



Active Transportation & Complete Streets Projects

Name of Project David Douglas Safe Routes to School: Sidewalk Infill on 130th and Mill

(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 130th Ave between SE Stark St and SE Division St, SE Mill St between SE 130th Ave and SE 148th Ave.
- Beginning facility or milepost. SE 130th/Stark, SE Mill/130th
- Ending facility or milepost. SE 130th/Division, SE Mill/148th
- Provide a brief description of the project elements. Sidewalk infill will be constructed on both sides of SE 130th Ave between Stark and Division, and SE Mill St between 130th and 148th.
- City. Portland
- County. Multnomah

Base project information

- *Corresponding RTP project number(s) for the nominated project.*
 - 11193: Citywide Sidewalk Infill Program
 - 11637: Mill/Market/Main Greenway
- *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).*

This project proposes to complete critical gaps in the pedestrian network within the David Douglas School District, especially in the area around David Douglas High School and Lincoln Park Elementary School, by building sidewalks on both sides of SE 130th Ave from Stark to Division and SE Mill from 130th to 148th. These two important sidewalk projects that will serve schools and parks while providing direct access to transit, shopping, and services. The sidewalk projects have been identified through multiple plans and prioritized by the community because they serve an area

with a high concentration of pedestrian destinations in a neighborhood with higher levels of poverty, diversity, and transit dependency.

The two sidewalk projects in this proposal are top priority projects for the David Douglas School District and Portland Safe Routes to School. The David Douglas School District is the most ethnically diverse in the state. David Douglas High School, the largest high school in Oregon with more than 3,000 students, has a population that is 40% white. This compares to Portland as a whole which is 76% white. 76% of students receive free or reduced lunch and nearly 10% speak a language other than English at home. This high school will be directly served by new sidewalks on 130th with the new sidewalks on Mill creating a key access way to the school. The projects will also create safe routes to Lincoln Park Elementary School, a Title 1 school. This school has a population that is 60% people of color, with approximately 40% speaking a language other than English at home, and with 100% of students receiving free and reduced lunch.

The sidewalks would build upon a number of funded transportation projects in the area. SE 130th Ave will be striped with bike lanes as part of the longer federally-funded 130s Bikeway project. The Division to Stark segment is expected to be the highest-demand segment along the entire route due to the large population at the high school. The segment of SE Mill St is a portion of the long-planned 4M Neighborhood Greenway, and bicycle improvements are funded through Portland's recently approved local gas tax (Fixing Our Streets). While these upcoming investments in the bicycle network around David Douglas School District will make a huge difference for active transportation in the area, we know that the pedestrian need in this area of East Portland is even greater, especially for children and youth trying to get to school. By building out the priority sidewalk network on these collector streets, this project can combine with the other projects to create complete, multi-modal streets that serve both walking and bicycling.

- *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.*

First, 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 improvements. Second, we will measure safety 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. Third, 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. This project has been identified as a priority in Safe Routes to School and in the Transportation System Plan. In order to support extensive and inclusive community engagement, PBOT has added an additional \$80,000 to the attached cost estimate; this additional funding will support community engagement for project development, construction, demand management, and project measurement.

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. Multiple 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
 - \$6,096,000
- RFFA funding request by project phase:
 - PE: \$902,400
 - ROW: \$300,800
 - Construction: \$1,804,800
 - TDM: \$40,000
- Local match or other funds
 - \$3,048,000 (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

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 Mill Park and Hazelwood neighborhoods, along with the majority of East Portland, were annexed from Multnomah County in the 1980s and have historically suffered from a lack of investment in basic infrastructure. As Portland has grown and housing prices in the inner neighborhoods have gone up, East Portland has increasingly become an affordable area for lower-income households and people of color. According to 2014 ACS data for adjacent census tracts, these projects would benefit 1,803 (41.9%) low-income households, 3,961 (29.5%) non-white residents, 586 (4.4%) people with low English proficiency, 1,704 (12.7%) people with disabilities, and 3,766 (28%) youth. According to Metro data, the project would benefit areas with higher than the regional average concentrations of people of color, low-income people, and youth. Overall, the project area has a concentration of EJ/Underserved communities that is higher than the regional average.

The annexation of East Portland also included the David Douglas School District, which serves a very diverse and low-income student body, including a high percentage of students from immigrant and refugee families with low English proficiency. David Douglas High School, the largest high school in Oregon with more than 3,000 students, has a population that is 40% white. This compares to Portland as a whole which is 76% white. 76% of students receive free or reduced lunch and nearly 10% speak a language other than English at home. This high school will be directly served by new sidewalks on 130th with the new sidewalks on Mill creating a key access way to the school. The projects will also create safe routes to Lincoln Park Elementary School, a Title 1 school located at the heart of the project area near 130th & Mill. This school has a population that is 60% people of color, with approximately 40% speaking a language other than English at home, and with 100% of students receiving free and reduced lunch. The sidewalk on SE 130th Ave will also serve as a safe route to Menlo Park Elementary School to the north, also a Title 1 school.

The proposed project would benefit traditionally underserved communities by providing a safe and low-cost transportation option 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. This proposed project will also benefit people with disabilities by expanding accessible routes and providing better access to transit. Metro data shows a high concentration of bus ramp deployments along SE Division St adjacent to the project area, and a frequency of LIFT paratransit calls much higher than the regional average. 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 project area represents areas with some of the highest density and greatest concentrations of schools and parks in East Portland. East Portland is the home of 38% of Portland’s school age children and 33% of its seniors. Pedestrians east of 82nd Avenue are 2.5 times more likely to be killed in a traffic crash than those walking west of 82nd Avenue. The projects included in this application will provide significant active transportation improvements for David Douglas High School as well as Lincoln Park and Menlo Park Elementary Schools. The project streets are designated as priority safe routes for all these schools. The sidewalk infill on 130th and Mill will complement programmed bicycle improvements on both roadways, as well as funded sidewalk infill on SE Market St west of 130th. Today, these streets have an intermittent sidewalk system and no on-street bicycle facilities. The funds requested through RFF will complete the sidewalk network along these neighborhood collector streets.

Each day, SE 130th Ave carries approximately 3,300 motor vehicle traveling at a 34 MPH 85th percentile speed. David Douglas High School, Oregon’s largest high school, fronts SE 130th Ave and is the main access route for students taking transit to school on Stark or Division. The sidewalk on 130th Ave will also serve the enrollment areas for Menlo Park and Lincoln Park Elementary Schools. It is a priority for the City of Portland and David Douglas School District to provide continuous sidewalk connectivity to the high school and elementary schools. SE Mill St carries approximately 3,000 motor vehicles traveling at a 31 MPH 85th percentile speed. The treated segment is a critical link in east-west routes to David Douglas High School and Lincoln Park Elementary. Again, this sidewalk link is a priority for the City and School District to provide Safe Routes to School.

The proposed sidewalk projects also provide safe alternative walking routes to the high-traffic, high-speed, and high-crash arterials surrounding the project area. SE 122nd Ave, SE Stark St, and SE Division St are all designated Pedestrian High Crash Network streets identified through Portland’s recent Vision Zero planning effort, and four of the 50 highest-crash intersections surround the project area (122nd/Division, 122nd/Stark, 148th/Division, 148th/Stark). The Vision Zero High Crash Risk Evaluation similarly found that nearly all of Stark, Division, and 122nd surrounding the project area were among the top 20% highest-risk roadway segments citywide. Metro safety data presents a similar conclusion, showing these three streets with high-crash hot spots for all modes and ped/bike surrounding the project area. While the City has been and continues to invest in safety on these busy streets, including completed or funded projects to fill the remaining sidewalk gaps and add multiple rapid flashing beacon crossings, there is still a need for good parallel routes on quieter streets so people (especially children) have an alternative to walking along a high-volume 5-lane arterial. This project will address that need by building continuous sidewalks on two of the only streets that provide direct routes through the neighborhood.

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 commercial shops and services along SE Division and SE Stark. The nearby services include shopping, medical facilities, churches, schools, and parks. As is typical for East Portland, employment in the district generally relates to service industry, medical, and educational jobs. Essential services for EJ/underserved communities include access to the Mid-County Health Clinic, NARA Dental Clinic, NARA Wellness and Youth Center, the Child Development Center daycare (operated by David Douglas School District at the former North Powellhurst School), grocery stores, and major transit connections. As discussed, this application will directly support Safe Routes to multiple schools include one high school and two elementary schools. Given the lack of street connectivity in the area, SE 130th Ave and SE Mill St are two of the only direct and continuous streets available to reach these destinations. By building sidewalks on these collector streets, more people will feel safe accessing destinations by foot.

