



Regional Freight Investments Projects

Name of Project: Central Eastside Access and Circulation Improvements

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

Project Definition

Project Description

- Facility or area: The Central Eastside Access and Circulation Project area encompasses the following intersections within the City of Portland: NE 16th Ave and NE Irving St, SE Stark Street and SE Martin Luther King, Jr. Blvd, SE Washington Street at SE Grand Ave and SE Martin Luther King, Jr. Blvd, Hawthorne Bridge viaduct at SE Martin Luther King, Jr. Blvd ramp, SE Clay Street and SE Grand Ave, SE Mill Street at SE Martin Luther King, Jr. Blvd
- City: Portland
- County: Multnomah

Base project information

- **Corresponding RTP project number(s) for the nominated project.**
RTP# 10241: Clay/MLK Jr, SE: Intersection Improvements

RTP# 10264: Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements.

RTP# 10302: MLK Jr, N (Columbia Blvd. - CEID): ITS
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).

Purpose and need statement.

The Central Eastside Industrial District (CEID) is one of two industrial sanctuary districts within Portland's Central City. The CEID is traditionally home to light industrial uses such as manufacturing and production, warehousing and freight movement, and wholesale sales. Recently, there has been significant growth in the "industrial office" use category, which includes technology-based firms in the emerging information economy. The CEID is also crossed by several transit corridors (served by Portland Streetcar, TriMet Frequent Service Lines 6, 12, 14, and 15, as well as lines 10, 19, 20, and 70) which are undergoing a rapid transformation with residential mixed-use development. The Central City 2035 Plan anticipates 9,000 new jobs and 2,500 new households in the CEID over the next 2 decades. The CEID is also an important corridor for through truck traffic from the Union Pacific intermodal facility at Brooklyn accessing the freeways and Port facilities. As the district grows, investments in the transportation system that reduces both congestion and safety conflicts will be required to accommodate the anticipated growth. This proposal will use Regional Flexible Funds to improve freight access and circulation at key choke points while leveraging a significant local match to improve bikeways leading into and through the CEID, enhancing safety for all modes.

Description of post implementation measurement of project effectiveness.

One of the key elements of this project is that it provides equipment for monitoring the performance of traffic flow along the MLK/Grand couplet in the CEID and at NE 16th Ave and Irving Street which provides direct access to I-84. By utilizing the new signal and traffic counting equipment, the ITS solutions that are implemented through this project will allow for better analysis of the performance of the MLK/Grand corridor and the key intersections where choke points occur than what is possible presently. This will inform decisions about signal timing and future safety and capacity improvement needs.

Additionally, through outreach to the Central Eastside Industrial District stakeholders, TriMet, and the City of Portland's modal advisory committees (Bicycle, Pedestrian and Freight), the effect of the proposed upgrades on truck travel time and freight delay as well as impacts to other travel modes can be assessed and the ITS solutions and traffic management strategies can be adjusted accordingly.

Project Cost and Funding Request Summary

- **See attached for a completed Cost Methodology worksheet (see Appendix E or alternative cost methodology).**

The project cost estimate was determined by engineers in the Signals and Street Lighting group at PBOT. Slight modifications to the Unit cost and Description in the Metro-provided spreadsheet were made (see item 1.E), due to the unique nature of these proposed signals (adjacent to streetcar tracks and on a bridge structure). Funding for the project can be obligated within the allotted timeframe; the local funding will come from Transportation System Development Charges, an ongoing revenue stream for PBOT, and from other local sources. This project is not expected to have significant environmental impacts and would be eligible for a categorical exclusion under NEPA. The individual project elements, including local match elements, were developed as part of Central City 2035, a multi-year planning effort with robust public engagement. The specific RFFA request was vetted through the Portland Freight Committee via 2 open public meetings of that body.

- Total project cost: **\$5,402,433**
- RFFA funding request by project phase:
PE: \$563,689; Construction: \$2,438,744; TOTAL: \$3,002,433
- Local match or other funds: **\$2,400,000**

Map of project area

- See attached file for a map of the project consistent with instructions in Appendix B.

Project sponsor agency

Contact information (email & phone #) for:

- **Application lead staff:**

Robert Hillier, Freight Planning Coordinator; Robert.hillier@portlandoregon.gov; 503 823-7567.

Peter Koonce, PBOT Division of Signals, Street Lights, and ITS;
peter.koonce@portlandoregon.gov; 503-823-5382

- **Project Manager** (or assigning manager) Dan Layden, Dan.Layden@portlandoregon.gov & 503-823-2804
- **Project Engineer** (or assigning manager) Lola Gailey, Lola.Gailey@portlandoregon.gov & 503-823-7563
- **Describe the agency's 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 are 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 status of some of the bureau's projects are listed below.

The following are examples of completed and ongoing ITS projects:

- 1) NE/SE 82nd Avenue ITS (completed in 2006)
- 2) US 26 Adaptive Traffic Signal System (completed in 2010)
- 3) Active Corridor Management Project (initiated in 2015)

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. Design Phase 90 percent completed. Construction Phase to begin in late 2016)
- 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 staff members are recognized nationally

for expertise in areas related to the proposed projects including multi-modal traffic signal design, implementation of truck signal priority, and traffic management through ITS.

