnomah County: \$1.066M																		
Discussion Draft						Highest Priority Criteria					High Priority Criteria					Priority Criteria								
Project Name	Lead Agency	Project Description	Construction or Project Development	Estimated Cost	RFF Request	Reduces freight delay	H-M-L Score	Increases freight access to industrial lands, employment centers and local businesses and/or rail facilities for regional shippers	H-M-L Score	Contributes to the "greening the economy" and offer economic opportunities to Env. Justice/underserved communities.	H-M-L Score	Reduces air toxics or particulate matter	H-M-L Score	Reduces impacts to EJ communities (e.g., reduced noise, land use conflict, emissions)	H-M-L Score	Increases freight reliability	H-M-L Score	May not get funding otherwise	H-M-L Score	Can leverage (or prepare for) future funds	H-M-L Score	H-M-L Score		
Hogan Road Improvements from Powell Blvd. to South City Limit	City of Gresham	This project is on SE Hogan Road/242nd Avenue between SE Powell Boulevard and SE Rugg Road. The purpose of this project is to improve multimodal access between the Gresham Regional Center and the Springwater Plan Area along Hogan Road. It is intended to begin implementation of a priority project recently identified in the Metro region's East Metro Connections Plan (EMCP) that will support development of the Springwater Plan Area, a planned and regionally significant employment zone that envisions 15,000 industrial or industrial-related jobs and a new residential community built around a village center.	Project Development		\$1.066M of Freight/Green Economy Subregional Cost Target of Multnomah County (Total=\$3.644M)	Travel data on the regional freight roadway network shows that speeds along this corridor are in the 25-35 MPH range in the AM and Mid-	H	Hogan Road is a primary corridor serving the Springwater Plan Area, an important employment area in the Regional 2040 Plan. This project will provide freight and multimodal connections to that industrial lands and employment area from the Gresham Downtown Regional Center.	M	Enhanced access and mobility provided by this project will incentivize development along this corridor to its planned potential. This will "green" the economy by creating a more balanced job-housing ratio in this area. The Gresham Regional Center contains a workforce population with an "above average" concentration of EJ/underserved persons.	M	The provision of new multimodal facilities to increase mode split and reduced freight delay will help reduce air toxics and particulate matter.	H	The project will help reduce impacts to the EJ communities primarily by reducing emissions. New multimodal facilities to access employment, new residential, schools, and recreational facilities (Gradin Sports Park and the Springwater Corridor Trail in particular) will increase mode split and reduce vehicular conflicts to enhance mobility along the corridor.	H	Travel reliability on the regional freight roadway network shows that this corridor is "less reliable" in the 2hr AM, mid-day, and PM peak hours. This project will construct safer and more efficient access through full build-out of Hogan Road to arterial standards between Downtown and Springwater areas as well as to US 26/Powell Boulevard and I-84.	H/M	The project would not be funded by the mechanisms noted in this question. (state trust fund pass through to local agencies, local bridge program, or large state funding programs) It is too expensive for the City to construct using its share of state trust fund pass through and would not be eligible for local bridge funding.	H	This project leverages other East Multnomah County top priority projects along the Hogan corridor, namely improvements on 238th/Hogan Drive	M	M		
US 30/Sandy Boulevard Improvements from 181st Avenue to Gresham East City Limit	City of Gresham	This US 30/Sandy Boulevard project extends from 181st Avenue approximately 1.1 miles to the east Gresham city limit and encompasses both the north and south sides of this arterial roadway. The purpose of this project is to improve multimodal access and mobility in a regionally significant industrial employment area. This project will enhance safety and provide new multimodal facilities along US 30/Sandy Boulevard (hereafter referred to as "Sandy Boulevard"), a regionally significant active transportation and freight route. Demographic data show that Sandy Boulevard directly serves "above average" concentrations of EJ and underserved persons. It also falls within the Rockwood Urban Renewal Area (URA) which includes a "significantly above average" concentration of EJ and underserved persons. This project will provide those communities more attractive, direct, non-auto travel options to access transit, employment, and social services.	Construction and Project Development		\$1.066M of Freight/Green Economy Subregional Cost Target of Multnomah County (Total=\$3.644M)	Sandy Boulevard is a critical part of the north and east Portland region freight transportation network in two primary ways: 1) it diverts traffic off of I-84, an already congested corridor, and 2) it allows access to business and industry in the north	H	This project is located in a regionally significant industrial district with a high concentration of industrial-sector opportunity in the region.	H	Constructing improvements fronting approximately 19 acres of vacant, state certified industrial land will support environmentally-conscious economic development by attracting employers and new jobs to a shovel-ready industrial site. The site is strategically located with easy access to I-84 and marine, rail, and air freight facilities. Enhancing site frontages and completing the auto, bicycle, and pedestrian network along this corridor will attract new businesses and therefore new employment opportunities. Due to the corridor's proximity to "above average" concentrations of EJ/underserved populations it will greatly enhance connections from those communities to jobs.	H	The project will manage traffic mobility for existing and projected traffic demands that will not be met under current conditions, thereby alleviating excessive motorist delays as employment densities continue to increase in this industrial area. These improvements will create efficiencies in the reduction of freight delay and thereby help alleviate greenhouse gas and particulate emissions.	H	Land uses in the project area are primarily industrial. Residential populations that would be impacted by noise, land use conflicts, or emissions are geographically removed so that this project does not negatively impact them.	M	Existing conditions of the roadway are such that it is not built to full arterial standards and left-turn lanes are not provided along its entire length. Some widening of US 30/Sandy Boulevard has been accomplished through private development, with widening of site frontages. However, this is not consistent throughout the corridor and thus there is a patchwork of lane additions and lane drops. This project will align curbs and restripe travel lanes to eliminate any minor delay experienced by freight vehicles along the corridor due to these inconsistencies.	H	The project would not be funded by the mechanisms noted in this question. It is too expensive for the City to construct using a share of state trust fund pass through and would not be eligible for local bridge funding.	H	This nomination will leverage existing private and public investments along Sandy Boulevard as described in the project narrative. It was identified as a priority project by the City of Gresham because it will leverage public investments to attract	H	H		