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

The proposed sidewalk infill projects will benefit a large area of East Portland between 122nd, 148th, Stark, and Division. While most of the properties immediately adjacent to 130th and Mill are single-dwelling designations in the Comprehensive Plan, the projects will connect this large residential area to three Civic Corridors (122nd, Stark, and Division) and one Neighborhood Corridor (148th) where the Comprehensive Plan envisions future growth being concentrated. These corridors are zoned for high-density mixed-use development, and the current prevalence of older low-density commercial buildings suggests high potential growth in the future. The proposed projects will support this planned housing and employment growth by providing continuous walking routes to access destinations along these major streets. The sidewalks will also provide a safe and comfortable walking route to the nearby Division Midway Town Center, an area expected to grow rapidly into a housing/employment hub serving a large swathe of East Portland. According to the Comprehensive Plan forecast for the year 2035, housing units within a half-mile of this project are expected to grow from 8929 to 12,740, while jobs within a half-mile are expected to grow from 4524 to 5956. 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 completes gaps in the local pedestrian network by constructing sidewalks along designated City Walkways in the Portland Transportation System Plan. These sidewalks will connect directly to SE Stark St and SE Division St, both Pedestrian Parkways in the Regional Active Transportation Network. There are currently long gaps in the sidewalk network, forcing many pedestrians (including students) to walk on collector streets with no physical separation from

motor vehicle traffic. 130th and Mill are critical links in the network in this area due to an overall lack of street connectivity.

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 be designed to provide a good user experience for pedestrians by building full sidewalks behind existing curb with a continuous clear zone and accessible curb ramps. Where sufficient right-of-way is available, the sidewalk will be built to full City standard of 12 feet, including curb and planting strip buffer. In some areas with limited available right-of-way, curb-tight sidewalks will be built with a bike lane or parking buffer from traffic.

See attached Appendix C checklist for more details on anticipated design treatments.

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 completes a last-mile connection from frequent transit lines on SE Stark St and SE Division St to David Douglas High School, a major employer in the 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).*

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 party emails, selective advertising, press releases, earned media and mailers. Tools to consult, involve and collaborate with the public may additionally include community advisory committees, 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. Pedestrian and bicycle wayfinding will be developed in coordination with community groups with information on nearby neighborhood, commercial, and open space destinations. Outreach and education activities will be coordinated with community organizations, 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 \$3,048,000 in City of Portland Transportation System Development Charge (TSDC) funds, for a 50% local match against the total project cost. The project is included in the adopted TSDC project list and The City of Portland has more than adequate TSDC 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 and north-south pedestrian routes will provide active transportation alternatives for short trips to driving on arterials like 122nd, Stark, and Division, all roadways that are part of Regional Mobility Corridor 6. People taking shorter trips 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 frequent 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, SE Division St in particular experiences peak-hour congestion that could be mitigated by better east-west walking routes.

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.*

This project proposal did not require coordination with other transportation agencies. SE 130th Ave and SE Mill St are City of Portland rights-of-way and this project would not impact any other agency facilities.

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

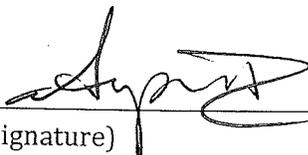
2. Summary of non-discriminatory engagement

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 130th Ave between Stark and Division and along SE Mill St from 130th to 148th.
 - The proposed project will construct sidewalks behind existing curb to fill all sidewalk gaps. Sidewalk width will vary from 8 to 12 feet depending on available right-of-way. In some areas where right-of-way is very constrained, right-of-way will need to be acquired.
- 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)
- 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.
- Add pedestrian crossing at appropriate location
- Re-open closed crosswalks
- Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- Reduced pedestrian crossing distance
- Narrowed travel lanes
- Reduced corner radii (e.g. truck apron)
- Curb extensions
- Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- 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
- 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
- Add crosswalk at transit stop
- 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
- Bike priority treatments at intersections and crossings (i.e. advance stop lines, bike boxes, signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals)
- Medians and crossing treatments
- Wayfinding, street markings
- 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

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: Development Phase

for

SE 130th Ave Sidewalk Infill

May 20, 2016

Requested by: Zef Wagner

Prepared by: Jason Shepard

Location: SE 130th Ave from SE Division St. to SE Stark St.

Description: Sidewalk Infill

Current Cross-Section: 40' wide roadway with standard curb and intermittent sidewalk in a 60' right of way

Proposed Cross-Section: 40' wide roadway and standard curb to remain and a 3' planter strip and 6' sidewalk constructed on both sides of the street in locations that don't have sidewalk.

Issues:

- Water – Water meter relocations may be required.
- 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.
- Railroads – none identified.
- Parks – Street Trees
- Other Jurisdictions – none identified.

Cost Estimate:

Construction	\$ 598,000
Project Management (5%)	25,000
Design Engineering (25%)	123,000
Construction Management (15%)	74,000
Right-of-Way (Cost + 20% Contingency)	85,000
Overhead (79.27%)	176,000
Estimate Contingency	426,000

Total Project Estimate: \$ 1,507,000

Estimating Assumptions:

- Assumed 94 Street trees.
- Assumed 5 water meter relocations.
- Assumed no stormwater improvements, confirmed by Dave Nunamaker of BES.
- Assumed \$85,000 for temporary construction easements.
- Assumed 265 square feet of retaining wall at 12920 SE Stark St.
- Assumed reconstruction of curb ramps on SE 130th Ave at SE Division St and SE Tessa St.
Assumed all other ramps met current standards since they have been constructed recently.

Review & Approval:

Quaß Hentsinger *May 20, 2016*

Reviewed by Engineer of Record Date

Wag Steve Tom *5/25/16*

Reviewed and Approved by Engineering Services Division Manager Date

Attachments:

- Detailed estimate spreadsheet
- Site map

CITY OF PORTLAND, OREGON
BUREAU OF TRANSPORTATION
PRELIMINARY ENGINEER'S ESTIMATE
SE 130th Ave Sidewalk Infill

Date: May 20, 2016

By: Jason Shepard

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF SE 130 AVE FROM SE DIVISION ST TO SE STARK ST

VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	LS	1.00	\$ 40,895.39	\$ 40,895.39
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	LS	1.00	\$ 12,268.62	\$ 12,268.62
3	TEMPORARY SIGNS	SQFT	200.00	\$ 20.00	\$ 4,000.00
4	TEMPORARY BARRICADES, TYPE II	EACH	10.00	\$ 100.00	\$ 1,000.00
5	TEMPORARY BARRICADES, TYPE III	EACH	0.00	\$ 150.00	\$ -
6	TEMPORARY CONCRETE BARRIER, REFLECTORIZED	FOOT	0.00	\$ 17.00	\$ -
7	MOVING TEMPORARY CONCRETE BARRIER	FOOT	0.00	\$ 5.30	\$ -
8	TEMPORARY IMPACT ATTENUATOR	EACH	0.00	\$ 1,150.00	\$ -
9	TEMPORARY PEDESTRIAN WALKWAYS	FOOT	0.00	\$ 65.00	\$ -
10	TEMPORARY PLASTIC DRUMS	EACH	0.00	\$ 52.00	\$ -
11	TEMPORARY REFLECTIVE PAVEMENT MARKERS	EACH	0.00	\$ 4.80	\$ -
12	TEMPORARY FLEXIBLE PAVEMENT MARKERS	EACH	0.00	\$ 3.00	\$ -
13	TEMPORARY STRIPING	FOOT	0.00	\$ 0.65	\$ -
14	STRIPE REMOVAL	FOOT	0.00	\$ 0.82	\$ -
15	STRIPING & STRIPE REMOVAL MOBILIZATION	EACH	0.00	\$ 425.00	\$ -
16	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	0.00	\$ 68,000.00	\$ -
17	SEQUENTIAL ARROW SIGNS	EACH	0.00	\$ 1,800.00	\$ -
18	PORTABLE CHANGEABLE MESSAGE SIGNS	EACH	0.00	\$ 4,330.00	\$ -
19	FLAGGERS	HOUR	40.00	\$ 48.50	\$ 1,940.00
20	TRAFFIC CONTROL SUPERVISOR	HOUR	0.00	\$ 65.40	\$ -
21	TEMPORARY TYPE ORANGE PLASTIC MESH FENCE	FOOT	0.00	\$ 3.60	\$ -
22	TEMPORARY CL-6R CHAIN LINK FENCE	FOOT	0.00	\$ 17.60	\$ -
23	EROSION CONTROL	LS	1.00	\$ 4,089.54	\$ 4,089.54
24	PLASTIC SHEETING	SQFT	0.00	\$ 0.20	\$ -
25	MATTING	SQFT	0.00	\$ 0.78	\$ -
26	CONSTRUCTION ENTRANCES	EACH	0.00	\$ 1,890.00	\$ -
27	SEDIMENT FENCE, SUPPORTED	FOOT	0.00	\$ 4.20	\$ -
28	SEDIMENT FENCE, UNSUPPORTED	FOOT	0.00	\$ 2.50	\$ -
29	INLET PROTECTION	EACH	0.00	\$ 88.00	\$ -
30	POLLUTION CONTROL PLAN	LS	1.00	\$ 408.95	\$ 408.95
31	CONTAMINATED MEDIA DISPOSAL	CUYD	0.00	\$ 163.00	\$ -
32	TRUCK LINERS	EACH	0.00	\$ 470.00	\$ -
33	HASP/CMDP WORKPLANS	LS	0.00	\$ 1,000.00	\$ -
34	REMOVAL OF PIPES	FOOT	0.00	\$ 25.30	\$ -
35	REMOVAL OF CURBS	FOOT	0.00	\$ 7.30	\$ -
36	REMOVAL OF WALKS AND DRIVEWAYS	SQYD	0.00	\$ 13.90	\$ -
37	REMOVAL OF SURFACINGS	SQYD	0.00	\$ 8.20	\$ -
38	REMOVAL OF INLETS	EACH	0.00	\$ 310.00	\$ -
39	REMOVAL OF MANHOLES	EACH	0.00	\$ 1,050.00	\$ -
40	REMOVAL OF RAILROAD TRACK AND TIES	FOOT	0.00	\$ 58.70	\$ -
41	SALVAGING AND STOCKPILING OF COBBLESTONES	SQYD	0.00	\$ 20.90	\$ -
42	REMOVE AND REINSTALL HORSE RINGS	EACH	0.00	\$ 227.00	\$ -
43	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LS	1.00	\$ 16,358.16	\$ 16,358.16
44	REMOVAL OF FENCES	FOOT	0.00	\$ 3.06	\$ -
45	CLEARING AND GRUBBING	LS	1.00	\$ 10,632.80	\$ 10,632.80
46	TREE ROOT REMOVAL	HOUR	0.00	\$ 178.00	\$ -
47	TREE TRIMMING	HOUR	0.00	\$ 152.00	\$ -
48	DITCH EXCAVATION	CUYD	0.00	\$ 18.00	\$ -
49	GENERAL EXCAVATION	CUYD	288.00	\$ 49.00	\$ 14,112.00
50	SURCHARGE EXCAVATION	CUYD	0.00	\$ 3.80	\$ -
51	EMBANKMENT IN PLACE	CUYD	0.00	\$ 24.00	\$ -

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
52	SETTLEMENT PLATE	EACH	0.00	\$ 772.00	\$ -
53	12 INCH SUBGRADE STABILIZATION	SQYD	0.00	\$ 30.17	\$ -
54	AGGREGATE DITCH LINING	SQYD	0.00	\$ 38.40	\$ -
55	WATERING	MGAL	0.00	\$ 26.20	\$ -
56	DRAINAGE GEOTEXTILE, TYPE 2	SQYD	0.00	\$ 1.05	\$ -
57	EMBANKMENT GEOTEXTILE	SQYD	0.00	\$ 1.50	\$ -
58	SUBGRADE GEOTEXTILE	SQYD	0.00	\$ 1.25	\$ -
59	GEOGRID	SQYD	0.00	\$ 2.60	\$ -
60	GRANULAR DRAINAGE BLANKET	TON	0.00	\$ 93.00	\$ -
61	FILTER BLANKET	SQYD	0.00	\$ 15.00	\$ -
62	LOOSE RIPRAP, CLASS 50	CUYD	0.00	\$ 35.10	\$ -
63	LOOSE RIPRAP, CLASS 100	CUYD	0.00	\$ 59.70	\$ -
64	WIRE MESH SLOPE PROTECTION	SQFT	0.00	\$ 5.60	\$ -
65	VIDEO INSPECTION OF SEWERS, MAINLINE	FOOT	0.00	\$ 3.30	\$ -
66	TRENCH EXCAVATION, COMMON	CUYD	0.00	\$ 16.70	\$ -
67	EXPLORATORY EXCAVATION	CUYD	0.00	\$ 51.60	\$ -
68	POTHOLE EXCAVATION	EACH	0.00	\$ 548.00	\$ -
69	TRENCH FOUNDATION STABILIZATION	CUYD	0.00	\$ 61.00	\$ -
70	TRENCH BACKFILL, CLASS B	CUYD	0.00	\$ 33.00	\$ -
71	STORMWATER CURB EXTENSIONS	SQFT	0.00	\$ 23.80	\$ -
72	STORMWATER PLANTERS	SQFT	0.00	\$ 38.10	\$ -
73	STORMWATER SWALES	SQFT	0.00	\$ 15.10	\$ -
74	3 INCH DRAIN PIPE	FOOT	0.00	\$ 17.00	\$ -
75	SUBSURFACE DRAIN OUTLETS	EACH	0.00	\$ 387.00	\$ -
76	12 INCH PIPE, PVC AWWA C900, CI 150, BEDDING TYPE: D, COMPLETE	FOOT	0.00	\$ 130.00	\$ -
77	6 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D	FOOT	0.00	\$ 80.00	\$ -
78	8 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D	FOOT	0.00	\$ 90.00	\$ -
79	10 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	FOOT	0.00	\$ 110.00	\$ -
80	12 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	FOOT	0.00	\$ 120.00	\$ -
81	18 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D	FOOT	0.00	\$ 130.00	\$ -
82	10 INCH PIPE, HDPE ASTM F714 SDR 26 BEDDING TYPE:D, COMPLETE	FOOT	0.00	\$ 110.00	\$ -
83	12 INCH PIPE, HDPE ASTM F714 SDR 26 BEDDING TYPE:D, COMPLETE	FOOT	0.00	\$ 120.00	\$ -
84	8 INCH PIPE, HDPE ASTM F714 SDR 26 BEDDING TYPE:D	FOOT	0.00	\$ 90.00	\$ -
85	10 INCH PIPE, HDPE ASTM F714 SDR 26 BEDDING TYPE:D	FOOT	0.00	\$ 110.00	\$ -
86	12 INCH PIPE, HDPE ASTM F714 SDR 26 BEDDING TYPE:D	FOOT	0.00	\$ 120.00	\$ -
87	CONCRETE CLOSURE COLLAR	EACH	0.00	\$ 550.00	\$ -
88	CONCRETE MANHOLES, 48 INCH, 0-8 FT DEPTH	EACH	0.00	\$ 4,400.00	\$ -
89	CONCRETE MANHOLES, 48 INCH, DEEPER THAN 8 FT	FOOT	0.00	\$ 300.00	\$ -
90	CONCRETE MANHOLES, SANITARY SEWER	EACH	0.00	\$ 3,460.00	\$ -
91	CONCRETE MANHOLES, WATER QUALITY	EACH	0.00	\$ 12,410.00	\$ -
92	CONCRETE MANHOLES, SEDIMENTATION	EACH	0.00	\$ 5,610.00	\$ -
93	CONCRETE MANHOLES, SUMP	EACH	0.00	\$ 13,000.00	\$ -
94	SUMP CAPACITY TEST	EACH	0.00	\$ 1,690.00	\$ -
95	CONCRETE INLETS, TYPE CG-1	EACH	0.00	\$ 1,700.00	\$ -
96	CONCRETE INLETS, TYPE CG-2	EACH	0.00	\$ 1,900.00	\$ -
97	CONCRETE INLETS, TYPE CG-3	EACH	0.00	\$ 2,000.00	\$ -
98	CONCRETE INLETS, TYPE D	EACH	0.00	\$ 1,750.00	\$ -
99	CONCRETE INLETS, TYPE G-1	EACH	0.00	\$ 1,940.00	\$ -
100	CONCRETE INLETS, TYPE G-2	EACH	0.00	\$ 1,800.00	\$ -
101	CONCRETE INLETS, TYPE G-2MA	EACH	0.00	\$ 1,900.00	\$ -
102	CONCRETE INLETS, DEEPER THAN 4 FT	FOOT	0.00	\$ 300.00	\$ -
103	CONCRETE INLETS, TYPE METAL	EACH	0.00	\$ 500.00	\$ -
104	CONCRETE INLETS, TYPE METAL, MODIFIED	EACH	0.00	\$ 550.00	\$ -
105	CONCRETE INLETS, TYPE CHANNEL & GRATE	EACH	0.00	\$ 2,290.00	\$ -
106	CONCRETE INLETS, TYPE CONCRETE	EACH	0.00	\$ 135.00	\$ -
107	CONCRETE INLETS, TYPE BEEHIVE	EACH	0.00	\$ 1,500.00	\$ -
108	CATCH BASINS, METAL SUMP	EACH	0.00	\$ 1,710.00	\$ -
109	ACCESS DOORS	EACH	0.00	\$ 2,700.00	\$ -
110	DRAINAGE CURBS	FOOT	0.00	\$ 19.10	\$ -
111	ADJUSTING BOXES	EACH	37.00	\$ 217.00	\$ 8,029.00
112	CONNECTION TO EXISTING STRUCTURES	EACH	0.00	\$ 841.00	\$ -
113	ADJUSTING INLETS	EACH	2.00	\$ 664.00	\$ 1,328.00
114	FILLING ABANDON STRUCTURES	EACH	0.00	\$ 3,000.00	\$ -
115	MINOR ADJUSTMENT OF MANHOLES	EACH	0.00	\$ 642.00	\$ -
116	MAJOR ADJUSTMENT OF MANHOLES	EACH	0.00	\$ 1,520.00	\$ -