Highest priority criteria

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

The City will allocate \$1.6 million in Transportation System Development Charges to add 4 new traffic signals at SE Ankeny and MLK, SE Salmon and Grand/Washington, and at SE 11th and Ankeny. Additionally, the City will allocate \$800,000 from local funds to reconstruct SE Clay Street from SE 1st Ave to SE Grand Ave., for a total of \$2.4 million in local matching funds.

- 2. Describe the freight vehicle delay problem and how the proposed project will reduce this problem.**

The portion of the CEID west of Martin Luther King, Jr. Blvd has the most permissive industrial zoning in the district, as it is the only area where the “industrial office” use type is allowed. As a result, this area has seen the most significant job growth in recent years. SE Stark St, SE Taylor St, and SE Clay St are the only signalized intersections that provide access from this area to the main north-south arterial (MLK/Grand), which also provides access to the freeway system. These intersections experience significant congestion throughout the day, particularly during peak hours. One reason for this congestion is the through/left conflict: vehicles turning left on MLK/Grand must wait for a gap in opposing traffic in order to turn. This causes significant delay as the queue length often exceeds the storage capacity on the block. The proposed “left turn couplet” concept will provide protected left turn signal phases and separate eastbound-to- northbound turns from westbound-to southbound turns, effectively doubling the queue storage capacity and substantially reducing delay.

At Irving and 16th, a stop-sign controlled intersection experiences significant delay during the PM peak, often spilling back onto NE 12th Ave. By signalizing this intersection, the delay will be significantly reduced. This is the primary freeway access point for trucks in the northern half of the district.

On the Hawthorne bridge viaduct, motor vehicles turning right to access SE Martin Luther King, Jr. must wait while through bicycles cross over the intersection. The Hawthorne Bridge carries high volumes of bicycle traffic, often resulting in significant queuing as motor vehicles wait for a gap. Signalizing this intersection will create a safer environment for all modes while reducing congestion and excessive motor vehicle idling.

- 3. How will the proposed project increase freight access to industrial lands, employment centers and local businesses, and/or rail facilities for regional shippers?**

The CEID is one of 2 industrial sanctuaries in the Central City. It currently has about 19,000 jobs and is projected to add 9,000 jobs by 2035. Improving access and circulation within the district, including traffic flow at congested intersections, is key to accommodating that growth.

- 4. How will the proposed project help support economic sectors that are low-carbon and resource efficient? How will the proposed project offer economic opportunities for Environmental Justice or underserved communities?**

The fastest growing sector in the district is in the “industrial office” use category. This includes design, architecture, software development and other elements of the information economy. By nature these types of firms have a lower footprint as their work products tend toward digital and intellectual property items that have very minimal physical presence.

A significant portion of the CEID is shown on the RFFA Equity Analysis Concentration of Low Income map as above average or significantly above average. Industrial jobs are generally more middle income compared to retail sales and service jobs, which are limited under the area’s industrial zoning. Supporting projected job growth with transportation system improvements will provide opportunities for local residents to obtain livable wage employment.

Higher priority criteria

5. **How will the proposed project improve safety? Describe how conflicts between freight vehicles and active transportation or other modes will be removed or mitigated.**

The Central City 2035 Southeast Quadrant Plan provides a 20-year transportation and land use blueprint for the Central Eastside Industrial District CEID. Among the key themes developed for the transportation system were 1) improving freight circulation through the district, especially east-west movement across the MLK/Grand corridor, 2) reducing the potential for conflict between modes, and 3) providing safe and legible facilities for people riding bicycles into and through the district. This proposal draws on these themes, and adopts elements from several projects developed and endorsed by the project Stakeholder Advisory Committee into a circulation and safety enhancement project for the CEID. The local funding proposed for the project will pay for improvements on designated bikeways.

A protected crossing at MLK has been identified as a key missing piece in the Ankeny Street bikeway. Combined with the bike-ped only NE Couch Court, currently under construction, filling in this gap will allow people on bicycles to cross the district and access the Burnside Bridge (after crossing under it via 3rd Ave) on a low-stress bikeway, avoiding the high-volume, mixed traffic situation on NE Couch St.

Salmon Street was identified as the preferred east-west bicycle route through the district in the SE Quadrant Plan. It provides a direct connection between neighborhoods to the east and the Eastbank Esplanade, but lacks any physical improvements west of 12th Ave. As a result, people on bicycles tend to disperse once they reach the CEID, with many heading north to Taylor in order to cross MLK and Grand at signalized intersections. An improved and legible bicycle route through the central portion of the district will attract bicycle traffic, improving predictability for all modes and reduce the potential for freight-bicycle conflicts.

6. **How will the proposed project reduce air toxics or particulate matter in the project area? What is the current air quality condition of the project area? What strategies (e.g. diesel retrofit trucks, engine change outs, etc.) will be used during construction and after the implementation (e.g. diesel retrofit trucks, etc.) of the project to reduce air pollution?**

The project will reduce particulate matter and other airborne pollutants by utilizing ITS and traffic operational solutions that include new signals, CCTV cameras and Bluetooth Readers to ensure the smoother flow and circulation of vehicles within and through the Central

Eastside Industrial District. By adding and synchronizing the new traffic signals along the MLK/Grand corridor and adding protected left turns at high volume intersections, emissions from heavy trucks and motor vehicles will be reduced through improved traffic flow and reductions in excessive idling time at the multiple intersections in the district. Additionally, the project will indirectly have a positive benefit on emissions in the area by ensuring that public transit (TriMet buses and Streetcar) and bicycle and pedestrian access along and across the corridor is also managed as efficiently as possible, thereby reducing the number of private vehicle trips in accordance with the regions modal split goals.

