



Active Transportation & Complete Streets Projects

Name of Project Brentwood Darlington Safe Routes to School: Duke/Flavel Sidewalks and Knapp/Ogden Neighborhood Greenway

(project name will be adjusted to comply with ODOT naming convention if necessary)

Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at: <http://www.oregonmetro.gov/rffa>. Please complete the following:

Project Definition

Project Description

- Facility or area: street(s), intersection(s), path or area. SE Duke from 52nd to 82nd, SE Flavel from 52nd to 82nd, SE Knapp from 52nd to 82nd, SE 62nd from Knapp to Ogden, SE Ogden from 62nd to 82nd, SE 82nd from Ogden to Knapp, SE Knapp from 82nd to Springwater Trail.
- Beginning facility or milepost. SE 52nd/Knapp, SE 52nd/Duke, SE 52nd/Flavel
- Ending facility or milepost. SE Springwater Trail/87th, SE 82nd/Duke, SE 82nd/Flavel
- Provide a brief description of the project elements. Sidewalk infill will be constructed on both sides of SE Duke from 52nd to 82nd. Sidewalk infill will be constructed on both sides of the street on SE Flavel from 52nd to 82nd. A neighborhood greenway will be constructed on Knapp and Ogden Streets from 32nd to 87th, connecting the 20s and 80s Neighborhood Greenways, and a new ped/bike connection will be constructed connected the 87th & Flavel to the Springwater Corridor.
- City. Portland
- County. Multnomah

Base project information

- *Corresponding RTP project number(s) for the nominated project.*
 - 11191: Citywide Bicycle Boulevards
 - 11193: Citywide Sidewalk Infill Program
- *Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).*
See attached.
- *Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area).*

The Brentwood-Darlington neighborhood has significant infrastructure deficiencies. It only has one street with continuous sidewalks on both sides, many unimproved roads, and exceptionally limited enhanced crossing projects installed. Racial diversity is growing in the neighborhood with twice as

many African Americans living in the neighborhood in 2010 compared with 2000 (grew from 2% to 5.3%). The proportion of Latino populations also grew by 75% in the same period (grew from 9% to 13.9%). Its crime rate is 25% higher, unemployment is 33% higher, and per capita income is 1/3 less than Portland as a whole. Although Brentwood-Darlington was annexed during the same time period as East Portland and has similar infrastructure deficiencies, it is not considered part of East Portland because it is west of 82nd Avenue. Therefore, it has not benefited from recent regional investments to the same extent as areas east of 82nd.

The proposed projects will complete the currently disconnected sidewalks on SE Flavel St and SE Duke St, the main east-west collector streets in the neighborhood. Each street carries transit lines with many bus stops that are in mud puddles in the wintertime. In addition to transit, these sidewalks will directly serve Whitman Elementary School, which fronts Flavel, and Woodmere Elementary, which fronts Duke. Observations and reports have shown that children are often forced to walk in the street with traffic due to the lack of sidewalks.

In addition, the Knapp-Ogden Neighborhood Greenway will provide an low-stress east-west bicycle connection between the 20s Bikeway on 32nd Ave, the 50s Bikeway on 52nd Ave, the future 70s Bikeway on 79th, the 80s Bikeway on 87th, and the Springwater Corridor. It will provide a much-needed enhanced crossing of 82nd Ave, filling a high-crash half-mile gap in crossings between Duke and Flavel, and will provide a Safe Route to Lane Middle School.

While serving transit and schools, the projects in this application will also provide important connections to several parks, community gardens, and shopping opportunities in the neighborhood. In addition to local benefits, the sidewalks will fill gaps in the regional pedestrian network and the neighborhood greenway will provide connections between multiple major bikeways in the regional network, including the Springwater Corridor.

- *Attach a completed Active Transportation Design checklist (Appendix C).*

See attached.

- *Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). PBOT will evaluate multiple measurements of success.*

PBOT will monitor motor vehicle traffic with the most reliable technology available. Pneumatic tube counters will be utilized to capture speed, volume, and vehicle classification data pre- and post-project. Bluetooth sensors will capture unique Bluetooth signals to measure travel times through the corridors. When necessary, manual intersection turning movement counts will be utilized to better understand the distinct operational needs of intersections within the project boundaries.

PBOT will conduct pre- and post-project traffic counts that will include bicycle and pedestrian use. Bicycles and pedestrian traffic will be monitored with manual traffic counts. The methodology will be consistent with PBOT's annual Bicycle Count Reports and pedestrian count methodology used

for engineering evaluations. Motor vehicle traffic is not expected to change with these sidewalk and pathway improvements.

Safety will be measured by evaluating pre- and post-project traffic crash data. Traffic crash information will be monitored for early performance. However, the best data analysis can only take place at least three years post-project. PBOT will monitor to compare pre- and post- crash data in 3- and 5-year evaluations.

In addition, user experience information will be gathered. PBOT will conduct pre- and post-project intercept surveys on the affected streets. The purpose will be to ask about comfort, safety, and convenience of walking and bicycling along the treated roadways.

Project Cost and Funding Request Summary

- *Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology. Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support*

The project cost estimate was determined by engineers in the Civil Design Services and Traffic Design Services sections at PBOT, based on a scope jointly developed by planners and engineers familiar with the project area. The project has a high level of readiness and funding for the project can be obligated within the allotted timeframe. This project is not expected to have significant environmental impacts and would be eligible for a categorical exclusion under NEPA. The local funding will come from Transportation System Development Charges, an ongoing revenue stream for PBOT. In order to support extensive and inclusive community engagement, PBOT has added an additional \$80,000 to the attached CDS cost estimate. This additional funding will support community engagement for project development, construction, demand management, and project measurement.

This project has been identified as a high priority in multiple locally-adopted plans, including Portland's Bicycle Plan for 2030 and Transportation System Plan. There is strong political and community support for this project. City Council passed Ordinance No. 187954 supporting and directing PBOT to submit this and other RFF grant applications on August 17, 2016. See attached Ordinance. This grant was prioritized and selected based on input from the City's modal advisory committees and the Transportation Justice Alliance during the Spring and Summer of 2016. Community groups have written letters of support for this grant application, many of whom were involved in identifying improvements that were included in this project scope and grant application.

Total project cost: \$6,201,000

- RFFA funding request by project phase:
(e.g. Project Development, P.E., Environmental, ROW acquisition, Construction)
 - PE: \$918,500

- ROW: \$153,025
- Construction: \$1,989,325
- TDM: \$40,000
- Local match or other funds
(minimum match = 10.27% of funds requested + match):
 - \$3,100,500 (50%)

Map of project area

- *Provide a map of the project consistent with GIS shapefile standards found in Appendix B*

See attached.

Project sponsor agency

- Contact information (phone # & email) for:
- Application lead staff: Zef Wagner, 503-823-7164, zef.wagner@portlandoregon.gov
- Project Manager (or assigning manager): Dan Layden, 503-823-2804, dan.layden@portlandoregon.gov
- Project Engineer (or assigning manager): Lola Gailey, 503-823-7563, lola.gailey@portlandoregon.gov
- *Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why.*

The Portland Bureau of Transportation is one of the few local agencies in the state that is fully certified by ODOT to deliver federal aid projects and has extensive experience with delivering federal aid projects. The Bureau has successfully delivered federal transportation projects for over 20 years, and was one of the first agencies to become fully certified. The Bureau has delivered a wide range of projects including large bridge projects, active transportation and safe routes to school projects. The large majority of the projects have been delivered on time and on budget. On the few occasions where projects have encountered budget issues the bureau has been able to identify funding to deliver the projects. The bureau has had a few projects that have been delayed mostly due to permitting and right of way issues. For all current projects those issues are resolved and the projects are on track to be delivered.

The following are examples of previously awarded RFFA projects and their status:

- 1) N. Lombard/St. Louis/Ivanhoe/Philadelphia intersection project (Construction Phase completed in 2012)
- 2) N. Portland Rd/Columbia Blvd intersection project (2014/15 RFFA. Planning and Design Phase completed in 2013. Construction Phase funded by STIP and will begin in 2017)
- 3) North Time Oil Road-Burgard Street Intersection Project (2014/15 RFFA. Awaiting notice to proceed from FHWA.
- 4) Going to the Island Freight Improvement Project (2014/15 RFFA. Design Phase to be completed in 2017 and Construction completed in 2019)

- 5) South Rivergate Freight improvement Project (2016-18 RFFA. Design Phase to begin in 2016. Project construction will be funded by multiple local and federal funding sources)
- 6) SE Foster Road (2014-2016 and 2015-2017 RFFA. Design phase underway. Construction to occur in 2017)

- *Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.*

The bureau currently has the staff capable to provide all the administrative services related to project management and all technical services related to design engineering, and construction management for delivering federal-aid projects. PBOT has a staff of well-trained project managers and delivery staff with extensive experience in the delivery of federal transportation projects. PBOT has a long track record of delivering federal projects that meet the requirements of the Federal Highway Administration.