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
117	MANHOLES OVER EXISTING SEWERS	EACH	0.00	\$ 4,200.00	\$ -
118	TRENCH RESURFACING	SQYD	0.00	\$ 109.00	\$ -
119	TEMPORARY TRENCH RESURFACING	SQYD	0.00	\$ 25.20	\$ -
120	SHORING, CRIBBING AND COFFERDAMS	LS	0.00	\$ -	\$ -
121	STRUCTURE EXCAVATION	CUYD	0.00	\$ 48.30	\$ -
122	GRANULAR WALL BACKFILL	CUYD	0.00	\$ 63.90	\$ -
123	GRANULAR STRUCTURAL BACKFILL	CUYD	0.00	\$ 40.60	\$ -
124	REINFORCEMENT	LS*	0.00	\$ 0.86	\$ -
125	CONCRETE BRIDGE	SQFT	0.00	\$ 250.00	\$ -
126	BIKE OASIS	EACH	0.00	\$ 32,400.00	\$ -
127	3 INCH ELECTRICAL CONDUIT	FOOT	0.00	\$ 9.05	\$ -
128	ASPHALTIC PLUG JOINT SEALS	LS	0.00	\$ 7,470.00	\$ -
129	ASPHALTIC PLUG JOINT SEAL MATERIAL	CUYD	0.00	\$ 5,350.00	\$ -
130	CONCRETE BRIDGE RAIL WITH ORNAMENTAL PROTECTIVE SCREENING	LS*	0.00	\$ 158.00	\$ -
131	RETAINING WALL, CAST-IN-PLACE CONCRETE	SQFT	0.00	\$ 95.80	\$ -
132	RETAINING WALL, GABION	SQFT	0.00	\$ 24.10	\$ -
133	RETAINING WALL, PREFABRICATED MODULAR	SQFT	0.00	\$ 39.50	\$ -
134	RETAINING WALL, CONVENTIONAL SEGMENTAL	SQFT	265.00	\$ 43.30	\$ 11,474.50
135	RETAINING WALL, MSE	SQFT	0.00	\$ 49.00	\$ -
136	SOUND WALLS	SQFT	0.00	\$ 23.50	\$ -
137	CONCRETE ARCH CULVERT	FOOT	0.00	\$ 1,530.00	\$ -
138	CONCRETE SLOPE PAVING	SQFT	0.00	\$ 11.25	\$ -
139	COLD PLANE PAVEMENT REMOVAL, 2 INCH DEEP	SQYD	0.00	\$ 3.42	\$ -
140	COLD PLANE PAVEMENT REMOVAL, 3 INCH DEEP	SQYD	0.00	\$ 3.42	\$ -
141	COLD PLANE PAVEMENT REMOVAL, 4 INCH DEEP	SQYD	0.00	\$ 3.42	\$ -
142	COLD PLANE PAVEMENT REMOVAL, 5 INCH DEEP	SQYD	0.00	\$ 3.42	\$ -
143	AGGREGATE BASE	TON	0.00	\$ 36.90	\$ -
144	AGGREGATE BASE, 4 INCH THICK	SQYD	0.00	\$ 7.15	\$ -
145	AGGREGATE BASE, 6 INCH THICK	SQYD	0.00	\$ 9.80	\$ -
146	AGGREGATE BASE, 8 INCH THICK	SQYD	0.00	\$ 12.30	\$ -
147	LEVEL 1, 1/2 INCH DENSE, MWMAC MIXTURE, IN TEMPORARY	TON	0.00	\$ 89.50	\$ -
148	LEVEL 2, 1/2 INCH DENSE, MWMAC MIXTURE	TON	0.00	\$ 89.50	\$ -
149	LEVEL 3, 1/2 INCH DENSE, MWMAC MIXTURE	TON	0.00	\$ 89.50	\$ -
150	LEVEL 3, 1/2 INCH DENSE, MWMAC MIXTURE, IN LEVELING	TON	0.00	\$ 89.50	\$ -
151	LEVEL 3, 3/4 INCH ATPB, MWMAC MIXTURE	TON	0.00	\$ 89.50	\$ -
152	CRACK SEALING	FOOT	0.00	\$ 1.00	\$ -
153	13 INCH ASPHALT CONCRETE PAVEMENT REPAIR	SQYD	226.67	\$ 179.00	\$ 40,573.33
154	18 INCH ASPHALT CONCRETE PAVEMENT REPAIR	SQYD	0.00	\$ 112.00	\$ -
155	EXTRA FOR ASPHALT APPROACHES	EACH	0.00	\$ 651.00	\$ -
156	ASPHALT CONNECTIONS	SQFT	1,404.00	\$ 7.30	\$ 10,249.20
157	ASPHALT SPEED BUMPS	EACH	0.00	\$ 1,800.00	\$ -
158	PLAIN CONCRETE PAVEMENT, UNDOWELLED, 6 INCH THICK	SQYD	0.00	\$ 64.70	\$ -
159	PLAIN CONCRETE PAVEMENT, UNDOWELLED, 8 INCH THICK	SQYD	0.00	\$ 66.40	\$ -
160	PLAIN CONCRETE PAVEMENT, UNDOWELLED, 10 INCH THICK	SQYD	0.00	\$ 68.10	\$ -
161	PLAIN CONCRETE PAVEMENT, UNDOWELLED, 12 INCH THICK	SQYD	0.00	\$ 70.00	\$ -
162	PLAIN PERVIOUS CONCRETE PAVEMENT, UNDOWELLED, 10-INCH THICK	SQYD	0.00	\$ 73.00	\$ -
163	CONCRETE CURBS, CURB AND GUTTER	FOOT	0.00	\$ 33.03	\$ -
164	CONCRETE CURBS, STANDARD CURB	FOOT	0.00	\$ 25.50	\$ -
165	CONCRETE CURB, MOUNTABLE CURB	FOOT	0.00	\$ 28.09	\$ -
166	CONCRETE CURBS, THICKENED CURB AND GUTTER	FOOT	0.00	\$ 37.70	\$ -
167	CONCRETE ISLANDS	SQFT	0.00	\$ 11.70	\$ -
168	CONCRETE DRIVEWAYS	SQFT	6,000.00	\$ 8.40	\$ 50,400.00
169	CONCRETE DRIVEWAYS, REINFORCED	SQFT	0.00	\$ 9.20	\$ -
170	CONCRETE WALKS	SQFT	14,056.00	\$ 7.40	\$ 104,014.40
171	MONOLITHIC CURB AND SIDEWALKS	SQFT	1,500.00	\$ 18.00	\$ 27,002.70
172	MONOLITHIC CURB GUTTER AND SIDEWALKS	SQFT	0.00	\$ 19.00	\$ -
173	CONCRETE VALLEY GUTTER	FOOT	0.00	\$ 35.90	\$ -
174	6 INCH CONCRETE SURFACING	SQFT	0.00	\$ 4.90	\$ -
175	CONCRETE STAIRS	CUYD	0.00	\$ 2,170.00	\$ -
176	CONCRETE DRIVEWAY CONNECTIONS	SQFT	0.00	\$ 7.75	\$ -
177	CONCRETE SIDEWALK RAMPS	EACH	0.00	\$ 1,930.00	\$ -
178	CONCRETE BUS SHELTER PADS	EACH	0.00	\$ 730.00	\$ -
179	DETECTABLE WARNING SURFACE	SQFT	0.00	\$ 42.30	\$ -
180	MONOLITHIC SIDEWALKS AND WALL, REINFORCED	SQFT	0.00	\$ 14.00	\$ -
181	BRICK PAVERS	SQFT	0.00	\$ 45.90	\$ -