7. **Describe the EJ communities which are in proximity to the proposed project area. How will the project reduce the impacts of freight movement on these communities (e.g. reduced noise, traffic, land use conflicts, emissions, etc.)?**

The project is located in the Central Eastside Industrial District which is one of Portland's oldest industrial areas and continues to serve its historic role as a major wholesale and central distribution center. This area also serves as a center for emerging industries and industrial office employment and remains an active employment center for creating middle-income jobs for the Portland region. The transportation and logistics sectors are a major source of middle-income and upward-mobility jobs for communities of color. In 2008, manufacturing and transportation sectors made up 18% of jobs held by people of color in Multnomah County, compared to 10% of the jobs held by white employees. This project will ensure the continued economic competitiveness of area employers and help slow the erosion of middle-income jobs and the widening income inequalities in the Portland region.

Based on Metro Equity Analysis data the CEID and MLK/Grand corridor has a significantly above average concentration of LIFT Paratransit riders and the highest concentration of transit ridership (bus deployments) in the Portland region. This project will improve traffic circulation for all modes in the project area which will remove barriers to non-auto job access for all employees in the district.

8. **Describe the freight reliability issues the proposed project is intended to address. What are the anticipated improvements to reliability this project will deliver?**

As described previously, this project will utilize ITS solutions to maximize the efficiency of the primary north/south route through the Central Eastside Industrial District in addition to improving the performance of several heavily used freight intersections. The ITS monitoring equipment will ensure that City and ODOT staff are aware of any problems with the performance of the MLK/Grand corridor, and the CCTV cameras and Bluetooth readers will provide real-time communication of these issues. The traffic signal improvements will ensure that control delay is minimal and predictable for vehicles travelling along the MLK/Grand corridor and the NE 16th Ave/Irving Street intersection at the I-84 entry ramp.

Priority criteria

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

There are limited funding sources available for this type of freight improvement project. The ITS solutions and other improvements proposed as part of this project would not be eligible for funding under the ConnectOregon program or through other sources. This project also leverages local City of Portland funding from System Development Charges and other sources.

10. Describe how the proposed project reduces the need to expand highway capacity.

By leveraging ITS and operational solutions to increase the efficiency of the MLK/Grand corridor, this project will increase the effective capacity of an important link for freight and other vehicles without expanding or widening any roads or intersections in this corridor. Additionally, improving the intersections to accommodate demand from other modes including buses, streetcar, and bicycles ensures that alternative modes of transportation remain competitive for travelling through the region.

Much of the bicycle traffic that crosses the MLK/Grand Corridor is travelling to and from the Central City along a route parallel to I-84. Ensuring that this traffic can be accommodated through other modes will maintain or reduce traffic levels along I-84, reducing any need for expansion of this or other highways.

11. Describe how the proposed project addresses issues and improves connectivity among multiple freight modes.

The MLK/Grand couplet serves as a critical link for north/south multi-modal freight movements between state route 99E/McCloughlin Blvd and the UPRR Brooklyn Intermodal Rail Yard and access to I-84 and I-5. With the growing traffic congestion in the district and increased demands on public right-of-way space from other travel modes, this project includes important system improvements that will enhance the efficiency of freight movement along the MLK/Grand corridor and the connecting state highway system. The intersection of NE Grand and I-84 and NE Irving and 16th provides direct I-84 freeway access for truck/container traffic from the Brooklyn Intermodal Yard and adjoining industrial districts and the proposed signal improvements will enhance access and connectivity to these multi-modal freight facilities.

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.**
- As noted in Question #5, the projects included in this RFFA application were developed as part of the Central City 2035 Southeast Quadrant Plan process. The SE Quadrant Plan was a 2-year effort by several City bureaus to develop a 20-year land use and transportation plan for the CEID. The project was guided by a Stakeholder Advisory Committee comprised of approximately 2 dozen stakeholders representing a broad array of interests across the CEID. Dozens of community meetings with neighborhood and business groups, in addition to open houses for targeting the general public, were part of the process. The project received unanimous support from both the Planning and Sustainability Commission and City Council.

The Portland Freight Committee was the primary review body for coordinating the project nomination process with the various regional agencies. The Port of Portland, ODOT, Metro, and the class I freight railroads (UP and BNSF) are all represented on the PFC and have at varying degrees participated in the process of identifying candidate RFF freight projects. In June 2016

the PFC initiated the process of reviewing candidate RFFA freight projects which resulted in the selection and recommendation of the following two projects to submit 2019-21 RFFA applications:

1) Central Eastside Access and Circulation Enhancement Project

2) NE Columbia Boulevard ITS Project

- **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.**

ODOT has been involved in the Central City 2035 project, as several state highways lie within the borders of the Central City. However, nothing in this project proposal is on or expected to impact a state facility. Similarly, TriMet has been involved with the overall plan development, but there is nothing in this proposal specific to transit operations. However, it is anticipated that relieving traffic congestion will have a positive impact on transit. The Clay Street reconstruction project (local match funded) is being coordinated with the Union Pacific Railroad, since replacing the railroad crossing is their responsibility. As part of that project, the crossing gate will be connected to the existing traffic signal at Water Ave and Clay Street (construction in 2017; not included in this proposal).