Highest priority criteria

1. *What communities will the proposed project serve? What are the estimated totals of low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations that will benefit from this project, and how will they benefit?*

The Brentwood Darlington neighborhood was annexed from Multnomah County in the 1980s and has historically suffered from a lack of investment in basic infrastructure. At the same time, the neighborhood's location and building stock has made it one of the few consistently affordable neighborhoods west of I-205. The area has a high percentage of low-income households, and racial diversity is also growing in the neighborhood in recent years. There are twice as many African Americans living in the neighborhood in 2010 compared with 2000 (grew from 2% to 5.3%), and the proportion of Latino populations grew by 75% in the same period (grew from 9% to 13.9%). Its crime rate is 25% higher, unemployment is 33% higher, and per capita income is 1/3 less than Portland as a whole. According to 2014 ACS data for adjacent census tracts, these projects would benefit 4,341 (30.6%) low-income households, 6,559 (17.9%) non-white residents, 4,815 (13.2%) people with disabilities, and 8,274 (22.6%) youth. According to Metro data, the project would benefit areas with higher than the regional average concentrations of people of color and youth, and significantly higher than the regional average of low-income people. The area surrounding Duke and Flavel between 72nd and 82nd, at the heart of this project, has an overall concentration of EJ/Underserved communities that is higher than the regional average. The project area is also home to four Title 1 schools, including one middle school and three elementary schools.

The proposed project would benefit these traditionally underserved communities by providing safe and low-cost transportation options for children going to school, families going shopping, and people accessing transit to travel longer distances for work or school. In this way the project will expand multimodal access to jobs and educational opportunities throughout the region, which

may otherwise be out of reach due to the high cost of owning or operating a car. It will also provide safe walking and bicycling routes to basic shopping destinations and services along 82nd Ave. This proposed project will also benefit people with disabilities by expanding accessible east-west mobility and providing better access to transit. Metro data shows a high concentration of bus ramp deployments along SE Flavel St and SE 82nd Ave, and a higher-than-average frequency of LIFT paratransit calls. This indicates that a high number of people with disabilities have origins or destinations in the area, and rely on transit to get around. This project will improve the ability for people to access transit and will provide “last-mile” connections to destinations.

2. *What safety problem does the proposed project address in an area(s) with higher-than-average levels of fatal and severe crashes? How does the proposed project make people feel safer in an area with high walking and bicycling demand by removing vehicle conflicts?*

The Brentwood-Darlington neighborhood has significant infrastructure deficiencies. It only has one street with continuous sidewalks on both sides, many unimproved roads, and exceptionally limited enhanced crossing projects installed. Although Brentwood-Darlington was annexed during the same time period as East Portland and has similar infrastructure deficiencies, it is not considered part of East Portland because it is west of 82nd Avenue. Therefore, it has not benefited from recent regional investments to the same extent as areas east of 82nd. The proposed projects will connect sidewalks on SE Flavel and Duke which currently have large gaps in the sidewalk system. Each street carries transit with many bus stops that are in mud puddles in the wintertime. In addition to transit, these sidewalks will directly serve Whitman Elementary School, which fronts Flavel, and Woodmere Elementary, which fronts Duke. In addition, the Knapp-Ogden Neighborhood Greenway will provide connections between 52nd Avenue bike lanes (“The 50s bikeway”) and the Springwater Corridor. It will provide a much needed enhanced crossing of 82nd Avenue and provide a Safe Route to Lane Middle School. While serving transit and schools, the projects in this application will also provide important connections to Brentwood and Flavel Parks, several large community gardens, and shopping opportunities in the neighborhood.

Each day, SE Duke carries approximately 4,200 motor vehicle traveling at a 38 MPH 85th percentile speed. Woodmere Elementary School fronts the street and the Line 19 bus travels along the segment. SE Flavel carries approximately 8,100 motor vehicles per day that travel at a 38 MPH 85th percentile speed. Whitman Elementary School has frontage on Flavel and the street carries the Line 71 bus. Completing sidewalks on these streets will reduce pedestrian/vehicle conflicts by providing full separation of modes. The Knapp-Ogden Neighborhood Greenway alignment carries less than 1,000 motor vehicles per day that travel between a 22 MPH and 28 MPH 85th percentile speed. This route will directly serve Lane Middle School and Head Start program. In addition, it serves Brentwood Park and community gardens. Traffic conditions and community connections make this route ideal as a neighborhood greenway, which will provide a parallel alternative to the sub-standard bike lanes (which can’t be widened due to limited right-of-way) on Duke and Flavel.

According to Metro data for 2007 to 2011, there were all modes crash hotspots around 72nd/Flavel and 82nd/Flavel. Portland’s Vision Zero Crash Map using data from 2005 to 2014 also shows

multiple serious injury crashes around these intersections, as well as multiple pedestrian serious injuries and one bicycle fatality in the stretch of 82nd Ave between Duke and Flavel. The Vision Zero High Risk Evaluation also shows several segments of Duke are in the top 20% of roadway segments with high risk of pedestrian and bicycle crashes. The proposed project will address these safety issues by providing physical separation between pedestrians and motor vehicles on Duke and Flavel, by providing a safe neighborhood greenway alternative to busy collector streets, and by adding an enhanced crossing of 82nd Ave where there is clear pedestrian and bicycle demand.

3. *What priority destinations will the proposed project will serve? How will the proposed project improve access to these destinations?*

The included projects will provide significant access improvements to major commercial areas along SE 82nd Avenue and to neighborhood-serving commercial destinations on Flavel and Duke. The nearby destinations include commercial services on 82nd Ave, a low-cost grocery store and other services at 72nd/Flavel, the Brentwood Darlington Community Center at 62nd/Ogden, multiple houses of worship, public and private schools, the PPS Community Transition Program (a program “supporting young adults as they transition to life after high school in building independence and quality of life”), Brentwood Park and Flavel Park, and the Brentwood Community Garden. Essential services for EJ/underserved communities are enhanced by creating safe and comfortable access for walking, bicycle riding, and to all transit service in the neighborhood. As discussed, this application will directly support Safe Routes to four Title 1 schools—Lane Middle School, Woodmere Elementary, Whitman Elementary, and Kelly Elementary.

4. *How will the proposed project support the existing and planned housing/employment densities in the project area?*

The proposed sidewalk infill and neighborhood greenway projects will benefit several SE Portland neighborhoods between Woodstock and the southern City limits. While most of Brentwood Darlington is not identified as a major housing/employment growth area in the Portland Comprehensive Plan, the projects will connect this large residential area to high-growth nodes along SE 82nd Ave and in Lents Town Center. SE 82nd Ave is classified as a Civic Corridor in the Comprehensive Plan, and has Mixed Employment and Mixed Use Civic Corridor designations. Because most existing development consists of aging, single-story commercial buildings with surface parking lots, there is very high potential for growth along this corridor. The proposed projects will support this redevelopment by providing continuous walking routes to access destinations and by building a new enhanced crossing at 82nd & Knapp/Ogden, between Duke and Flavel. The project will also improve access from Brentwood Darlington east to Lents Town Center, an area that is expected to receive high levels of housing and employment growth (with significant investment from the Portland Development Commission), as well as west to the Woodstock Neighborhood Center, a growing mixed-use main street corridor. According to the Comprehensive Plan forecast for the year 2035, housing units within a half-mile of this project are expected to grow from 13,559 to 16,153, while jobs within a half-mile are expected to grow from 4718 to 5959. However, active transportation investments are needed to support this growth.

Higher priority criteria

5. How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network? (See Appendix 1 of the Regional ATP: Network Completion, Gaps and Deficiencies).

The proposed project will complete multiple gaps in the Regional Pedestrian Network by building sidewalk infill on SE Duke St (a designated Pedestrian Parkway from 52nd to 82nd) and SE Flavel St (a designated Pedestrian Parkway from 52nd to 72nd). It will also complete a gap in the local pedestrian network by building sidewalk infill on SE Flavel St from 72nd to 82nd (a City Walkway in the Portland TSP). Finally, the project will complete a major gap in the local bikeway network that connects to multiple bicycle facilities by establishing a neighborhood greenway on Knapp/Ogden (a Major City Bikeway in the Bicycle Plan for 2030 and Transportation System Plan) and building a pathway connection from 87th/Flavel to the Springwater Corridor. The crossing of SE 82nd Ave at Knapp/Ogden will address a major barrier to connectivity by crossing a busy highway with few safe crossing opportunities.

6. What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort? What barriers will be eliminated or mitigated?

The proposed project will lead to increased walking and use of transit within the neighborhood on designated regional Pedestrian Parkways on Duke and Flavel by building missing sidewalks behind existing curb. These sidewalks will provide separation from traffic for pedestrians and will include curb extensions at major bus stops. The lack of sidewalks creates many barriers to walking around the neighborhood and accessing destinations, especially in winter when the area behind the curb gets flooded and becomes too muddy for even able-bodied people to traverse. The project will also lead to increased bicycling within and across the neighborhood by implementing bicycle boulevard treatments (traffic calming, way-finding, and crossings) on Knapp and Ogden. This will include a crossing of SE 82nd Ave (Hwy 213), a major barrier to east-west connectivity for people walking or biking. Finally, the project will provide a key fully separated multi-use path connection between the Knapp/Ogden and 80s Neighborhood Greenways and the Springwater Corridor, expanding access to the regional trails system.

See attached Active Transportation Design Checklist for more details.

7. *How does the proposed project complete a so-called 'last-mile' connection between a transit stop/station and an employment area(s)?*

The proposed project will provide access from multiple TriMet bus lines to schools and other employers in the project area.

Priority criteria

8. *How the public will be engaged relative to the proposed project? Include description of engagement during project development and construction, as well as demand management efforts to increase public awareness and utilization of the project post-construction. (Metro Regional*

Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination).

