2022-2024 Regional Flexible Funds Project Application

INTRODUCTION

This application is organized to consider, assess, screen, and select Regional Flexible Fund Allocation (RFFA) projects. The assessment is focused on first determining a candidate project's applicability to the RFFA program and their technical feasibility. Upon that assessment, promising projects will be assessed on the merits of their intended project outcomes that will be used for project scoring.

To be applicable to the RFFA program, a project must be at least one of the following project types:

- Active Transportation and Complete Streets, or
- Freight and Economic Development Initiatives

Each project should demonstrably support the four 2018 Regional Transportation Plan (RTP) investment priorities:

- Advancing Equity
- Improving Safety
- Implementing the region's Climate Smart Strategy
- Managing Congestion

Although information from the entire application may be used to inform project scoring, the questions presented in the section, "Project Outcomes" are directly related to scoring and evaluation criteria and the answers to these questions will directly inform the project scoring.

After all relevant questions are completed, please secure the required signatures as indicated at the end of this application form, and email it, along with other required information and supporting documentation to rffa@oregonmetro.gov. Applications MUST be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.

APPLICANT INFORMATION

1. Jurisdiction name City of Portland
2. Contact info: Name, phone #, email Mark Lear, 503-823-7604, Mark.Lear@portlandoregon.gov
3. Funding category (check one): ☒ Active Transportation ☐ Freight ☐ Both
4. Project name. Central Eastside Belmont & Morrison Multimodal Improvements
5. Describe the project purpose. What problems or issues is the project intended to address?

   SE Belmont and Morrison are a key east/west couplet in Portland's Central Eastside, providing important retail, freight, transit and cycling functions for the region due to their direction connections to the Morrison Bridge. This project implements the adopted Central City in Motion plan for the couplet, improving transit access and speed with new transit islands and a new dedicated all-day bus lane. New traffic signals improve pedestrian crossings to bus stops, retail,

and jobs while new protected bike lanes create an all-ages and ability connection to the multiuse facility on the Morrison Bridge.

PROJECT READINESS

The following questions intend to gather information about how developed the project is and the steps that will still be required to complete the project. This section will be used for screening project feasibility.

Project Detail

6. Is this project on the 2018 RTP Constrained list? ☒ Yes ☐ No

7. What is the RTP Project ID #? 11832

8. In which RTP network and policy map(s) is the project included? Check all that apply, indicate specific functional classification.

☒ High Injury Corridor (or ODOT ARTS Hotspot map) Click here to enter text.

☒ Bicycle: Regional Bikeway

☒ Pedestrian: Pedestrian Parkway

☐ Freight Click here to enter text.

☒ Transit: Frequent Bus

9. List the project beginning and ending points. What specific streets/intersections are included in the project area?

SE Morrison St: SE Water Ave – SE 12th Ave. SE Belmont St: SE Water Ave – SE 13th Ave. Pedestrian crossing improvements: SE Morrison & 9th, SE Belmont & 9th. Bikeway enhancements: SE Belmont/SE Morrison & SE Water Ave – SE MLK Blvd. Protected bike lanes: SE Belmont & SE MLK Blvd – SE 13th Ave; SE Morrison & SE MLK Blvd – SE 12th Ave. Bus & Turn Lanes: SE Belmont & SE 3rd Ave – SE Grand Ave; SE Morrison & SE Grand Ave – SE 12th Ave.

10. Is the project included in an adopted local transportation safety plan or audit? x Yes ☐ No Please describe.

This project implements the adopted Central City in Motion plan for the Belmont / Morrison couplet.

11. Describe the non-RFFA funding sources available and amounts necessary for the project to be completed. How secured is the funding for each funding source (Certain, Probable, or Competitive?)

The total project cost estimate is $6,462,000. Local match in the amount of $1,938,600 will be provided by system development charge revenue and/or other discretionary local funding sources. The local match funding is Certain. The RFFA grant request is for the remaining $4,523,400.