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

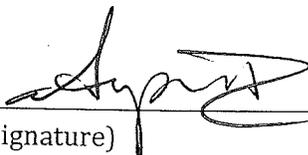
2. Summary of non-discriminatory engagement

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)

Instructions for Using This Workbook

Password for locking/unlocking this sheet is 'metro'. All other sheets have no password.

Purpose:

This workbook provides a methodology for planning-level cost estimating for transportation infrastructure projects. Alternative methodology of similar or better detail is acceptable.

Where agencies propose cost methodology significantly different from this methodology, documentation should be provided.

This includes unit costs which vary significantly from that specified here. Consistency of such costs between projects is desirable in that it allows for equitable comparison of projects.

Instructions:

This workbook or a comparable cost estimate must be completed for each project submitted.

Complete the project information below and in Sheets 1 through 5. Worksheets are accessed by tabs at the bottom of the window.

Sheet 6 summarizes total estimated cost of the project.

Input cells are shaded light blue, and should be filled in by the user (where applicable). Other cells are locked and should not be changed.

<sample> ← Appearance of input cells used throughout this workbook.

Locked cells can be unlocked by selecting Review > Unprotect Sheet. This is not recommended in most cases. Password is 'metro'.

Questions about completing the workbook should be directed to Anthony Buczek, Transportation Engineer with Metro.

Feedback and comments about this workbook are encouraged, and will help to improve it for future updates.

phone: 503-797-1674

e-mail: anthony.buczek@oregonmetro.gov

Project Information:

Funding year:	PE	2019
	ROW	2020
	Const	2021
Project name:	Central Eastside Access and Circulation Enhancement Project	
Corridor and endpoints:	NE 16th Ave and NE Irving St, SE Stark St and SE Martin Luther King, Jr. Blvd, SE Washington St at SE Grand Ave and SE Martin Lutt	
Project description:	Project adds 4 traffic signals at congestion points throughout the Central Eastside, and modifies 3 existing traffic signals to include prot	
Local plan project #:	*TSP ID 20073: New signals on MLK/Grand and Stark and Washington.	
RTP project #:	10241; 10264; 10302	
Submitting agency:	Portland Bureau of Transportation	
Agency contact:	Robert Hillier	
Contact phone:	503-823-7567	
Contact e-mail:	Robert.hillier@portlandoregon.gov	

Proceed to Sheet 1 when the above is completed.

Unit costs year: 2007

Escalation rate	Used in Calculations	Default	Override	
2007 - 2008	100.38%	100.38%		Do not override these unless better escalation factors are identified.
2008 - 2009	84.72%	84.72%		2007 - 2015 based on FHWA NHCCI
2009 - 2010	96.78%	96.78%		2016 - 2021 based on ODOT inflation assumptions
2010 - 2011	101.04%	101.04%		
2011 - 2012	105.05%	105.05%		
2012 - 2013	97.86%	97.86%		
2013 - 2014	100.79%	100.79%		
2014 - 2015	100.71%	100.71%		
2015 - 2016	104.00%	104.00%		
2016 - 2017	104.00%	104.00%		
2017 - 2018	104.00%	104.00%		
2018 - 2019	104.00%	104.00%		
2019 - 2020	104.00%	104.00%		
2020 - 2021	104.00%	104.00%		

Escalation Lookup Table

v From \ To >	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
2007	100.00%	100.38%	85.04%	82.30%	83.16%	87.36%	85.49%	86.16%	86.78%	90.25%	93.86%	97.61%	#####	#####	#####
2008	---	100.00%	84.72%	81.99%	82.84%	87.03%	85.17%	85.84%	86.45%	89.91%	93.50%	97.24%	#####	#####	#####
2009	---	---	100.00%	96.78%	97.79%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
2010	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
2011	---	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
2012	---	---	---	---	---	#####	97.86%	98.63%	99.33%	#####	#####	#####	#####	#####	#####
2013	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####	#####
2014	---	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####
2015	---	---	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####	#####
2016	---	---	---	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####
2017	---	---	---	---	---	---	---	---	---	---	#####	#####	#####	#####	#####
2018	---	---	---	---	---	---	---	---	---	---	---	#####	#####	#####	#####
2019	---	---	---	---	---	---	---	---	---	---	---	---	#####	#####	#####
2020	---	---	---	---	---	---	---	---	---	---	---	---	---	#####	#####
2021	---	---	---	---	---	---	---	---	---	---	---	---	---	---	#####

Workbook revision date: June 27, 2016 (metro)

1. Construction Central Eastside Access and Circulation Enhancement Project
 Sections A through E must be completed. Complete Sections A through E. Portland Bureau of Transportation
 Projects will not include all elements below, but most will include elements from multiple sections.
 Enter quantities only for elements actually included in your project.