Before engagement can begin, a stakeholder analysis will be completed to identify potentially impacted businesses, community organizations and historically underrepresented populations, user groups and other potential audiences to engage. PBOT staff will document consideration of potential distribution of benefits and burdens, especially as pertaining to people of color, people with Limited English Proficiency and people with low income. A plan for engagement will be created and will include specific milestones and engagement activities. Public engagement during project development and construction will follow the International Association for Public Participation (IAP2) Spectrum of Public Participation framework in which a variety of engagement tools will be used in order to inform, consult, involve and collaborate with community members at large and those who could potentially be impacted by project decisions.

PBOT will keep the public informed, listen to and acknowledge concerns, work with the public to ensure that concerns and issues are directly reflected in the alternatives developed and provide feedback on how public input influenced the decisions. Where possible, PBOT will look to the public for direct advice and innovation in formulating solutions and will incorporate public advice and recommendations into the decisions to the maximum extent possible. At every opportunity, staff will conduct culturally-responsive and language-based outreach and engagement especially focused to traditionally underserved communities. Public engagement tools to be used for informing the public may include website, social media updates, interested parties emails, selective advertising, press releases, earned media and mailers. Tools to consult, involve and collaborate with the public may additionally include community advisory groups, public workshops, feedback surveys, open houses, focus groups, Community Engagement Liaison services and working directly with businesses, neighborhood and cultural organizations and community groups.

After the project is completed, we will use demand management programs to increase public awareness and utilization of the projects. Wayfinding will be developed for all pedestrian and bicycle facilities with information on nearby neighborhood and commercial destinations. Outreach and education will be coordinated with community organizations to provide culturally appropriate awareness events and materials, including guided walks and bicycle rides as well as targeted behavior change campaigns using the Portland SmartTrips model.

9. What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project?

The regional flexible funds invested in this project will leverage \$3,100,500 in City of Portland System Development Charge (SDC) funds, for a 50% local match against the total project cost. The project will be added to the Transportation SDC project list and the City of Portland has more than adequate SDC funds available to meet this local match obligation, so we declare that this local match is certain to be received.

10. *How will the proposed project provide people with improved options to driving in a congested corridor?*

Improved east-west pedestrian and bicycle routes will provide active transportation alternatives to driving on collector streets like Woodstock, Duke, and Flavel as well as major parallel roadways like SE Johnson Creek Blvd, SE Foster Rd, and SE Powell Blvd (US 26). These roadways are all part of Regional Mobility Corridor 19, from Portland City Center to Lents. People taking shorter trips (one mile or less for walking, three miles or less for bicycling) are especially likely to switch to active transportation rather than drive on congested streets and highways, as long as good facilities are made available. Improved access to transit from this project is also likely to induce more ridership from people who otherwise may choose to drive for longer trips. According to the Atlas of Mobility Corridors, Johnson Creek Blvd and Foster Rd experience moderate congestion in the AM and PM peaks, while Powell Blvd experiences severe congestion in both the AM and PM peaks.

Process

- *Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A)*

In the spring of 2014, PBOT staff began the process of forming a Candidate list of Major Projects for inclusion in the Transportation System Plan (TSP). This process began by considering projects that were included in the 2007 TSP, the 2014 TRP, or other plans adopted since 2007. The TSP Major Project List update process included extensive opportunities for public engagement with projects displayed on the 2035 Comprehensive Plan Proposed Draft Map App starting in June 2014. Members of the public were invited to comment directly through the Map App, and there was extensive community outreach at meetings and events. As noted in our certification of Appendix A – the public engagement and non-discrimination certification, PBOT developed and used a thorough public engagement plan which included stakeholder analysis and a focus on efforts to engage underrepresented populations. In order to develop the TSP Major Projects list, projects were also evaluated based on criteria that measures the following: safety, neighborhood access, economic benefit, health, equity, climate, costs effectiveness and community support. This evaluation, along with additional public feedback, helped to determine the final TSP Major Projects List.

When looking for projects to be considered for this funding opportunity, PBOT staff looked to projects identified within the above TSP Major Projects selection process. We narrowed this large list by also considering the specific RFF grant criteria, the availability of match, readiness factors for projects, feedback from PBOTs pedestrian and bicycle advisory committees, feedback from the Transportation Justice Alliance, other City Bureau priorities, and community needs identified not only within the TSP, but also from additional planning efforts and bureau commitments.

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

PBOT staff coordinated with ODOT Region 1 staff including, planners and engineers, to review and develop the crossing of 82nd Ave, an ODOT Highway. ODOT staff is supportive of PBOT submitting a RFF grant application for the proposed project. They did not see fatal flaws and were comfortable with the conceptual design advancing. They offered design considerations and identified items that may need further coordination once the project is funded and entering preliminary design. PBOT is committed to continued coordination with ODOT Region 1 and seeking their review as well as any necessary State Traffic Engineer approvals.

During project design, PBOT will coordinate with TriMet regarding transit stop location and design along Duke and Flavel.

Exhibit A: City of Portland Grant Applications for Metro Regional Flexible Funds

Active Transportation Projects Name (Alphabetical)	Description	Maximum Grant Request
Brentwood-Darlington Safe Routes to School: Sidewalk Infill & Neighborhood Greenway	Brentwood-Darlington is a neighborhood with numerous sidewalk gaps and substandard bicycle facilities. This project would provide sidewalk infill on SE Duke St and SE Flavel St. from 52 nd Ave to 82 nd Ave; a neighborhood greenway on Knapp and Ogden from 32 nd to 87 th ; and a pedestrian/bicycle connection to the Springwater Corridor on 87 th Ave. south of Flavel.	\$3,500,000
Connected Cully, Phase 2: NE 72 nd Ave Pedestrian/Bicycle Parkway	Provide a high-quality pedestrian and bicycle parkway along NE 72 nd Ave through the heart of Cully. This project will connect Cully residents to nearby commercial areas and schools, provide multimodal accessibility to parks and green space in Cully and Roseway, and will connect to the future 70s Neighborhood Greenway to the south. The project would construct a multi-use path in the center of the heritage parkway median from Sandy to Prescott, separated pedestrian and bicycle pathways from Prescott to Sumner, and a shared pathway from Sumner to Killingsworth. The project will also include lighting, street trees, and place-making elements.	\$4,000,000
David Douglas Safe Routes to School: Sidewalk Infill on 117 th , 130 th , and Mill	This project would fill important sidewalk gaps on key walking routes in the David Douglas School District. The project would construct sidewalk infill on SE 130 th Ave from Stark to Division, SE Mill St from 130 th to 148 th , and SE 117 th Ave from Stark to Division.	\$3,500,000
Hillsdale Town Center Pedestrian Connections: Sidewalk Infill on SW Beaverton-Hillsdale Hwy	Provide better pedestrian facilities and access to Hillsdale Town Center, the Red Electric Trail, transit and schools by constructing sidewalk infill on SW Beaverton-Hillsdale Highway between Dosch and 18 th Avenue/Hillsdale Town Center and on Dosch from Beaverton-Hillsdale Highway to Flower.	\$3,500,000
Jade & Montavilla Connected Centers Project	Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. Several improvements have been identified through the Portland Local Action Plan for the Powell-Division Transit and Development Project and additional improvements will be identified through coordinated planning efforts by ODOT, PBOT and BPS along the 82 nd Ave. Corridor.	\$4,000,000

Exhibit A: City of Portland Grant Applications for Metro Regional Flexible Funds

<p>NE Halsey Safety & Access to Transit</p>	<p>NE Halsey is a High Crash Network street and a street TriMet has identified for more frequent future transit service. This project would focus on the 82nd Ave MAX Station Area and would provide signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 47th and 92nd, a bikeway on Halsey from 65th to 92nd, and multi-use path connection from the 82nd Ave. MAX station to the future I-205 undercrossing.</p>	<p>\$3,000,000</p>
<p>N. Portland Greenway Trail: Baltimore Woods Segment</p>	<p>This project will provide better active transportation connections to nature and also to Rivergate jobs by construct 1.8 miles of high quality bikeway improvements in the St. Johns neighborhood to complete a trail gap between Pier Park and Willamette Greenway. The improvements will include bicycle lanes, sidewalks, neighborhood greenways and off-street pathways.</p>	<p>\$3,000,000</p>
<p>Outer Stark and Outer Halsey Complete Streets Project Development</p>	<p>Outer Stark and Outer Halsey are both High Crash Network streets that need to be fundamentally redesigned as Complete Streets to achieve Vision Zero goals and allow for multimodal accessibility to transit and commercial areas such as Gateway and Rosewood. This project development grant will be used to help determine the most effective infrastructure improvements and roadway designs to increase safety and provide transit, schools, services and employment access improvements to community members.</p>	<p>\$300,000</p>

Exhibit A: City of Portland Grant Applications for Metro Regional Flexible Funds

Regional Freight Investment Projects

Name (Alphabetical)	Description	Maximum Grant Request
Central Eastside Circulation and Safety Enhancement Project	Drawing on themes identified in the Central City 2035 Southeast Quadrant Plan, improve freight movement through the Central Eastside and reduce mode conflict. ITS improvements would include new traffic signals at MLK and Washington, Grand and Washington, 16 th and Irving and additional locations and protected left turns at Stark and Washington and Clay and Mill.	\$3,500,000
Columbia Blvd. ITS for Freight	The traffic signals throughout the Columbia Blvd. corridor are neither interconnected nor timed for the heavy concentration of truck activity that is present in the corridor. The individual performance characteristics of freight vehicles is not accounted for in current signal operations. As a result, travel through the corridor is unpredictable, negatively affecting the companies that depend on delivery as a part of their business. Smart Technologies and advanced communications infrastructure will allow active management of the corridor to improve conditions for freight and enable safer and more efficient progression of truck traffic.	\$750,000

APPENDIX A – ENVIRONMENTAL JUSTICE COMPLIANCE

Public engagement and non-discrimination certification

Regional flexible funds 2019-21

Background and purpose

Use of this checklist is intended to ensure project applicants have offered an adequate opportunity for public engagement, including identifying and engaging historically underrepresented populations. Applications for project implementation are expected to have analyzed the distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents.