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
182	CONCRETE PAVERS	SQFT	0.00	\$ 11.70	\$ -
183	PERMEABLE PAVERS	SQFT	0.00	\$ 11.00	\$ -
184	CONCRETE RAILROAD CROSSING	FOOT	0.00	\$ 472.00	\$ -
185	GUARDRAIL, TYPE 2A	FOOT	0.00	\$ 17.30	\$ -
186	GUARDRAIL, TYPE 3	FOOT	0.00	\$ 48.80	\$ -
187	GUARDRAIL ANCHORS, TYPE 1	EACH	0.00	\$ 722.00	\$ -
188	GUARDRAIL END PIECES, TYPE C	EACH	0.00	\$ 121.00	\$ -
189	GUARDRAIL TRANSITION	EACH	0.00	\$ 2,240.00	\$ -
190	GUARDRAIL CONNECTIONS	EACH	0.00	\$ 415.00	\$ -
191	GUARDRAIL TERMINALS, NON-FLARED	EACH	0.00	\$ 220.00	\$ -
192	GUARDRAIL TERMINALS, FLARED	EACH	0.00	\$ 1,980.00	\$ -
193	REMOVABLE BOLLARDS	EACH	0.00	\$ 750.00	\$ -
194	CONCRETE BARRIER	FOOT	0.00	\$ 35.40	\$ -
195	IMPACT ATTENUATORS, TYPE B	EACH	0.00	\$ 4,780.00	\$ -
196	IMPACT ATTENUATORS, TYPE E	EACH	0.00	\$ 16,000.00	\$ -
197	DELINEATORS TYPE 2	EACH	0.00	\$ 68.80	\$ -
198	DELINEATORS TYPE 4	EACH	0.00	\$ 29.30	\$ -
199	PAVEMENT LINE REMOVAL	FOOT	0.00	\$ 0.60	\$ -
200	PAVEMENT LEGEND REMOVAL	EACH	0.00	\$ 55.10	\$ -
201	PAVEMENT BAR REMOVAL	SQFT	0.00	\$ 3.00	\$ -
202	BI-DIRECTIONAL YELLOW TYPE I MARKERS	EACH	0.00	\$ 5.65	\$ -
203	MONO-DIRECTIONAL WHITE TYPE I MARKERS	EACH	0.00	\$ 5.65	\$ -
204	LONGITUDINAL PAVEMENT MARKING - PAINT	FOOT	0.00	\$ 0.46	\$ -
205	CURB MARKINGS - PAINT	FOOT	0.00	\$ 2.00	\$ -
206	THERMOPLASTIC, NON-PROFILE, 120 MILS, EXTRUDED	FOOT	0.00	\$ 1.40	\$ -
207	PAVEMENT LEGEND, TYPE B: ARROWS	EACH	0.00	\$ 279.00	\$ -
208	PAVEMENT LEGEND, TYPE B: "ONLY"	EACH	0.00	\$ 332.00	\$ -
209	PAVEMENT LEGEND, TYPE B: BICYCLE LANE SYMBOLS	EACH	0.00	\$ 286.00	\$ -
210	PAVEMENT LEGEND, TYPE B-HS: ARROWS	EACH	0.00	\$ 261.00	\$ -
211	PAVEMENT LEGEND, TYPE B-HS: BICYCLE LANE STENCIL	EACH	0.00	\$ 290.00	\$ -
212	PAVEMENT BAR, TYP B-HS	SQFT	0.00	\$ 9.90	\$ -
213	PAVEMENT BAR, TYPE A	SQFT	0.00	\$ 4.50	\$ -
214	PAVEMENT BAR, TYPE B	SQFT	0.00	\$ 9.40	\$ -
215	REMOVE EXISTING SIGNS	LS*	0.00	\$ 41.70	\$ -
216	REMOVE & REINSTALL EXISTING SIGNS	LS*	0.00	\$ 167.00	\$ -
217	SIGN SUPPORT FOOTINGS, BREAKAWAY	LS*	0.00	\$ 182.00	\$ -
218	SIGNAL POLE MOUNTS	LS*	0.00	\$ 570.00	\$ -
219	PIPE SIGN SUPPORTS	LS*	0.00	\$ 180.00	\$ -
220	TYPE "B" SIGNS IN PLACE	SQFT	0.00	\$ 18.60	\$ -
221	TYPE "B1" SIGNS IN PLACE	SQFT	0.00	\$ 23.20	\$ -
222	TYPE "C" SIGNS IN PLACE	SQFT	0.00	\$ 19.80	\$ -
223	TYPE "G" SIGNS IN PLACE	SQFT	0.00	\$ 39.60	\$ -
224	TYPE "G1" SIGNS IN PLACE	SQFT	0.00	\$ 36.10	\$ -
225	TYPE "G5" SIGNS IN PLACE	SQFT	0.00	\$ 33.00	\$ -
226	TYPE "R" SIGNS IN PLACE	SQFT	0.00	\$ 20.90	\$ -
227	TYPE "R1" SIGNS IN PLACE	SQFT	0.00	\$ 18.80	\$ -
228	TYPE "W1" SIGNS IN PLACE	SQFT	0.00	\$ 19.00	\$ -
229	TYPE "W2" SIGNS IN PLACE	SQFT	0.00	\$ 19.90	\$ -
230	TYPE "W4" SIGNS IN PLACE	SQFT	0.00	\$ 20.90	\$ -
231	TYPE "W6" SIGNS IN PLACE	SQFT	0.00	\$ 15.00	\$ -
232	TYPE "W7" SIGNS IN PLACE	SQFT	0.00	\$ 20.60	\$ -
233	TYPE "W12" SIGNS IN PLACE	SQFT	0.00	\$ 25.60	\$ -
234	TYPE "Y1" SIGNS IN PLACE	SQFT	0.00	\$ 19.00	\$ -
235	TYPE "Y2" SIGNS IN PLACE	SQFT	0.00	\$ 14.60	\$ -
236	REMOVAL OF ELECTRICAL SYSTEMS (lighting)	LS*	0.00	\$ 389.00	\$ -
237	REMOVAL OF ELECTRICAL SYSTEMS (traffic signals)	LS*	0.00	\$ 3,640.00	\$ -
238	POLE FOUNDATIONS	LS*	0.00	\$ 2,000.00	\$ -
239	LIGHTING POLES, FIXED BASE	LS*	0.00	\$ 6,890.00	\$ -
240	LIGHTING POLE ARMS	LS*	0.00	\$ 338.00	\$ -
241	LUMINAIRES, LAMPS AND BALLASTS	LS*	0.00	\$ 1,000.00	\$ -
242	SWITCHING, CONDUIT AND WIRING	LS*	0.00	\$ 25.00	\$ -
243	TRAFFIC SIGNAL INSTALLATION	LS*	0.00	\$ 120,000.00	\$ -
244	TRAFFIC SIGNAL MODIFICATION	LS*	0.00	\$ 45,700.00	\$ -
245	FLASHING BEACON INSTALLATION	LS*	0.00	\$ 40,000.00	\$ -