1.A - Road Construction, Reconstruction, or Resurfacing

Item	Unit	Quantity	Unit cost	Total	Description
Road - new/reconstruct (incl. curb, sidewalk, drainage)	SF	0.0	\$15	\$0	Specify SF of pavement, not including sidewalks and curbs (these are assumed in unit cost).
Road - resurface	SF	0.0	\$4	\$0	
◦ Specify length and typical width of project					For documentation of assumptions used.
Section 1.A Subtotal				\$0	

1.B - Addition of Roadway Elements to Existing Roadway

Item	Unit	Quantity	Unit cost	Total	Description
Minor widening, no curbs	SF	0.0	\$15	\$0	Used for bike lanes, other minor widening. Does not include curbs, sidewalks, or drainage.
Remove pavement	SF	0.0	\$0.75	\$0	
Curb only	LF	0.0	\$16	\$0	For new curb installation. Does not include drainage.
Remove curb	LF	0.0	\$6	\$0	
Median in existing lane no drainage	LF	0.0	\$86.50	\$0	Includes pavement removal, curbs, landscaping for a 12' median in 14' lane. No drainage included.
Landscaping only - medians and bulbouts	SF	0.0	\$4	\$0	
Drainage system - both sides	LF	0.0	\$115	\$0	For new installations. Length is overall project length where drainage is added.
Bridge - new or replace	SF	0.0	\$250	\$0	
◦ Specify length and width of bridge					For documentation of assumptions used.
Street trees with tree grates	LF	0.0	\$40	\$0	Per side.
Irrigation system		Provide estimate →			For irrigation of medians and bulbouts. Specific estimate required if used (describe in Section 1.G).
Signing/markings	LF	0.0	\$2	\$0	Use when new pavement markings are to be installed (per line).
Clearing	SF	0.0	\$0.06	\$0	Used for new alignments.
Grading	CY	0.0	\$17.50	\$0	Provide an estimate of grading and describe assumptions in Section 1.G.
Retaining walls (by wall area)	SF	0.0	\$55	\$0	Use SF of walls if known. If not, estimate length of walls and describe assumptions in Section 1.G.
Retaining walls (by length)	LF	0.0	\$250	\$0	
Section 1.B Subtotal				\$0	

1.C - Addition of Pedestrian Elements to Existing Roadway

Item	Unit	Quantity	Unit cost	Total	Description
Sidewalk, no curb	SF	0.0	\$10	\$0	Includes curb ramps.
Remove sidewalk	SF	0.0	\$1.25	\$0	
Shared-use path	SF	0.0	\$5	\$0	Includes curb ramps.
Street furniture - bench	EA	0	\$2,275	\$0	
Street furniture - bike rack	EA	0	\$330	\$0	
Street furniture - trash can	EA	0	\$1,350	\$0	
Section 1.C Subtotal				\$0	

1.D - Utilities

Item	Provide estimate	Total	Description
Utility burial	→		If utility burial is included, provide a detailed cost from the appropriate utility.
Utility relocation	→		Describe what utilities will or may be relocated. Provide cost estimate and describe assumptions.
Description:			
Railroad impacts			
Summarize impacts		Describe potential impacts to railroads in project area.	
Summary:			
Section 1.D Subtotal		\$0	

1.E - Traffic Signals and Lighting

Item	Unit	Quantity	Unit cost	Total	Description
Traffic signals (4-lanes or more)	EA	4	\$200,000	\$800,000	New traffic signals
Traffic signals (less than 4-lanes)	EA	3	\$75,000	\$225,000	Modify existing signals with protected left turn, ADA elements
Street lighting - per side	LF	0.0	\$80	\$0	Install street lighting at 100' spacing per side.
Section 1.E Subtotal				\$1,025,000	

1.F - Associated Costs

Item	Basis	Total	Description
Mobilization, staging, traffic control	15%	\$153,750	
Erosion control - enter value to override fixed 1.5%	1.5%	\$15,375	Use 1.5% of construction costs, or provide a cost estimate and describe assumptions.
No Description Required:			
Section 1.F Subtotal		\$169,125	

1.G - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

Due to the presence of the Portland Streetcar, our signals engineers believe the above (modified) cost assumptions are justified. Additional engineering will be required in order to complete the work around the overhead catenary system and borings that will be made under the streetcar tracks. In addition, the Hawthorne Bridge ramp signal is on a structure and will require special design elements.

Other Expected Costs	Provide estimate →	\$0
Section 1.G Subtotal		\$0

SUMMARY

Total of sections A through G **\$1,194,125** Section 1 Total

2. Environmental Impact and Mitigation Central Eastside Access and Circulation Enhancement Project
 Sections A and B must be completed. Complete Section C if applicable. Portland Bureau of Transportation

2.A - Status and Information

Please place an 'X' in the appropriate box.

- EA not completed; an EIS IS expected.
- EA not completed; an EIS is NOT expected.
- EA not completed; unknown whether EIS is expected.
- EA has been completed; an EIS IS required.
- EA has been completed; an EIS is NOT required.
- Both an EA and an EIS have been completed.

Describe expected environmental impacts, assumptions, and unknowns.

Description:

2.B - Environmental Impacts and Mitigation

Item	Unit	Quantity	Unit cost	Total	Description
Estimate acreage of impact/mitigation	ACRE	<input style="width: 50px;" type="text"/>	\$150,000	<input style="width: 50px;" type="text" value="\$0"/>	
Section 2.B Subtotal				\$0	

2.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

Other Expected Costs Provide estimate →

Section 2.C Subtotal **\$0**

SUMMARY

Total estimate for environmental mitigation **\$0** Section 2 Total

3. Right-of-Way Cost Estimation Central Eastside Access and Circulation Enhancement Project
 Use either Method 'A' or Method 'B'. Method 'A' is preferred. Portland Bureau of Transportation
 Complete Section 3.1 and 3.2. Apply to the SE Hawthorne Bridge viaduct at SE Martin Luther King, Jr. Blvd ramp, SE Clay St and SE Grand Ave, SE Mill St at SE Martin Luther King, Jr. Blvd
 Where the exact SF of ROW is unknown, an estimate must be made. At the most simplistic level, this estimate can be made by calculating the difference between the proposed cross-section width and the existing ROW width, multiplied by the project length. Where ROW width cannot be determined, it should be assumed to be the width of the existing roadway including sidewalks.