The completed checklist will aid Metro in its review and evaluation of projects.

Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section B), for projects submitted to Metro for consideration for 2019-21 regional flexible funding.

Project sponsors should keep referenced records on file in case of a dispute. Retained records do not have to be submitted unless requested by Metro.

Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at daniel.kaempff@oregonmetro.gov or 503-813-7559.

1. Checklist

Transportation or service plan development

- At the beginning of the agency's transportation or service plan, a public engagement plan was developed to encourage broad-based, early and continuing for public involvement.
Retained records: *public engagement plan and/or procedures*
- At the beginning of the agency's transportation or service plan, a jurisdiction-wide demographic analysis was completed to understand the location of communities of color, limited English proficient and low-income populations, disabled, seniors and youth in order to include them in engagement opportunities.
Retained records: *summary of or maps illustrating jurisdiction-wide demographic analysis*
- Public notices included a statement of non-discrimination (Metro can provide a sample).
Retained records: *public engagement reports including/or dated copies of notices*
- Throughout the process, timely and accessible forums for public input were provided.
Retained records: *public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results*

- Throughout the process, appropriate interested and affected groups were identified and contact information was maintained in order to share project information, updates were provided for key decision points, and opportunities to engage and comment were provided.

Retained records: public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list

- Throughout the process, focused efforts were made to engage underrepresented populations such as communities of color, limited English proficient and low-income populations, disabled, seniors and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, which may include translation of key materials, using a telephone language line service to respond to questions or take input in different languages and providing interpretation at meetings or events.

Retained records: public engagement reports including/or list of community organizations and/or diverse community members with whom coordination occurred; description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summary of key findings

- Public comments were considered throughout the process, and comments received on the staff recommendation were compiled, summarized and responded to, as appropriate.

Retained records: public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments

- Adequate notification was provided regarding final adoption of the plan or program, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included information and instructions for how to testify, if applicable.

Retained records: public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list

Project development

This part of the checklist is provided in past tense for applications for project implementation funding. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.

- At the beginning of project development, a public engagement plan was (is budgeted to be) developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

- At the beginning of project development, a demographic analysis was (is budgeted to be) completed for the area potentially affected by the project to understand the location of

communities of color, limited English proficient and low-income populations, disabled, seniors and youth in order to include them in engagement opportunities.

Retained records: *summary of or maps illustrating demographic analysis*

- Throughout project development, project initiation and requests for input were (will be) sent at least 15 days in advance of the project start, engagement activity or input opportunity.

Retained records: *public engagement reports including/or dated copies of notices*

- Throughout project development, public notices included (will include) a statement of non-discrimination.

Retained records: *public engagement reports including/or dated copies of notices*

- Throughout project development, timely and accessible forums for public input were (will be) provided.

Retained records: *public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results*

- Throughout project development, appropriate interested and affected groups were (will be) identified and contact information was (will be) maintained in order to share project information, updates were (will be) provided for key decision points, and opportunities to engage and comment were (will be) provided.

Retained records: *public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list*

- Throughout and with an analysis at the end of project development, consideration was (will be) given to the benefits and burdens of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

Retained records: *staff reports including/or description of identified populations and information about benefits and burdens of the project for them in relation to other residents;*

- There was a finding of inequitable distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income

Submitted records: *for a finding of inequitable distribution of benefits and burdens, attach analysis, finding and documentation justifying the project and showing there is no less discriminatory alternative.*

- Public comments were (will be) considered throughout project development, and comments received on the staff recommendation were (will be) compiled, summarized and responded to, as appropriate.

Retained records: public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments

- Adequate notification was (will be) provided regarding final adoption of the plan, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included (will include) information and instructions for how to testify, if applicable.

Retained records: public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list

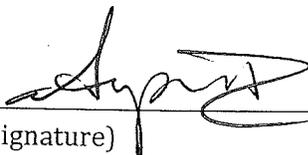
2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of the public engagement process, including outreach to communities of color, limited English and low-income populations, for this project or transportation or service plan.

3. Certification statement

Portland Bureau of Transportation (agency) certifies adherence to engagement and non-discrimination procedures developed to enhance public participation and comply with federal civil rights guidance.

As attested by:



(signature)

Art Pearce, Policy, planning and projects manager

(name and title)

8/23/16

(date)

APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

The following checklist items are street design elements that are appropriate and desirable in regional mobility corridors. Trail projects should use the *Off-Street and Trail Facilities* checklist (item D) at the end of this list. All other projects should use items A – C.

Use of federal transportation funds on separated pathways are intended for projects that primarily serve a transportation function. Pathways for recreation are not eligible for federal transportation funding through the regional flexible fund process. Federal funds are available from other sources for recreational trails. To allow for comfortable mixing of persons on foot, bicycle and mobility devices at volumes expected to be a priority for funding in the metropolitan region, a 12-foot hard surface with shoulders is a base design width acceptable to FHWA Oregon. Exceptions to this width for limited segments is acceptable to respond to surrounding context, with widths less than 10-feet subject to a design exception process. Wider surfaces are desirable in high volume locations.

A. Pedestrian Project design elements – check all that apply

Design elements emphasize separating pedestrians from auto traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and make it easier and more comfortable for people walking to access destinations.

For every element checked describe existing conditions and proposed features:

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
 - There are currently multiple sidewalk gaps behind existing curb along SE Duke St and SE Flavel St from 52nd to 82nd. The proposed project will construct 8-foot-wide curb-tight sidewalks behind existing curb to fill gaps along most of the corridor where right-of-way is constrained.
 - A section of SE 87th Ave south of Flavel St to the Springwater Trail is unpaved. A multi-use path connection will be built to provide a pedestrian right-of-way.
- Add sidewalk width and/or buffer for a total width of 17 feet (recommended), 10 feet minimum; buffer may be provided by parking on streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000)
 - The existing sidewalk on the west side of SE 82nd Ave (a high-traffic and high-speed arterial) between Knapp and Ogden is sub-standard, roughly 4 feet wide and curb-tight.
 - The proposed Knapp/Ogden crossing of 82nd would build the west side as a 12' wide multi-use path.
- Add sidewalk width and/or buffer for a total width of 10 feet (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 30 mph or less); Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip
- Sidewalk clear zone of 6 feet or more
 - All new sidewalks will be built with a clear zone of 6 feet or more.
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
 - Curb ramps will be added wherever new sidewalk is built adjacent to an intersection.
 - Curb ramps will be added at an existing signalized pedestrian crossing of SE Flavel St directly in front of Whitman Elementary School (currently the marked crosswalk hits hard curb on both sides, with no sidewalk on the north side).
 - Curb ramps will also be added at all major crossings built with the Knapp/Ogden Neighborhood Greenway, including at 45th, 52nd, 72nd, and 82nd.
- Add pedestrian crossing at appropriate location
 - Enhanced pedestrian crossings will be added where the Knapp/Ogden Neighborhood Greenway intersects with major streets, including at 45th, 52nd, 72nd, and 82nd.
- Re-open closed crosswalks

- Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
 - The crossing of 4-lane SE 82nd Ave at SE Knapp St will include a new pedestrian refuge island.
 - Pedestrian refuge islands will also be installed at 52nd/Knapp and 72nd/Ogden.
- Reduced pedestrian crossing distance
 - The proposed pedestrian refuge island at 82nd/Knapp will reduce pedestrian crossing distance.
 - Pedestrian crossing distance will also be reduced at both legs of the offset 52nd/Knapp intersections and at 72nd/Ogden by installing refuge islands.
- Narrowed travel lanes
- Reduced corner radii (e.g. truck apron)
- Curb extensions
 - Curb extensions will be constructed at both legs of the offset 52nd/Knapp intersection.
- Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
 - A RRFB is anticipated for the 82nd/Knapp crossing, subject to approval by ODOT Region 1.
- Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- Add countdown heads at signals
- Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
- Access management: minimize number and spacing of driveways
 - This project presents an opportunity for access management on the west side of SE 82nd Ave between Knapp and Ogden.
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- Wayfinding
 - Wayfinding will be added to help people walking find destinations like schools, parks, and commercial areas.
- Benches
- Transit stop amenities or bus stop pads
 - Currently, some TriMet bus stops on Duke and Flavel are located where there is no sidewalk.
 - The proposed project will build sidewalks at bus stops.
- Add crosswalk at transit stop
 - The proposed project will add a marked crosswalk with pedestrian refuge island and RRFB at 82nd/Knapp, serving nearby Line 72 bus stops at 82nd/Knapp.
- Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street

B. Bicycle Projects design elements

Design elements emphasize separating bicycle and auto traffic, increasing visibility of bicyclists, making it easier and more comfortable for people traveling by bicycle to access routes and destinations.