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
246	LOOP DETECTOR INSTALLATION	LS*	0.00	\$ 9,120.00	\$ -
247	INTERCONNECT SYSTEM (underground)	LS*	0.00	\$ 38.90	\$ -
248	INTERCONNECT SYSTEM (overhead)	LS*	0.00	\$ 3.80	\$ -
249	TRAFFIC CAMERA INSTALLATION	LS*	0.00	\$ 2,600.00	\$ -
250	PERMANENT SEEDING	ACRE	0.00	\$ 2,480.00	\$ -
251	LAWN SEEDING	SQYD	1,301.00	\$ 10.00	\$ 13,015.20
252	TOPSOIL	CUYD	217.00	\$ 60.00	\$ 13,020.00
253	SOIL CONDITIONER	CUYD	0.00	\$ 35.20	\$ -
254	CONIFER TREES, 9 FT HEIGHT	EACH	0.00	\$ 351.00	\$ -
255	DECIDUOUS TREES, 2-1/2 INCH CALIPER	EACH	94.00	\$ 822.00	\$ 77,268.00
256	DECIDUOUS TREES, 3 INCH CALIPER	EACH	0.00	\$ 890.00	\$ -
257	SHRUBS, NO. 1 CONTAINER	EACH	0.00	\$ 12.50	\$ -
258	SHRUBS, NO. 2 CONTAINER	EACH	0.00	\$ 19.10	\$ -
259	SHRUBS, NO. 3 CONTAINER	EACH	0.00	\$ 33.50	\$ -
260	SHRUBS, NO. 5 CONTAINER	EACH	0.00	\$ 21.70	\$ -
261	GROUND COVERS, NO. 1 CONTAINERS	EACH	0.00	\$ 8.00	\$ -
262	GROUND COVERS, 4 INCH POTS	EACH	0.00	\$ 4.50	\$ -
263	BULBS	EACH	0.00	\$ 2.40	\$ -
264	SEEDLING PLANTS	EACH	0.00	\$ 11.30	\$ -
265	ROOTED PLANT CUTTINGS	EACH	0.00	\$ 5.10	\$ -
266	SOD LAWN	SQYD	0.00	\$ 8.20	\$ -
267	BARK MULCH	CUYD	0.00	\$ 55.60	\$ -
268	ROCK MULCH	TON	0.00	\$ 92.60	\$ -
269	ADDITIONAL ESTABLISHMENT PERIOD	YEAR*	94.00	\$ 264.00	\$ 24,816.00
270	TREE GRATES	EACH	0.00	\$ 1,170.00	\$ -
271	ROOT BARRIER	FOOT	564.00	\$ 11.90	\$ 6,711.60
272	TREE GRATE FRAMES	EACH	0.00	\$ 451.00	\$ -
273	BORDER EDGING	FOOT	0.00	\$ 6.70	\$ -
274	TYPE 2 FENCE	FOOT	0.00	\$ 6.85	\$ -
275	CL-6 CHAIN-LINK FENCE	FOOT	0.00	\$ 25.80	\$ -
276	CL-6R CHAIN-LINK FENCE	FOOT	0.00	\$ 22.90	\$ -
277	CL-4R CHAIN-LINK FENCE WITH VINYL CLAD FABRIC	FOOT	0.00	\$ 27.80	\$ -
278	ORNAMENTAL PROTECTIVE SCREENING	FOOT	0.00	\$ 158.00	\$ -
279	REMOVING AND REBUILDING FENCE	FOOT	0.00	\$ 27.40	\$ -
280	SINGLE MAILBOX SUPPORTS	EACH	0.00	\$ 300.00	\$ -
281	MULTIPLE MAILBOX SUPPORTS	EACH	0.00	\$ 339.00	\$ -
282	MAILBOX CONCRETE COLLARS	EACH	0.00	\$ 66.00	\$ -
283	REMOVE & REINSTALL MAILBOX SUPPORTS	EACH	0.00	\$ 224.00	\$ -
284	BENCHES, TYPE _____	EACH	0.00	\$ 3,090.00	\$ -
285	BICYCLE RACKS	EACH	0.00	\$ 739.00	\$ -
286	LITTER RECEPTACLES	EACH	0.00	\$ 1,290.00	\$ -
287	IRRIGATION SYSTEM	LS	0.00	\$ 3,100.00	\$ -
288	4 INCH DUCTILE IRON PIPE	FOOT	0.00	\$ 67.70	\$ -
289	6 INCH DUCTILE IRON PIPE	FOOT	0.00	\$ 74.90	\$ -
290	8 INCH DUCTILE IRON PIPE	FOOT	0.00	\$ 82.00	\$ -
291	12 INCH DUCTILE IRON PIPE	FOOT	0.00	\$ 96.40	\$ -
292	4 INCH GATE VALVE, MJ	EACH	0.00	\$ 924.00	\$ -
293	6 INCH GATE VALVE, MJ	EACH	0.00	\$ 1,090.00	\$ -
294	8 INCH GATE VALVE, MJ	EACH	0.00	\$ 1,970.00	\$ -
295	12 INCH GATE VALVE, MJ	EACH	0.00	\$ 2,340.00	\$ -
296	HYDRANT ASSEMBLIES	EACH	0.00	\$ 5,040.00	\$ -
297	2 INCH SERVICE LINE, SHORT RUN	EACH	0.00	\$ 2,100.00	\$ -
298	3 INCH SERVICE LINE, SHORT RUN	EACH	0.00	\$ 2,820.00	\$ -
TOTAL BID ITEMS					\$ 493,607.39

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
##### ANTICIPATED ITEMS #####					
NO.	ITEMS OF WORK AND MATERIALS	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	5.00	\$ 6,000.00	\$ 30,000.00
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	\$ 493.61	\$ 493.61
15	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)	LS	1.00	\$ 49,360.74	\$ 49,360.74

TOTAL ANTICIPATED ITEMS

\$ 79,854.35

SCHEDULE SUMMARY

BID ITEMS		\$ 493,607
CONSTRUCTION CONTINGENCY	5% of Bid Items*	\$ 24,680
SUBTOTAL		\$ 518,287
ANTICIPATED ITEMS		\$ 79,854
TOTAL CONSTRUCTION		\$ 598,142
PROJECT MANAGEMENT	5% of Bid Items	\$ 24,680
DESIGN ENGINEERING	25% of Bid Items	\$ 123,402
CONSTRUCTION MANAGEMENT	15% of Bid Items	\$ 74,041
SUBTOTAL		\$ 222,123
PROJECT ENGINEERING & MANAGEMENT OVERHEAD	79.27% of PM, Eng, and CM	\$ 176,077
TOTAL PROJECT ENGINEERING & MANAGEMENT		\$ 398,201
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES		\$ 37,000
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION		\$ 37,000
RIGHT-OF-WAY CONTINGENCY	30% of Land, Improve, and Damages	\$ 11,100
TOTAL PROJECT RIGHT-OF-WAY		\$ 85,100
INFLATION RATE ON CONTRACT	5 Years Inflation 4.5% of Construction	\$ 147,252
INFLATION RATE ON PERSONNEL	5 Years Inflation 2.0% of Eng & Mgmt	\$ 41,445
ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE	20% of Const, Eng & Mgmt, and Inflation	\$ 237,008
TOTAL PROJECT CONTINGENCY		\$ 425,705
TOTAL PROJECT ESTIMATE		\$ 1,507,147

Project Estimate Report: Development Phase

for

David Douglas SRTS Sidewalk Infill SE Mill St from SE 130th to SE 148th

August 25, 2016

Requested by: Zef Wagner

Prepared by: Jason Shepard/Anne Parham

Location: SE Mill St. from SE 130th Ave to SE 148th Ave

Description: The improvements made along SE Mill St. from 130th to 148th include sidewalk infill along the length (Right of Way acquisition necessary in some areas), updating curb ramps, as well as widening the existing roadway from 135th to 138th.

Current Cross-Section: 28' to 40' roadway with some existing sidewalk.

Proposed Cross-Section: 28' roadway widened to 36'; 6' separated sidewalk, 3.5'-4.5' planter strip, 0.5' curb, 36' roadway, 0.5' curb, 3.5'-4.5' planter strip, 6' separated sidewalk; all curb ramps updated.

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 – ROW and temporary easements required for street widening and sidewalk infill.
- Railroads – None identified.
- Parks – None identified.
- Other Jurisdictions – None identified.

Cost Estimate:

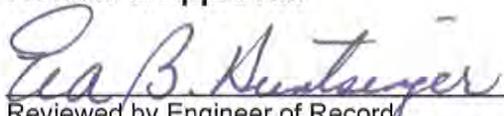
Construction	\$1,808,000
Project Management (5%)	71,000
Design Engineering (25%)	355,000
Construction Management (15%)	213,000
Right-of-Way (Cost + 30% Contingency)	287,000
Overhead (79.27%)	507,000
Estimate Contingency	1,268,000

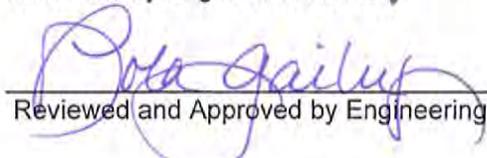
Total Project Estimate: \$4,509,000

Estimating Assumptions:

- Assumed \$287,000 for right-of-way acquisitions along the north side of SE Mill St, and temporary easements (including 30% contingency) for sidewalk infill along SE Mill St, per Marty Maloney/PBOT.
- Assumed planting 191 trees.
- Assumed addition of one inlet to existing sump system near address 14655 along SE Mill St, per Tim Knighton/BES.
- Assumed relocation of existing inlets and lead where necessary in project scope.
- Assumed 3' asphalt pavement repair in front of proposed curb; assumed asphalt section of 5" AC on 8" aggregate base.
- Assumed relocation of 28 water meters.
- Assumed modification of existing signal to move electrical box from light post on SW corner to eliminate safety hazard.