3.A - Method 'A' (moderate confidence)

Item	Unit	Quantity	Unit cost	Total	Description
Estimate area (SF) of ROW taking	SF				
Describe assumptions used in calculating area:					
Estimate unit cost (per SF) of taking	\$				
Describe assumptions used in calculating unit cost(s):					
Estimated total cost of taking				\$0	Estimated area multiplied by estimated unit cost.
Number of affected parcels:	EA		\$10,000	\$0	Reflects administrative costs of property acquisition.
Section 3.A Subtotal				\$0	

3.B - Method 'B' (low confidence)

Item	Unit	Quantity	Unit cost	Total	Description
Estimate square-feet of high-value ROW taking	SF		\$30	\$0	Use in urban areas and moderate to high-priced neighborhoods.
Estimate square-feet of developed ROW taking	SF		\$20	\$0	Use in other established neighborhoods.
Estimate square-feet of undeveloped ROW taking	SF		\$15	\$0	Use in undeveloped areas.
Describe assumptions used in calculating area:					
Estimated total cost of taking				\$0	Estimated area multiplied by estimated unit cost.
Number of affected parcels:	EA		\$10,000	\$0	Reflects administrative costs of property acquisition.
Section 3.B Subtotal				\$0	

3.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

SUMMARY

Method 'A' Right-of-Way estimate (moderate confidence)	\$0	Section 3 Total (moderate confidence)
Method 'B' Right-of-Way estimate (low confidence)	\$0	Section 3 Total (low confidence)

4. Design and Administration Costs Central Eastside Access and Circulation Enhancement Project
 Complete input cells in Sections A and B if applicable. Default markup percentages are provided for the following items: Portland Bureau of Transportation

4.A - Design

Construction Costs (from Section 1):

\$1,194,125
\$0

Environmental Impact Costs (from Section 2):

Item

Base Cost	Markup	Total
\$1,194,125	30%	\$358,238
\$1,194,125	20%	\$238,825
Provide estimate →		

Description

(Default 30%) Typically included in the professional engineering contract

(Default 20%) Engineering services during construction

Surveying, design, coordination

Construction Engineering

Other Expected Costs

Description of other expected costs:

Section 4.A Subtotal

\$597,063

4.B - Administration

Project Administration will be applied throughout project.

Administration

\$1,194,125	35%	\$417,944
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(Default 35%) Project overhead

Section 4.B Subtotal

\$417,944

4.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

SUMMARY

Total of all above items

\$1,015,006 Section 4 Total

5. Contingency and Risk Central Eastside Access and Circulation Enhancement Project
 Complete input cells in Section A if applicable. Default markups are provided. Section B must be completed at SE Martin Luther King, Jr. Blvd ramp, SE Clay St and SE Grand Ave, SE Mill St at SE Martin Luther King, Jr. Blvd
Portland Bureau of Transportation

5.A - Contingency

Item	Section Total	Markup	Contingency \$	Description
Section 1 - Construction	\$1,194,125	20%	\$238,825	(Default 20%)
Section 2 - Environmental	\$0	20%	\$0	(Default 20%)
Section 3.A - Right-of-Way (moderate confidence)	\$0	40%	\$0	(Default 40%)
Section 3.B - Right-of-Way (low confidence)	\$0	50%	\$0	(Default 50%)
Section 4.A - Design	\$597,063	20%	\$119,413	(Default 20%)
Section 4.B - Administration	\$417,944	No contingency on Administration		
Other Expected Costs	Provide estimate	→		
Description of other expected costs:				
Section 5.A Subtotal	\$358,238			

5.B - Risk

Describe project components, impacts, or unknowns that are uncertain in scope at this point. Items might include:

- environmental issues
- nearby historic or cultural resources
- railroad or utility work
- bridge work
- agency approvals
- existing deficient infrastructure
- complex or untested components
- other unique elements

Description of these items is not intended to affect project selection, but rather to identify and document key issues that need refinement.

6. Project Summary Sheet

Central Eastside Access and Circulation Enhancement Project

NE 16th Ave and NE Irving St, SE Stark St and SE Martin Luther King, Jr. Blvd, SE Washington St at SE Grand Ave and SE Martin Luther King, Jr. Blvd, Hawthorne Bridge viaduct at SE Martin Luther King, Jr. Blvd ramp, SE Clay St and SE Grand Ave, SE Mill St at SE Martin Luther King, Jr. Blvd
 Project adds 4 traffic signals at congestion points throughout the Central Eastside, and modifies 3 existing traffic signals to include protected left turns. Local match improves 2 key east-west bike routes by adding new signals, to reduce conflicts between bicycles and freight vehicles.