For every element checked describe existing conditions and proposed features:

- On streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000): Buffered bicycle lane, 6 foot bike lane, 3 foot buffer; Protected bikeway with physical separation (e.g. planters, parking); Raised bikeway
- Separated multi-use trail parallel to roadway
 - The proposed project will add a short multi-use path along SE 82nd Ave from Ogden to Knapp to enable a bicycle crossing at the offset intersection.
 - The proposed project will also build a multi-use path connection along 87th Ave from Flavel to the Springwater Corridor.

- Bike priority treatments at intersections and crossings (i.e. advance stop-lines, bike boxes, signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals)
 - The proposed crossing at 82nd/Ogden would include a user-activated RRFB.
- Medians and crossing treatments
 - The proposed crossings at 45th/Knapp, 52nd/Knapp, 72nd/Ogden, and 82nd/Knapp would include medians and other crossing treatments.
- Wayfinding, street markings
 - Wayfinding will be added to help people walking find destinations like schools, parks, and commercial areas.
 - Street markings will be used to indicate neighborhood greenway routes, and markings will be used on the multi-use path section to indicate where pedestrians and bicyclists are expected to be.
- Lighting at intersections
- Bicycle boulevard treatment where ADT is less than 3,000 per day: Buffered bicycle lane, 6 foot bike lane, 3 foot buffer
 - The Knapp/Ogden neighborhood greenway runs on local streets and will use typical bicycle boulevard treatments, including sharrows, speed bumps, lower speed limits, crossing treatments, and other traffic calming treatments.

C. Other Complete Street Features

For every element checked describe existing conditions and proposed features:

- Turning radius improvements (freight route only)
- Gateway feature
- Street trees
- ITS elements (i.e. signal timing and speed detection)

D. Off-Street and Trail Facilities

For every element checked describe existing conditions and proposed features:

- Minimum 12' trail width (plus 2' graded area each side)
- Always maintains minimum 5' separation when adjacent to street **or** never adjacent to street
- All on-street segments include improvements beyond bike lanes (item C, above) **or** no on-street segments
- All street crossings include an appropriate high-visibility crosswalk treatment
- All 4-lane street crossings include appropriate refuge island **or** no 4-lane street crossings
- Frequent access points (generally every ¼-mile)
- All crosswalks and underpasses include lighting
- Trail lighting throughout
- Trailhead improvements
- Rest areas with benches and wheelchair spaces
- Wayfinding or interpretive signage
- Signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians)
- Trail priority at all local street/driveway crossings

Project Estimate Report: Scoping Phase

For

Brentwood-Darlington Neighborhood Bikeway

August 25, 2016

Requested by: Zef Wagner

Prepared by: Annie Parham

Locations: SE Ogden St/SE Knapp St from SE 32nd Ave to SE 87th Ave
SE 87th Ave from SE Knapp to Springwater Corridor Trail

Description: Speed bumps and sharrows along the length of the route; intersection improvements at SE 45th Ave & SE Knapp St, SE 52nd Ave & SE Knapp St, SE 72nd Ave & SE Ogden St, and SE 82nd Ave & SE Ogden St/SE Knapp St; paving gravel roadway along SE 87th from SE Flavel St to SE Malden Ct; and, multi-use path from SE Malden Ct & 87th to Springwater Trail.

SE 45th Ave & SE Knapp St

Proposed Improvement:

- Curb extensions at NW, NE, SW and SE corners, ADA ramps at all corners.

SE 52nd Ave & SE Knapp St

Proposed Improvement:

- Curb extensions at NW and SE corners, 6' sidewalk infill, bike lane protecting islands at NE and SW corners, ADA ramps at all corners. 6' sidewalk infill behind existing curb within current 60' Right-of-Way.

SE 72nd Ave & SE Ogden St

Proposed Improvement:

- Updated ADA ramps at all corners, traffic islands installed.

SE 82nd Ave & SE Ogden St/SE Knapp St

Proposed Improvement:

- Multi-use path installed along west side of 82nd from SE Knapp St to SE Ogden St; traffic island installed in center turn lane on south side of the SE Knapp St intersection; and, rapid flash beacon installed at southern crossing of SE 82nd St at SE Knapp St.

SE 87th Ave from SE Flavel St to SE Malden Ct

Current Cross Section:

- 18' gravel roadway in 50' ROW, gravel shoulder on east and west sides of roadway.

Proposed Cross Section:

- 18' paved AC roadway in 50' ROW, gravel shoulder on east and west sides of roadway.

SE Malden Ct & 87th to Springwater Trail

Current Cross Section:

- Vegetated area with 8' goat path connecting SE 87th to the Springwater Corridor.

Proposed Cross Section:

- 12' multi-use path connecting SE 87th to the Springwater Corridor.

Issues:

- Water – None identified.
- BES – Relocation of inlets and lead at all improved intersections.
- Signals and Street Lighting – RRFB installed at SE 82nd Ave.
- Environmental and Zoning – None identified.
- Contaminated Media – None identified.
- Right-of-Way Needs – Temporary construction easements needed for intersection improvements along bike route.
- Railroads – None identified.
- Parks – None identified.
- Other Jurisdictions – None identified.

Cost Estimate:

Construction	\$ 974,000
Project Management (5%)	42,000
Design Engineering (25%)	212,000
Construction Management (15%)	127,000
Right-of-Way (Cost + 30% Contingency)	77,000
Overhead (79.27%)	302,000
Estimate Contingency	705,000

Total Project Estimate: \$ 2,439,000

Estimating Assumptions:

- Assumed protected bike path along east and west side of SE 52th Ave and SE Knapp St, per Andrew Sullivan/PBOT Traffic.
- Assumed multi-use path along west side of SE 82th Ave from SE Ogden St to SE Knapp St, per Andrew Sullivan/PBOT Traffic.
- Assumed 55 speed bumps and 115 sharrows along Brentwood-Darlington Neighborhood Bikeway, per Gary Brittle/PBOT Traffic.
- Assumed relocation of existing inlets and lead at intersections included in project scope.
- Assumed \$77,000 for temporary construction easements, per Marty Maloney/PBOT.
- Assumed parking removal around intersection improvement at SE 52nd Ave & SE Knapp St.
- Assumed one post with breakaway, two street name signs, and one stop sign required for every two updated corners.
- Assumed no additional stormwater solutions necessary for the Springwater Trail connection because the construction does not create a need for additional improvement, per Tim Knighton/BES.
- Assumed planting no trees because current curb to ROW width does not allow for sidewalks wide enough to include planter areas.
- Assumed 3' asphalt pavement repair in front of proposed curb; assumed asphalt section of 8" AC on 8" aggregate base.

Review & Approval:

Ea B. Hunter

Reviewed by Engineer of Record

8-25-16

Date

Rola Gailup

Reviewed and Approved by Engineering Services Division Manager

8/25/16

Date

Attachments:

- Detailed estimate spreadsheet
- Site map with proposed improvements

CITY OF PORTLAND, OREGON
BUREAU OF TRANSPORTATION
PRELIMINARY ENGINEER'S ESTIMATE
 Brentwood-Darlington SRTS Neighborhood Bikeway (32nd to 87th)

Date: August 25, 2016

By: Annie Parham

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF THE BRENTWOOD-DARLINGTON NEIGHBORHOOD BIKEWAY FROM SE 32ND TO SE 88TH.
VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	0210	LS	1	\$ 70,138.88	\$ 70,138.88
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	0225	LS	1	\$ 21,041.66	\$ 21,041.66
3	TEMPORARY SIGNS	0225	SQFT	300	\$ 20.00	\$ 6,000.00
4	TEMPORARY BARRICADES, TYPE II	0225	EACH	8	\$ 100.00	\$ 800.00
5	TEMPORARY BARRICADES, TYPE III	0225	EACH	4	\$ 150.00	\$ 600.00
10	TEMPORARY PLASTIC DRUMS	0225	EACH	15	\$ 52.00	\$ 780.00
17	SEQUENTIAL ARROW SIGNS	0225	EACH	1	\$ 1,800.00	\$ 1,800.00
19	FLAGGERS	0225	HOUR	300	\$ 48.50	\$ 14,550.00
20	TRAFFIC CONTROL SUPERVISOR	0225	HOUR	20	\$ 65.40	\$ 1,308.00
23	EROSION CONTROL	0280	LS	1	\$ 7,013.89	\$ 7,013.89
29	INLET PROTECTION	0280	EACH	13	\$ 88.00	\$ 1,144.00
30	POLLUTION CONTROL PLAN	0290	LS	1	\$ 701.39	\$ 701.39
43	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1	\$ 28,055.55	\$ 28,055.55
45	CLEARING AND GRUBBING	0320	LS	1	\$ 18,236.11	\$ 18,236.11
49	GENERAL EXCAVATION	0330	CUYD	411	\$ 49.00	\$ 20,139.00
79	10 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	0445	FOOT	500	\$ 110.00	\$ 55,000.00
96	CONCRETE INLETS, TYPE CG-2	0470	EACH	13	\$ 1,900.00	\$ 24,700.00
146	AGGREGATE BASE, 8 INCH THICK	0640	SQYD	523	\$ 12.30	\$ 6,432.90
148	LEVEL 2, 1/2 INCH DENSE, MWMAC MIXTURE	0744	TON	709	\$ 94.50	\$ 67,000.50
157	ASPHALT SPEED BUMPS	0749	EACH	55	\$ 1,800.00	\$ 99,000.00
164	CONCRETE CURBS, STANDARD CURB	0759	FOOT	1,025	\$ 25.50	\$ 26,137.50
167	CONCRETE ISLANDS	0759	SQFT	1,065	\$ 11.70	\$ 12,460.50
168	CONCRETE DRIVEWAYS	0759	SQFT	250	\$ 8.40	\$ 2,100.00
171	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	11,698	\$ 18.00	\$ 210,564.00
208	PAVEMENT LEGEND, TYPE F: GREEN BICYCLE LANE + WHITE STENCIL MARKINGS	0867	SQFT	950	\$ 3.00	\$ 2,850.00
209	PAVEMENT LEGEND, TYPE B: BICYCLE LANE SYMBOLS	0867	EACH	115	\$ 286.00	\$ 32,890.00
212	PAVEMENT BAR, TYP B-HS	0867	SQFT	1,020	\$ 9.90	\$ 10,098.00
217	SIGN SUPPORT FOOTINGS, BREAKAWAY	0920	LS*	8	\$ 182.00	\$ 1,456.00
219	PIPE SIGN SUPPORTS	0930	LS*	8	\$ 180.00	\$ 1,440.00
223	TYPE "G" SIGNS IN PLACE	0940	SQFT	16	\$ 39.60	\$ 633.60
226	TYPE "R" SIGNS IN PLACE	0940	SQFT	72	\$ 20.90	\$ 1,504.80
245	FLASHING BEACON INSTALLATION (MAST ARM)	0990	LS*	1	\$ 100,000.00	\$ 100,000.00
TOTAL BID ITEMS						\$ 846,576.28