Review & Approval:


Reviewed by Engineer of Record 8-25-16
Date


Reviewed and Approved by Engineering Services Division Manager 8/25/16
Date

Attachments:

- Detailed estimate spreadsheet
- Site map

CITY OF PORTLAND, OREGON
 BUREAU OF TRANSPORTATION
 PRELIMINARY ENGINEER'S ESTIMATE
 SE Mill St from SE 130th Ave to SE 148th Ave

Date: August 25, 2016 By: Jason Shepard/Annie Parham

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF SE MILL ST FROM SE 130TH AVE TO SE 148TH AVE

VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	LS	1.00	\$ 117,672.15	\$ 117,672.15
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	LS	1.00	\$ 35,301.64	\$ 35,301.64
10	TEMPORARY PLASTIC DRUMS	EACH	100.00	\$ 52.00	\$ 5,200.00
19	FLAGGERS	HOUR	1,000.00	\$ 48.50	\$ 48,500.00
23	EROSION CONTROL	LS	1.00	\$ 11,767.21	\$ 11,767.21
28	SEDIMENT FENCE, UNSUPPORTED	FOOT	2,390.08	\$ 2.50	\$ 5,975.21
30	POLLUTION CONTROL PLAN	LS	1.00	\$ 1,176.72	\$ 1,176.72
43	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LS	1.00	\$ 47,068.86	\$ 47,068.86
45	CLEARING AND GRUBBING	LS	1.00	\$ 30,594.76	\$ 30,594.76
49	GENERAL EXCAVATION	CUYD	1,325.00	\$ 49.00	\$ 64,925.00
53	12 INCH SUBGRADE STABILIZATION	SQYD	53.30	\$ 30.17	\$ 1,608.06
58	SUBGRADE GEOTEXTILE	SQYD	533.00	\$ 1.25	\$ 668.34
72	STORMWATER PLANTERS	SQFT	288.00	\$ 38.10	\$ 10,972.80
79	10 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	FOOT	36.00	\$ 110.00	\$ 3,960.00
100	CONCRETE INLETS, TYPE G-2	EACH	2.00	\$ 1,800.00	\$ 3,600.00
103	CONCRETE INLETS, TYPE METAL	EACH	5.00	\$ 500.00	\$ 2,500.00
112	CONNECTION TO EXISTING STRUCTURES	EACH	2.00	\$ 841.00	\$ 1,682.00
146	AGGREGATE BASE, 8 INCH THICK	SQYD	533.00	\$ 12.30	\$ 6,555.90
149	LEVEL 3, 1/2 INCH DENSE, MWMAC MIXTURE	TON	187.00	\$ 89.50	\$ 16,736.50
153	13 INCH ASPHALT CONCRETE PAVEMENT REPAIR	SQYD	628.00	\$ 179.00	\$ 112,412.00
156	ASPHALT CONNECTIONS	SQFT	3,024.00	\$ 7.30	\$ 22,075.20
164	CONCRETE CURBS, STANDARD CURB	FOOT	864.00	\$ 25.50	\$ 22,032.00
168	CONCRETE DRIVEWAYS	SQFT	16,800.00	\$ 8.40	\$ 141,120.00
170	CONCRETE WALKS	SQFT	28,681.00	\$ 7.40	\$ 212,239.40
171	MONOLITHIC CURB AND SIDEWALKS	SQFT	8,100.00	\$ 18.00	\$ 145,814.58
215	REMOVE EXISTING SIGNS	LS*	49.00	\$ 41.70	\$ 2,043.30
217	SIGN SUPPORT FOOTINGS, BREAKAWAY	LS*	49.00	\$ 182.00	\$ 8,918.00
219	PIPE SIGN SUPPORTS	LS*	49.00	\$ 180.00	\$ 8,820.00
223	TYPE "G" SIGNS IN PLACE	SQFT	115.00	\$ 39.60	\$ 4,554.14
228	TYPE "W1" SIGNS IN PLACE	SQFT	120.00	\$ 19.00	\$ 2,280.00
234	TYPE "Y1" SIGNS IN PLACE	SQFT	85.00	\$ 19.00	\$ 1,615.00
244	TRAFFIC SIGNAL MODIFICATION	LS*	1.00	\$ 45,700.00	\$ 45,700.00
251	LAWN SEEDING	SQYD	2,656.00	\$ 10.00	\$ 26,570.62
252	TOPSOIL	CUYD	443.00	\$ 60.00	\$ 26,580.00
255	DECIDUOUS TREES, 2-1/2 INCH CALIPER	EACH	191.00	\$ 822.00	\$ 157,002.00
269	ADDITIONAL ESTABLISHMENT PERIOD	YEAR*	191.00	\$ 264.00	\$ 50,424.00
271	ROOT BARRIER	FOOT	1,146.00	\$ 11.90	\$ 13,637.40
TOTAL BID ITEMS					\$ 1,420,302.79

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
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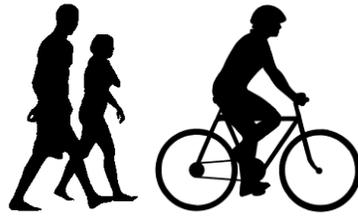
ANTICIPATED ITEMS

NO.	ITEMS OF WORK AND MATERIALS	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	28.00	\$ 6,000.00	\$ 168,000.00
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	259.20	\$ 20.00	\$ 5,184.00
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	\$ 1,420.30	\$ 1,420.30
15	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)	LS	1.00	\$ 142,030.28	\$ 142,030.28

TOTAL ANTICIPATED ITEMS \$ 316,634.58

SCHEDULE SUMMARY

BID ITEMS		\$ 1,420,303
CONSTRUCTION CONTINGENCY	5% of Bid Items	\$ 71,015
SUBTOTAL		\$ 1,491,318
ANTICIPATED ITEMS		\$ 316,635
TOTAL CONSTRUCTION		\$ 1,807,952
PROJECT MANAGEMENT	5% of Bid Items	\$ 71,015
DESIGN ENGINEERING	25% of Bid Items	\$ 355,076
CONSTRUCTION MANAGEMENT	15% of Bid Items	\$ 213,045
SUBTOTAL		\$ 639,136
PROJECT ENGINEERING & MANAGEMENT OVERHEAD	79.27% of PM, Eng. and CM	\$ 506,643
TOTAL PROJECT ENGINEERING & MANAGEMENT		\$ 1,145,779
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES		\$ 156,939
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION		\$ 82,900
RIGHT-OF-WAY CONTINGENCY	30% of Land, Improve, and Damages	\$ 47,082
TOTAL PROJECT RIGHT-OF-WAY		\$ 286,921
INFLATION RATE ON CONTRACT	5 Years 4.5% of Construction	\$ 445,085
INFLATION RATE ON PERSONNEL	5 2.0% of Eng & Mgmt	\$ 119,254
ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE	20% of Const, Eng & Mgmt, and Inflation	\$ 703,614
TOTAL PROJECT CONTINGENCY		\$ 1,267,953
TOTAL PROJECT ESTIMATE		\$ 4,508,606



A Joint Letter from the
Bicycle Advisory Committee & Pedestrian Advisory Committee
1120 SW 5th Avenue Room 800, Portland OR 97204

August 24, 2016

Metro Council
600 NE Grand Ave
Portland, OR 97232

The City of Portland Bureau of Transportation (PBOT) Pedestrian Advisory Committee and Bicycle Advisory Committee consist of a wide cross-section of Portlanders who come together to advise City decision makers on matters related to their particular transportation mode. Members come from every area of the City as well as a broad spectrum of interests and professional backgrounds. Each modal committee has been an ongoing contributor and advisor during the City's Regional Flexible Fund selection process.