Portland Bureau of Transportation

6.A - Cost Summary in 2007\$

	Item Total	Phase Total
Preliminary Engineering (PE)		\$555,268
Surveying, design, coordination	\$358,238	
Contingency at 20%	\$71,648	
Administration at 35%	\$125,383	
Right-of-Way (ROW)		\$0
Right-of-Way (moderate confidence)	\$0	
Contingency at 40%	\$0	
Right-of-Way (low confidence)	\$0	
Contingency at 50%	\$0	
Construction (Const)		\$2,221,073
Construction (Section 1)	\$1,194,125	
Contingency at 20%	\$238,825	
Environmental (Section 2)	\$0	
Contingency at 20%	\$0	
Construction Engineering	\$238,825	
Contingency at 20%	\$47,765	
Administration at 35%	\$501,633	
		Total
		\$2,776,341

6.B - Funding Summary by Year of Expenditure

Phase	2007 Dollars	YOE Year	Escalation	YOE Cost
Preliminary Engineering	PE \$ 555,268	2019	1.52%	\$ 563,689
Right-of-Way	ROW \$ -	2020	5.58%	\$ -
Construction	Const \$ 2,221,073	2021	9.80%	\$ 2,438,744
Total	\$ 2,776,341			\$ 3,002,433



PORTLAND FREIGHT COMMITTEE

August 16, 2016

Councilor Craig Dirksen, Chair
Joint Policy Advisory Committee on Transportation (JPACT)

Dear Chair Dirksen:

On behalf of the Portland Freight Committee (PFC) we want to thank you for the opportunity to provide our support on the proposed 2019-21 Regional Flexible Fund Allocation (RFFA) projects. The PFC has served as an advisory group on freight mobility issues to the City of Portland since 2003. Our membership is comprised of over 30 members that include both public and private sector representatives including logistic service providers, shippers, trade associations and various businesses related to multi-modal freight activities including the Port of Portland and the Union Pacific Railroad. The mission of the PFC is to support and enhance the economy of the City of Portland by advancing a balanced and well-managed multi-modal freight network. Beginning in June 2016, the PFC initiated the process of reviewing candidate RFFA projects for the Regional Freight Investments category which resulted in the recommendation of the following two project funding requests:

Central Eastside Access and Circulation Improvements:

The Central Eastside Industrial District (CEID) is one of two industrial sanctuary districts within Portland's Central City and home to various light industrial uses including manufacturing and production, warehousing and freight movement and wholesale sales. The Central City 2035 Plan anticipates 9,000 new jobs and 2,500 new households in the CEID and surrounding area over the next 2 decades. The MLK/Grand couplet in the CEID is designated as a Main Roadway Route in the Regional Transportation Plan (RTP) and serves as an important north/south corridor for through truck traffic from the Union Pacific intermodal facility at Brooklyn accessing the freeways and Port facilities. Traffic congestion is significant and causes delays to freight movement, and opportunities to access MLK and Grand from the surrounding industrial areas are limited. As the district grows, investments in the transportation system that reduces both congestion and safety conflicts will be required to accommodate the anticipated growth.

This project proposal will use Regional Flexible Funds to improve freight access and circulation at key choke points by adding four new traffic signals along the MLK/Grand corridor and at NE 16th Avenue and Irving Street while leveraging a significant local match to improve bikeways leading into and through the CEID, enhancing safety for all modes.

This project includes the following elements:

- Improve traffic flow and freight movement by installing Bluetooth readers, variable message signs and closed circuit television cameras and supporting hardware to allow for monitoring and management of traffic along the MLK/Grand corridor.
- Modify existing traffic signals, add four new traffic signals, and adjust circulation patterns to enhance traffic flow and improve access onto Grand and MLK from surrounding streets within the CEID.
- The City will allocate \$1.6 million in matching System Development Charge funding to add four new traffic signals at SE Ankeny and MLK, SE Salmon and Grand/Washington, and at SE 11th and Ankeny. Additionally, the City is proposing to allocate \$800,000 from the recently approved Heavy Vehicle Use Tax to reconstruct SE Clay Street from SE 1st Ave to SE Grand Avenue, for a total of \$2.4 million in local matching funds.

Portland Freight Committee ■ 1120 SW Fifth Avenue, Room 800 ■ Portland OR 97204

The Portland Freight Committee strongly recommends that the Central Eastside Access and Circulation Improvement project receive the requested **\$3,002,433** from the Regional Freight Investments category.

Columbia Blvd Intelligent Transportation Systems (ITS) Improvements

Columbia Boulevard is a vital east-west corridor that stretches approximately 10 miles across the north side of Portland. As a designated National Highway System (NHS) Intermodal Connector it is intended to provide access between major intermodal facilities and the transportation network. It serves as a critical link to and from the interstate system (I-5 and I-205) and Portland International Airport for freight traffic serving industrial areas and Port of Portland container shipping facilities adjacent to the corridor. In addition to linking sea, air, and surface freight hubs, Columbia Boulevard also is home to 60,000 jobs, many of which are middle wage. Providing viable and low cost transportation for workers employed within its proximity through transit is challenging due to the low density land uses characteristic of warehousing, business parks and industrial land that make up the majority of property along the roadway.

This project will identify and evaluate ITS alternatives, including the exploration of emerging data from private sector partners, to determine whether there are new techniques that can be used to deliver freight priority at signalized intersection. The project will also install ITS infrastructure, including system loops, bike count stations, Bluetooth MAC address matching sensors, CCTV cameras, and communications infrastructure. The project will integrate these ITS devices and the traffic signal controllers along each corridor with the City's and ODOT's Transportation Operation Centers.