12. Which Project Development Stages are to be considered for RFFA funding?

We are requesting RFFA funding for Alternatives Identification and Evaluation, Preliminary Design, Final Design, Right of Way, Utilities, and Construction

13. If your project is found to not be as far along as indicated or has specific challenges that need to be (re)addressed to improved technical feasibility, are you interested in RFFA funding for project development activities? ☒ Yes ☐ No

14. Attach or describe the project schedule and include information about important schedule considerations or drivers.

Early 2022—Alternatives Identification and Evaluation; Late 2022--Preliminary Design and Final Design; 2023—Right-of-Way; 2024--Construction

Project Completeness

15. At what stage of the project development process is the project, and what is the status of each project stage (refer to Defining Project Development Stages above)?

This project has gone through the Planning stage and a portion of the Alternatives Identification and Evaluation stages and has a signed engineer cost estimate and a defined scope. We have not done any survey or preliminary engineering. We will need to undertake some project development before project design to verify scope, including data collection and analysis.

16. Is right of way (ROW) acquisition likely? Will the project need any unique ROW requirements such as temporary easements, special coordination with other agencies? What is the status of the ROW acquisition task of the project?

This project will require temporary construction easements. Significant acquisitions are not likely to be necessary. Right of way acquisition will be completed by the City of Portland following all federal processes during the Right of Way phase for each project.

17. What project development (project study reports, transportation safety plan, safety audit, feasibility studies) has been completed? How recent are these reports or this project development, and are they still relevant? Are they in digital format for possible transfer?

This project has gone through project development as part of the Enhanced Transit Corridor program and the Central City in Motion planning effort. The ETC work identified the transit delay on the corridors and potential solutions. The Central City in Motion plan developed concept plans for the project, on which this application is based, which are available in PDF format here: https://www.portlandoregon.gov/transportation/article/702671

18. Does the project area intersect with Title 13 resource areas , wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting?

No, the project does not intersect with any areas that require permitting.

19. To what extent has environmental permitting been scoped or completed?

Environmental permitting for the project is unlikely as the project does not impact an environmental resource area.

Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address?

This project addresses a series of community concerns and requests, including increasing transit speed and reliability through the Central Eastside, converting pro-time parking to all-day parking on SE Morrison, signalizing crossings between bus stops on SE Morrison, bolstering ground floor retail in the couplet, and providing safer bike connections through the Central Eastside, connecting to the Morrison Bridge.

21. Which community partners are involved?

The Central Eastside Industrial Council and Buckman and HAND neighborhood associations were all engaged in project development for the Morrison / Belmont couplet project in Central City in Motion. TriMet was a co-partner in project development

22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process.

PBOT, supported via a Metro grant, was able to do extensive outreach for the Central City in Motion plan, from which this project is pulled. Over 9,000 Portlanders provided input in that planning process. The project team presented at 52 neighborhood, civic, and advisor committee meetings, 50 meetings with representatives of business associations, 14 meetings with the Central Eastside Industrial Council, and a series of open houses, surveys and focus groups. The result was a plan with broad and deep support. The Central Eastside Industrial Council was involved in the project development and has provided a letter of support for this RFFA application. TriMet and Metro were co-partners in project development. Community organizations including the Bus Lane Project, BikeLoudPDX, and The Street Trust were engaged during the Central City in Motion plan, providing feedback as the planning and project development progressed, and are supportive of the funding and implementation of this project.

Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project?

TriMet has been briefed on this project and is generally supportive. They will coordinate with PBOT on project design and construction if the project is funded. PBOT has agreed to include in project design and construction the costs associated with necessary transit stop improvements.

24. Is the project on or does it connect with a separate agency facility? Indicate all potentially involved agencies' awareness of and cooperation with the project. Potential agencies include Oregon

Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland.

This project does not connect with or impact another agency facility.

25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation?

Utilities in the City of Portland located within the right of way are subject to the franchise agreements which require the utility to move at their own expense on a timeline dictated by the project. The City of Portland has an established utility relocation process to notify utilities of relocation requirements. City owned utilities will be relocated during the utility phase through an agreement with the ODOT Utilities section.

26. Do you have design control consistently across the project area? If other agencies are affected by this project, do you have the necessary documentation of agreement regarding design elements reflected within this project? (Please obtain signatures as indicated on the Signature Page of this application.)