ANTICIPATED ITEMS

NO.	ITEMS OF WORK AND MATERIALS	REFERENCE	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	RIGHT OF WAY MONUMENTATION		LS	0.00	\$ -	\$ -
2	RELOCATE WATER FACILITIES - FIRE HYDRANT		EACH	0.00	\$ 20,000.00	\$ -
3	RELOCATE WATER FACILITIES - METER		EACH	0.00	\$ 6,000.00	\$ -
4	STREET LIGHTING - UPGRADE LUMINAIRES		EACH	0.00	\$ 600.00	\$ -
5	STREET LIGHTING - INSTALL ARMS AND LUMINAIRES		EACH	0.00	\$ 5,000.00	\$ -
6	CONNECT CONTRACTOR INSTALLED TRAFFIC SIGNAL LOOPS TO CONTROLLER BY BOM		EACH	0.00	\$ 1,000.00	\$ -
7	STORMWATER PLANTINGS AND PLANT ESTABLISHMENT		SQFT	0.00	\$ 20.00	\$ -
8	STORMWATER OFFSITE MANAGEMENT FEE		SQFT	0.00	\$ 3.70	\$ -
9	ROCK EXCAVATION		CUYD	0.00	\$ 106.00	\$ -
10	RAILROAD PROTECTION SERVICES (ONE YEAR)		LS	0.00	\$ 100,000.00	\$ -
11	ASPHALT CEMENT ESCALATION		LS	1.00	\$ -	\$ -
12	FUEL ESCALATION		LS	1.00	\$ -	\$ -
13	TESTING CONTAMINATED MEDIA		LS	0.00	\$ 5,000.00	\$ -
14	BOLI FEE PAYMENT		LS	1.00	\$ 846.58	\$ 846.58
15	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 84,657.63	\$ 84,657.63
TOTAL ANTICIPATED ITEMS						\$ 85,504.20

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
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SCHEDULE SUMMARY

BID ITEMS						\$ 846,576
CONSTRUCTION CONTINGENCY					5% of Bid Items*	\$ 42,329
SUBTOTAL						\$ 888,905
ANTICIPATED ITEMS						\$ 85,504
TOTAL CONSTRUCTION						\$ 974,409
PROJECT MANAGEMENT					5% of Bid Items	\$ 42,329
DESIGN ENGINEERING					25% of Bid Items	\$ 211,644
CONSTRUCTION MANAGEMENT					15% of Bid Items	\$ 126,986
SUBTOTAL						\$ 380,959
PROJECT ENGINEERING & MANAGEMENT OVERHEAD					79.27% of PM, Eng, and CM	\$ 301,986
TOTAL PROJECT ENGINEERING & MANAGEMENT						\$ 682,945
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES						\$ 16,900
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION						\$ 55,250
					of Land, Improve, and Damages	
RIGHT-OF-WAY CONTINGENCY					30%	\$ 5,070
TOTAL PROJECT RIGHT-OF-WAY						\$ 77,220
INFLATION RATE ON CONTRACT			Years		Inflation	
INFLATION RATE ON PERSONNEL			5		4.5% of Construction	\$ 239,882
ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE			5		2.0% of Eng & Mgmt	\$ 71,081
					20% of Const, Eng & Mgmt, and Inflation	\$ 393,663
TOTAL PROJECT CONTINGENCY						\$ 704,626
TOTAL PROJECT ESTIMATE						\$ 2,439,201

Project Estimate Report: Scoping Phase

For

Brentwood-Darlington Neighborhood Sidewalk Infill

August 11, 2016

Requested by: Zef Wagner

Prepared by: Annie Parham

Locations: SE Flavel St from SE 52nd Ave to SE 82nd Ave, SE Duke St from SE 52nd Ave to SE 82nd Ave.

Description: Sidewalk infill behind existing curb along the length of SE Flavel St and SE Duke St from SE 52nd Ave to SE 82nd Ave, curb ramps updated where noted on the attached site map.

SE Flavel St from SE 52nd Ave to SE 82nd Ave

Cross-Section:

- 45' roadway curb to curb with 7' to 8.5' curb tight sidewalk along the north and south sides of the street in 60'-64' Right-of-Way.
- Typical roadway features 7' parking, 5' bike lane, 10' southbound lane, 10' left turn lane, 5' bike lane, and 7' parking.

SE Duke St from SE 52nd Ave to SE 82nd Ave

Cross-Section:

- 44' roadway curb to curb with 7' to 15' curb tight sidewalk along the north and south sides of the street in 60'-62' Right-of-Way.
- Typical roadway features 7.5' parking, 4.5' bike lane, 10.5' eastbound lane, 10.5' westbound lane, 4.5' bike lane, and 7.5' parking.

Issues:

- Water – None identified.
- BES – None identified.
- Signals and Street Lighting – None identified.
- Environmental and Zoning – None identified.
- Contaminated Media – None identified.
- Right-of-Way Needs – Temporary construction easements needed for sidewalk infill along SE Flavel St and SE Duke St.
- Railroads – None identified.
- Parks – None identified.
- Other Jurisdictions – None identified.

Cost Estimate:

Construction	\$ 1,404,000
Project Management (5%)	61,000
Design Engineering (25%)	305,000
Construction Management (15%)	183,000
Right-of-Way (Cost + 30% Contingency)	278,000
Overhead (79.27%)	435,000
Estimate Contingency	1,016,000

Total Project Estimate: \$ 3,682,000

Estimating Assumptions:

- Assumed relocation of existing inlets and lead from SE 52nd Ave to SE 82nd Ave along SE Duke St and SE Flavel St.
- Assumed \$278,000 for temporary construction easements, per Marty Maloney/PBOT.
- Assumed one post, one footing, two street name signs, and one stop sign required for every two updated corners.
- Assumed 3' asphalt pavement repair in front of proposed curb; assumed asphalt section of 8" AC on 8" aggregate base.
- Assumed no additional stormwater solutions necessary because construction does not create a need for additional treatments.
- Assumed no trees planted because current curb to ROW width does not allow for sidewalks wide enough to include planter areas.
- Assumed 113' modified concrete curb acting as a wall at back of sidewalk along length of 6515 and 6520 SE Duke St properties.

Review & Approval:

Ea B. Huntsinger 8-12-16
Reviewed by Engineer of Record Date

Sodd 8-12-16
Reviewed and Approved by Engineering Services Division Manager Date

Attachments:

- Detailed estimate spreadsheet
- Site map with proposed improvements

CITY OF PORTLAND, OREGON
BUREAU OF TRANSPORTATION
PRELIMINARY ENGINEER'S ESTIMATE
Brentwood-Darlington SRTS - Sidewalk Infill

Date: August 11, 2016

By: Annie Parham

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF THE BRENTWOOD DARLINGTON NEIGHBORHOOD FROM SE 52ND TO SE 82ND.

VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	0210	LS	1	\$ 101,071.16	\$ 101,071.16
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	0225	LS	1	\$ 30,321.35	\$ 30,321.35
3	TEMPORARY SIGNS	0225	SQFT	800	\$ 20.00	\$ 16,000.00
4	TEMPORARY BARRICADES, TYPE II	0225	EACH	10	\$ 100.00	\$ 1,000.00
10	TEMPORARY PLASTIC DRUMS	0225	EACH	10	\$ 52.00	\$ 520.00
19	FLAGGERS	0225	HOUR	100	\$ 48.50	\$ 4,850.00
23	EROSION CONTROL	0280	LS	1	\$ 10,107.12	\$ 10,107.12
28	SEDIMENT FENCE, UNSUPPORTED	0280	FOOT	2,150	\$ 2.50	\$ 5,375.00
29	INLET PROTECTION	0280	EACH	72	\$ 88.00	\$ 6,336.00
30	POLLUTION CONTROL PLAN	0290	LS	1	\$ 1,010.71	\$ 1,010.71
43	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1	\$ 40,428.46	\$ 40,428.46
45	CLEARING AND GRUBBING	0320	LS	1	\$ 26,278.50	\$ 26,278.50
49	GENERAL EXCAVATION	0330	CUYD	1,596	\$ 49.00	\$ 78,204.00
146	AGGREGATE BASE, 8 INCH THICK	0640	SQYD	1,330	\$ 12.30	\$ 16,359.00
148	LEVEL 2, 1/2 INCH DENSE, MWMAC MIXTURE	0744	TON	621	\$ 94.50	\$ 58,684.50
164	CONCRETE CURBS, MODIFIED CURB	0759	FOOT	113	\$ 50.00	\$ 5,650.00
168	CONCRETE DRIVEWAYS	0759	SQFT	16,250	\$ 8.40	\$ 136,500.00
170	CONCRETE WALKS	0759	SQFT	29,974	\$ 7.40	\$ 221,807.60
171	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	24,300	\$ 18.00	\$ 437,400.00
217	SIGN SUPPORT FOOTINGS, BREAKAWAY	0920	LS*	35	\$ 182.00	\$ 6,370.00
219	PIPE SIGN SUPPORTS	0930	LS*	35	\$ 180.00	\$ 6,300.00
223	TYPE "G" SIGNS IN PLACE	0940	SQFT	70	\$ 39.60	\$ 2,772.00
226	TYPE "R" SIGNS IN PLACE	0940	SQFT	315	\$ 20.90	\$ 6,583.50
TOTAL BID ITEMS						\$ 1,219,928.90

ANTICIPATED ITEMS

NO.	ITEMS OF WORK AND MATERIALS	REFERENCE	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	RIGHT OF WAY MONUMENTATION		LS	0.00	\$ -	\$ -
2	RELOCATE WATER FACILITIES - FIRE HYDRANT		EACH	0.00	\$ 20,000.00	\$ -
3	RELOCATE WATER FACILITIES - METER		EACH	0.00	\$ 6,000.00	\$ -
4	STREET LIGHTING - UPGRADE LUMINAIRES		EACH	0.00	\$ 600.00	\$ -
5	STREET LIGHTING - INSTALL ARMS AND LUMINAIRES		EACH	0.00	\$ 5,000.00	\$ -
6	CONNECT CONTRACTOR INSTALLED TRAFFIC SIGNAL LOOPS TO CONTROLLER BY BOM		EACH	0.00	\$ 1,000.00	\$ -
7	STORMWATER PLANTINGS AND PLANT ESTABLISHMENT		SQFT	0.00	\$ 20.00	\$ -
8	STORMWATER OFFSITE MANAGEMENT FEE		SQFT	0.00	\$ 3.70	\$ -
9	ROCK EXCAVATION		CUYD	0.00	\$ 106.00	\$ -
10	RAILROAD PROTECTION SERVICES (ONE YEAR)		LS	0.00	\$ 100,000.00	\$ -
11	ASPHALT CEMENT ESCALATION		LS	1.00	\$ -	\$ -
12	FUEL ESCALATION		LS	1.00	\$ -	\$ -
13	TESTING CONTAMINATED MEDIA		LS	0.00	\$ 5,000.00	\$ -
14	BOLI FEE PAYMENT		LS	1.00	\$ 1,219.93	\$ 1,219.93
15	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 121,992.89	\$ 121,992.89
TOTAL ANTICIPATED ITEMS						\$ 123,212.82

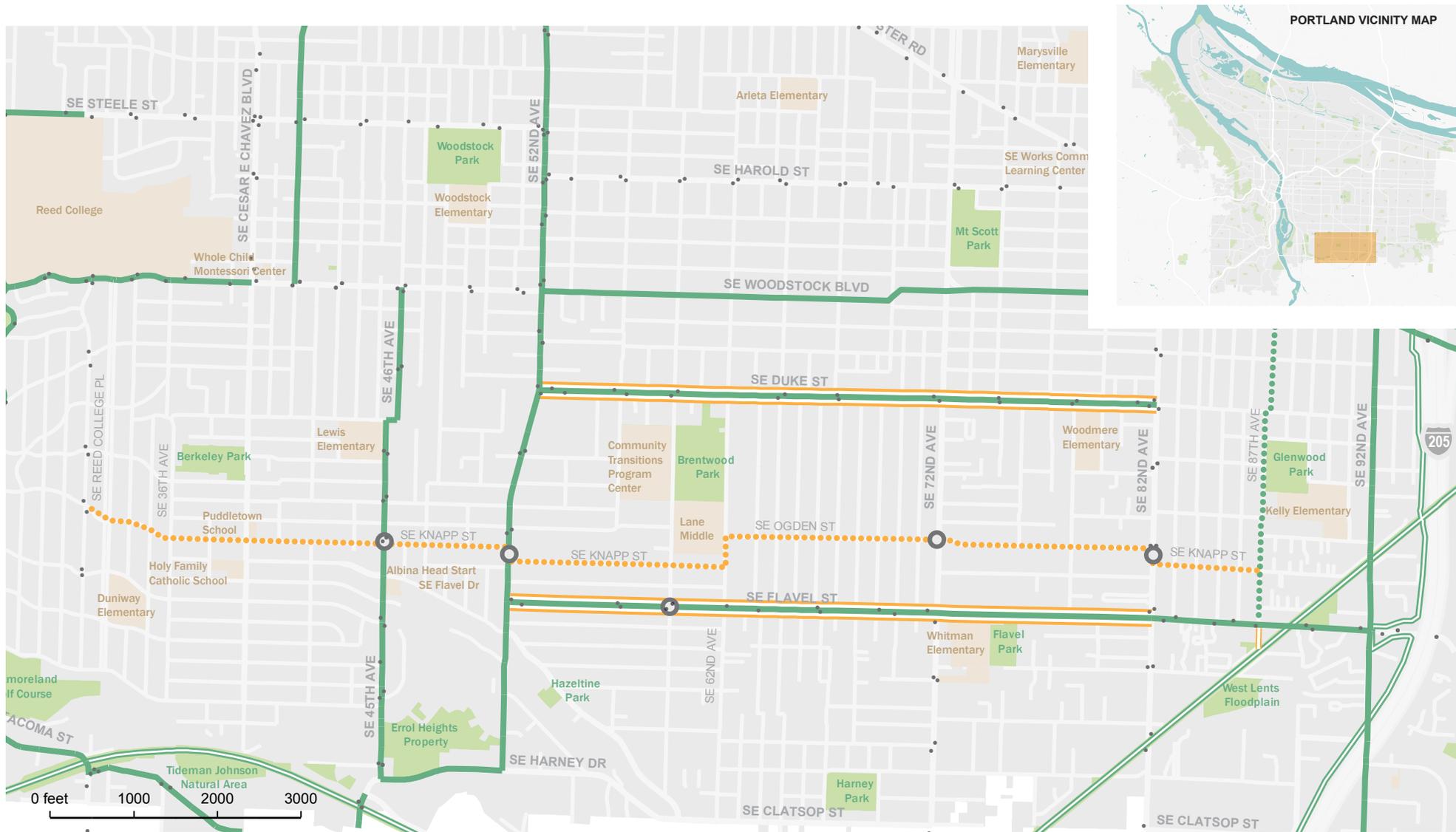
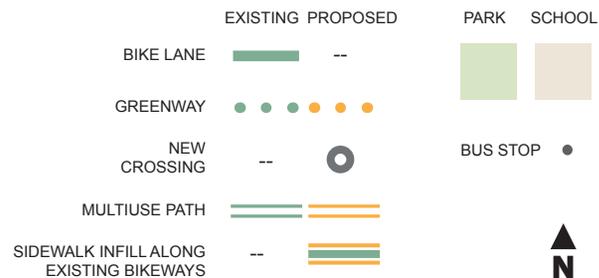
NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
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SCHEDULE SUMMARY

BID ITEMS						\$ 1,219,929
CONSTRUCTION CONTINGENCY				5% of Bid Items		\$ 60,996
SUBTOTAL						\$ 1,280,925
ANTICIPATED ITEMS						\$ 123,213
TOTAL CONSTRUCTION						\$ 1,404,138
PROJECT MANAGEMENT				5% of Bid Items		\$ 60,996
DESIGN ENGINEERING				25% of Bid Items		\$ 304,982
CONSTRUCTION MANAGEMENT				15% of Bid Items		\$ 182,989
SUBTOTAL						\$ 548,967
PROJECT ENGINEERING & MANAGEMENT OVERHEAD				79.27% of PM, Eng. and CM		\$ 435,166
TOTAL PROJECT ENGINEERING & MANAGEMENT						\$ 984,134
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES						\$ 66,060
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION					of Land, Improve, and Damages	\$ 192,500
RIGHT-OF-WAY CONTINGENCY				30%		\$ 19,818
TOTAL PROJECT RIGHT-OF-WAY						\$ 278,378
			<i>Years</i>	<i>Inflation</i>		
INFLATION RATE ON CONTRACT			5	4.5% of Construction		\$ 345,673
INFLATION RATE ON PERSONNEL			5	2.0% of Eng & Mgmt		\$ 102,429
ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE				20% of Const, Eng & Mgmt, and Inflation		\$ 567,275
TOTAL PROJECT CONTINGENCY						\$ 1,015,377
TOTAL PROJECT ESTIMATE						\$ 3,682,026

BRENTWOOD DARLINGTON SAFE ROUTES TO SCHOOL

Project elements



Summary of non-discriminatory engagement

The City of Portland Bureau of Transportation (PBOT) recognizes that equity is realized when identity -such as race, ethnicity, gender, age, disability, national origin, sexual orientation- has no detrimental effect on the distribution of resources, opportunities, and outcomes for group members in society. PBOT is committed to the fair treatment and meaningful involvement of all people, regardless of income or identity, with respect to the development, implementation and enforcement of plans, policies and procedures in the course of the Bureau's work.

Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies. Meaningful involvement means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision making process; and (4) the decision makers seek out and facilitate the involvement of those potentially affected.

PBOT acknowledges historical injustice and context of local decision-making and supports the equitable distribution of the benefits and burdens of decisions to ensure that those most impacted from decisions have an opportunity to meaningfully participate. PBOT's commitment to non-discriminatory engagement includes supporting special efforts to engage minority, low-income, women, people with disabilities, people with Limited English Proficiency, senior and youth populations.

Non-discrimination policy statement It is the policy of the City of Portland that no person shall be denied the benefits of or be subjected to discrimination in any City program, service, or activity on the grounds of race, religion, color, national origin, English proficiency, sex, age, disability, religion, sexual orientation, gender identity, or source of income. The City of Portland also requires its contractors and grantees to comply with this policy. This is in accordance with Title VI of the Civil Rights Act of 1964 and subsequent federal nondiscrimination directives such as the Federal-Aid Highway Act of 1973, the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 (Environmental Justice), and Executive Order 13166 (Limited English Proficiency).

Implementation of non-discriminatory engagement PBOT's public engagement plans, policies and practices are guided by and in conformance with the City of Portland Title VI Civil Rights Program and Plan.

In June 2013 the City Council unanimously adopted the Civil Rights Title VI Plan which included the Environmental Justice Policy and Analysis Guidelines. The City of Portland also adopted, by Ordinance, the above Non Discrimination Policy Statement and the Non Discrimination Agreement for Certified Local Agencies. All of the above support implementation of the City of Portland's Civil Rights Code, located in Chapter 23.01 Civil Rights, which was adopted on October 3, 1991 by Ordinance Number 164709.

The City has developed extensive resources and best practices to ensure that the public is meaningfully involved in the decisions it makes. Such involvement is critical to the implementation of the Title VI program. The City Council adopted the following Public Involvement Principles in August, 2010, and is committed to applying them in planning, providing services and decision-making.

- *Partnership*: Community members have a right to be involved in decisions that affect them. Participants can influence decision-making and receive feedback on how their input was used. The public has the opportunity to recommend projects and issues for government consideration.
- *Early Involvement*: Public involvement is an integral part of issue and opportunity identification, concept development, design, and implementation of City policies, programs, and projects.
- *Building Relationships and Community Capacity*: Public involvement processes develop long-term, collaborative working relationships and learning opportunities with community partners and stakeholders.
- *Inclusiveness and Equity*: Public dialogue and decision-making processes identify, reach out to, and encourage participation of the community in its full diversity. Processes respect a range of values and interests and the knowledge of those involved. Historically excluded individuals and groups are included authentically in processes, activities, and decision- and policy-making. Impacts, including costs and benefits, are identified and distributed fairly.
- *Good Quality Process Design and Implementation*: Public involvement processes and techniques are well-designed to appropriately fit the scope, character, and impact of a policy or project. Processes adapt to changing needs and issues as they move forward.
- *Transparency*: Public decision-making processes are accessible, open, honest, and understandable. Members of the public receive the information they need to participate effectively.
- *Accountability*: City leaders and staff are accountable for ensuring meaningful public involvement in the work of city government.

Additional non-discriminatory policies The Portland Bureau of Transportation has in place a Transportation Title VI Civil Rights Program and Plan to support and ensure implementation of the above policy. The plan's elements that protect against discrimination apply to PBOT, its sub-recipients, contractors and consultants. The Transportation Title VI Civil Rights Program Plan and Ordinance are located on the Portland Bureau of Transportation website at the following web address: www.portlandonline.com/transportation/index.cfm?c=34752

The August 2016 Recommended Draft of the Transportation System Plan (TSP) Stage 2 Update includes specific acknowledgement of the goals and policies of *Chapter 2: Community Involvement* of the adopted City of Portland 2035 Comprehensive Plan. It also identifies 19 additional TSP *Section 3: Community Involvement Objectives*.

Inclusive Outreach and Engagement Strategies To insure participation of Title VI protected groups, and to address physical accessibility, language issues and other accommodations for Title VI protected groups. At a minimum, such strategies shall include:

- Providing for a variety of ways for community members to participate in public processes, including informal meetings/open house presentations and written and oral testimony;
- Ensuring that meeting locations and times are convenient and accessible to all, including low income, minority communities, people with Limited English Proficiency and people with disabilities;
- Seeking out and considering the views of minority and/or low income communities;
- Providing meeting facilities that are accessible to all and specifying in meeting notices that accommodations are available upon request;
- Ensuring equal access to City programs, services and activities by providing reasonable modifications and accommodations upon request; and
- Following all Oregon Public Records and Public Meetings Laws for relevant meetings.

ORDINANCE NO. 187954

*Authorize application to the Metro Regional Government for grants up to \$30 million for eight Active Transportation infrastructure or project development projects and two Regional Freight Investment Projects (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. Through the Regional Flexible Funds grant process, the Metro Regional Government is soliciting transportation infrastructure and project development proposals for federal transportation funding that will be available between 2019 and 2021.
2. There is approximately \$26 million available region-wide for Active Transportation/Complete Streets projects that support non-auto trips and ensure safe streets designed for all users.
3. There is approximately \$7 million available region-wide for Regional Freight Investments projects which support the development of the region's economy through investment in green infrastructure and key freight projects or programs.
4. Working with stakeholders, the Bureaus of Transportation and Parks and Recreation identified eight priority Active Transportation projects and two priority freight projects (Exhibit A) for application for Metro Regional Flexible Funds grants.
5. The projects identified will help to build critical transportation infrastructure and support multi-modal safety improvements throughout the City of Portland transportation system.
6. The projects listed on Exhibit A are consistent with the recently updated Transportation System Plan Project List. The grant application project list was developed with the help of the City's Bicycle, Pedestrian and Freight Advisory Committees and with additional feedback provided by the Transportation Justice Alliance.
7. Local match of at least 10.27% will be provided from Transportation and Parks System Development Charges.

NOW, THEREFORE, The Council directs:

- a. The Director of the Portland Bureau of Transportation is hereby authorized to make application to Metro for grants in the amount of up to \$30 million and to document City Council support in the required projects nomination letter.
- b. The Director of the Portland Bureau of Transportation is authorized to provide such information and assurances as are required for the grant period.
- c. The OMF Grants Office is authorized to perform all administrative matters in relation to the grant application, grant agreement or amendments, requests for reimbursement from the grantor, and to submit required online grant documents on the Commissioner-in-Charge's behalf.

Section 2. The Council declares that an emergency exists because the grant applications are due immediately; therefore, this ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council: **AUG 17 2016**

Commissioner Steve Novick

Prepared by: Mark Lear:CK

Date Prepared: 08/02/16

Mary Hull Caballero

AUDITOR OF THE CITY OF PORTLAND

By 

Deputy

Agenda No.
ORDINANCE NO. 187954
 Title

*Authorize application to the Metro Regional Government for grants in the amount of up to \$30 million for eight Active Transportation infrastructure or project development projects and two Regional Freight Investment Projects. (Ordinance)

<p>INTRODUCED BY Commissioner/Auditor: COMMISSIONER STEVE NOVICK</p> <p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance and Administration - Hales</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Novick <i>SN</i></p> <p>BUREAU APPROVAL</p> <p>Bureau: Transportation LEAH TREAT, DIRECTOR <i>LT</i></p> <p>Prepared by: Mark Lear: CK <i>MSL</i></p> <p>Date Prepared: August 2, 2016</p> <p>Supervisor:</p> <p>Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>City Auditor Office Approval: required for Code Ordinances</p> <p>City Attorney Approval: required for contract, code, easement, franchise, comp plan, charter</p> <p>Council Meeting Date August 17th, 2016</p>	<p>CLERK USE: DATE FILED <u>AUG 09 2016</u></p> <p style="text-align: center;">Mary Hull Caballero Auditor of the City of Portland</p> <p>By: <u><i>MHC</i></u> Deputy</p> <p>ACTION TAKEN:</p>
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AGENDA
<p>TIME CERTAIN <input type="checkbox"/></p> <p>Start time: _____</p> <p>Total amount of time needed: (for presentation, testimony and discussion)</p> <p>CONSENT <input type="checkbox"/></p> <p>REGULAR <input checked="" type="checkbox"/></p> <p>Total amount of time needed: 20 minutes (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	_____	
3. Saltzman	3. Saltzman	✓	
4. Novick	4. Novick	✓	
Hales	Hales	✓	