The project will address the following needs:

- Reduce travel times for trucks and transit travelling along Columbia Boulevard and improving safety along the corridor by implementing ITS including signal priority for trucks, traffic monitoring equipment, and other intersection improvements.
- Improve safety and efficiency at multi-modal intersections along Columbia Boulevard. Presently, there is no equipment for monitoring or evaluating the performance of the intersections along the corridor.

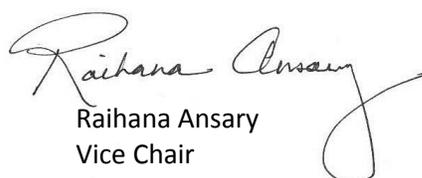
The Portland Freight Committee strongly recommends the Columbia Blvd ITS Improvement project receive the requested **\$600,000** from the Regional Freight Investments category.

Funding these two projects will greatly improve regional freight mobility and employment access along these important regional freight corridors. The Portland Freight Committee appreciates the opportunity to provide our support and we look forward to working with Metro in advancing these essential transportation improvements.

Respectfully yours,



Pia Welch
Chair



Raihana Ansary
Vice Chair

Central Eastside Access and Circulation Enhancement Project

NE 16th and Irving

SE Ankeny and MLK

SE Stark and Grand

SE Ankeny and Sandy/11th

SE Washington and MLK/Grand

SE Salmon and MLK/Grand

Hawthorne Bridge ramp

SE Clay and Grand

SE Mill and MLK

Map 1

 Existing Signal

RFFA-Funded Project Elements

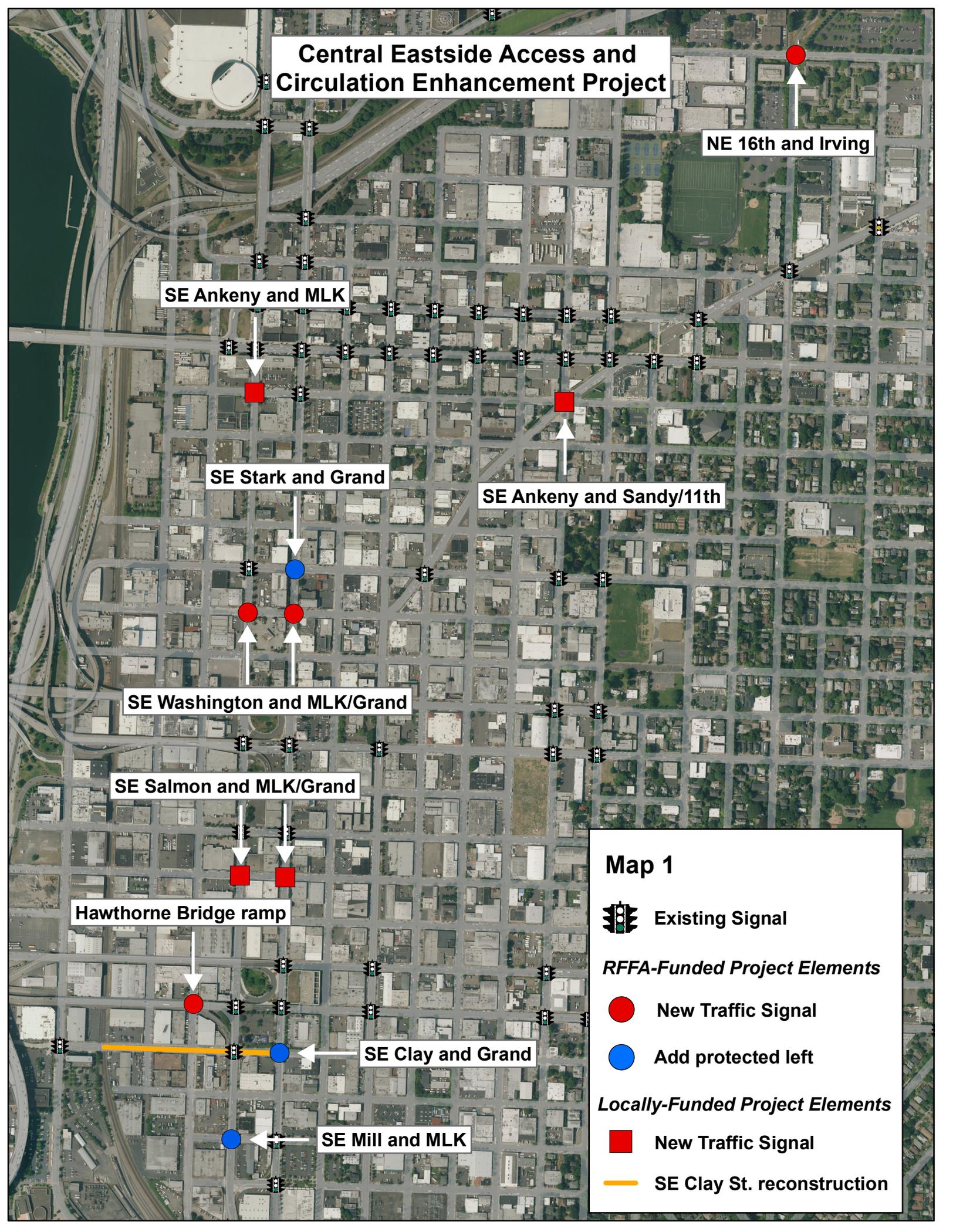
 New Traffic Signal

 Add protected left

Locally-Funded Project Elements

 New Traffic Signal

 SE Clay St. reconstruction



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>
--	---

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	✓	

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