Each committee has reviewed the projects and feels that all of the projects, both collectively and individually, are strong candidates that would bring needed investment to geographic areas where it has long been lacking. Therefore as modal Chairs, we would like to express the support of our committees for the City of Portland applications for Metro's Regional Flexible Funds for the following active transportation projects:

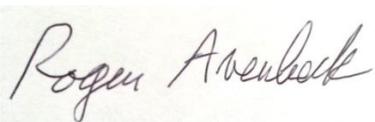
- Brentwood-Darlington Safe Routes to School - Sidewalk Infill & Neighborhood Greenway: Provides Brentwood-Darlington, an underserved neighborhood that relies on active transportation, walking and bicycle facilities. The project will improve safety in a high-crash area and removes conflicts between modes to improve access to and from priority destinations.
- Connected Cully, Phase 2 - NE 72nd Ave Pedestrian/Bicycle Parkway: Provides the Cully neighborhood low-stress walking and bicycling facilities. Traditionally a lower socioeconomic neighborhood with high concentration of low-income Hispanic residents, the project will improve a high-crash area, provide access to and from priority destinations (i.e. schools, parks and economic centers) and ultimately is supported by the community through stakeholder engagement.
- David Douglas Safe Routes to School - Sidewalk Infill on 117th, 130th, and Mill: Provides David Douglas High School and the surrounding neighborhoods a safe route for students to get to school. The David Douglas School District is one of the most diverse communities within the Portland Metropolitan Region yet it is deficient in active transportation facilities. This project will close sidewalk gaps, create safe bicycle facilities and most importantly has strong support from the residents, David Douglas High School and political representatives in the area.
- Hillsdale Town Center Pedestrian Connections: Sidewalk Infill on SW Beaverton-Hillsdale Hwy: Provides the Hillsdale Town Center with pedestrian facilities between nearby Robert Grey Middle School, Mary Rieke Elementary and Wilson High School. This project has strong community support and will improve access to an underserved community with many children and seniors adjacent to a High Crash Corridor.

- Jade & Montavilla Connected Centers Project: Provides multi-modal improvements in key areas to the up and coming Jade District and Montavilla Neighborhood Centers. These improvements will promote safety along a high crash corridor, address climate change and health through the creation of a walkable and bikeable network and serve diverse communities of color.
- NE Halsey Safety & Access to Transit: Provide solutions to problems in this High Crash Network. Using the suite of tools, which include signal improvements, intersection redesigns, pedestrian improvements and bicycle facilities, this project will alleviate deficiencies in the transportation network and better connect the growing population to the developing economic centers in this area.
- N. Portland Greenway Trail: Baltimore Woods Segment: Provides a better active transportation connection between nature, places of interest, job corridors and other priority locations. This project will add bicycle lanes, sidewalks, off-street pathways and other improvements to create a high quality network of alternative options for the St. Johns neighborhood.
- Outer Stark and Outer Halsey Complete Streets Project Development: Provide safety improvements to a High Crash Network that affects all modes. This project will add bicycle and pedestrian facilities for an area that is highly dependent on single occupancy vehicles thereby giving the residents greater choice in their transportation options and modes. These updates will also serve a diverse community that is low-income and has a high percent of immigrant/refugee or identify as people of color.

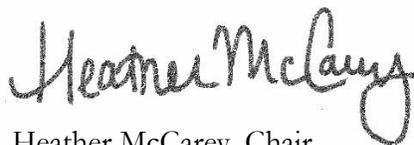
Each of these projects are region-wide investments that make our communities more livable and give people choices in how they travel. Each of these projects score high on the prioritization criteria by serving underrepresented populations that are in projected high growth areas in the Portland Metro region, improving safety in high crash corridors, and providing access to priority destinations.

These projects achieve multiple transportation policy objectives for both a bicycling and walking perspective and support Metro’s efforts to address air quality requirements by ensuring the region reduces its reliance on fossil fuel consumption and single occupancy trips. Each of these projects provides significant transportation benefits to the Portland Metropolitan Region in helping to ensure that our transportation system is strong, diverse and efficient.

Respectfully submitted on behalf of Portland’s Pedestrian Advisory Committee and Bicycle Advisory Committee,



Roger Averbeck, Co-Chair
Pedestrian Advisory Committee



Heather McCarey, Chair
Bicycle Advisory Committee



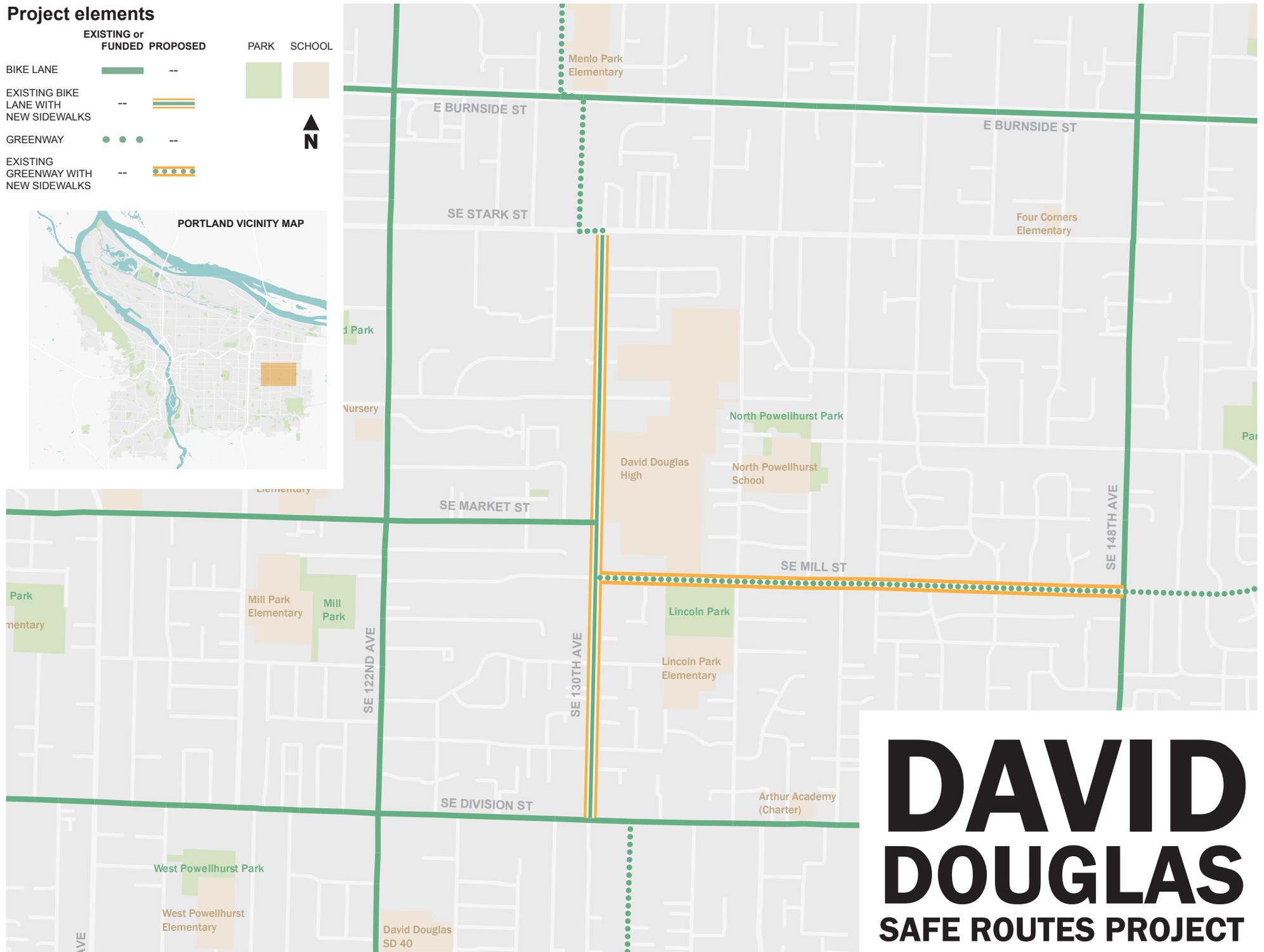
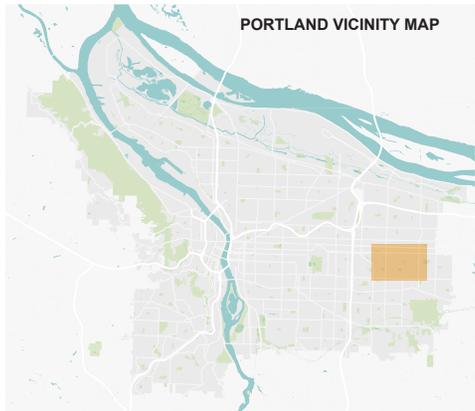
Rithy Khut, Vice-Chair
Bicycle Advisory Committee

Please note: PAC members Rebecca Hamilton, Co-Chair and Anthony Buczek, as Metro employees, recused themselves from participating in all discussions related to the RFF project selection and related issues.

cc: Joint Policy Advisory Committee on Transportation (JPACT)

Project elements

	EXISTING or FUNDED	PROPOSED	PARK	SCHOOL
BIKE LANE		--		
EXISTING BIKE LANE WITH NEW SIDEWALKS	--			
GREENWAY		--		
EXISTING GREENWAY WITH NEW SIDEWALKS	--			



DAVID DOUGLAS SAFE ROUTES PROJECT

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: <u>20 minutes</u> (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