PBOT has design control over this project as it is entirely within PBOT right-of-way and does not impact other agency facilities.

PROJECT RISKS

The following questions intend to identify potential risks to project completion.

27. Has a person(s) with the proper authority reviewed and agreed to the project design, and signed off on this application?4 ☒Yes ☐ No

28. Are there any anticipated risks for the following:

a. Right of way (ROW)

i. Are ROW acquisition costs included in the cost estimate? Right of way costs are included.

ii. Were the federal Right of Way Uniform Act's acquisition and negotiation processes performed during the ROW acquisition stage or considered in the schedule and budget, for those projects which have not yet performed ROW acquisition? Yes.

b. Utility Relocation

i. Are utility relocation costs included in the cost estimate? Utility relocation costs for eligible utilities are included in the cost estimate.

c. Stormwater considerations

i. Water quantity Preliminary costs for stormwater disposal and treatment are included in the estimate.

ii. Water quality Preliminary costs for stormwater disposal and treatment are included in the estimate.

d. Environmental and Permitting

i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? All projects are likely to meet the requirements for a Categorical Exclusion, documentation will be prepared during project design.

e. Schedule Applicant General Schedule: 22 Planning and PE 23 Right of way 24 Construction

f. Budget We have included conservative contingencies at several levels in the cost estimate.

g. Staff availability

i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. The agency has a robust project management staff with extensive experience managing federally funded capital projects.

PROJECT DESIGN

Project designs will be scored on the level of safety and environmental improvements they can provide. A project that includes as many safety and environmental mitigation elements as feasible will more completely meet the criteria.

29. Describe the project elements and countermeasures that address safety.

This project features numerous elements that will improve safety on the Belmont / Morrison corridors. On SE Belmont, the project will provide transit islands that allow for TriMet to stop in lane, a protected bikeway connecting from the Morrison Bridge, and a new signalized crossing at 9th for transit riders and pedestrians. SE Morrison will also benefit from transit islands and new signalized crossing at 9th, as well as the elimination of pro-time parking and creation of an all-day BAT lane. This will allow for shorter crossing distances and fewer lanes to cross and make for a more predictable street. ADA corners will be updated to modern standards for accessibility. Finally, signal upgrades along both corridors will improve safety and reliability for all users.

30. What countermeasures are included that reduce conflicts between modes (vehicles, pedestrians, bicycles, railroad crossings) and improve safety? (Use Appendix C design checklist, check all that apply)

Safety countermeasures include new signalized pedestrian crossings and reduced pedestrian crossing distances, aligning bus stops with new signalized crossings, new protected bicycle lanes

and bicycle priority intersection treatments including bike signals and bike boxes, and transit priority treatments including a BAT lane on Madison and transit islands on both corridors.

31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? See question 48.

32. Are there additional design elements or countermeasures not on the checklist that are included in the project design that will improve safety and environmental outcomes?

The new lane configuration on SE Morrison would be parking, two general purpose travel lanes, a bus and turn lane, a parking and transit island lane, and a protected bike lane. In addition to shorter pedestrian crossings this will reduce the number of lanes pedestrians must cross on the street and provide the safety benefits of a travel lane reduction to all users.

PROJECT OUTCOMES

Projects will be scored in terms of their ability to create positive outcomes that align with RFFA priorities and regional goals. The following questions aim to gather details directly related to those potential outcomes. Please provide all relevant data to support your response, using Metro-provided data or additional sources. Metro staff will provide data to the scoring committee to confirm

Affordability/Equity

33. Is the project in an Equity Focus Area? ☒ Yes ☐ No Please indicate which Focus Area.

People of Color and/or Limited English Proficiency and/or Low Income

34. List the community places , affordable housing, and Title 1 schools within ¼ mile of project.

Food Fight! Grocery, Next Adventure Outdoor store, Andy and Bax Outdoor Store, W.C. Winks hardware, Portland Night Market, Architectural Heritage Center, 7th & Yamhill Post Office, Rose apartments, Clifford apartments, Ritzdorf Court apartments, Rex Arms apartments

35. What are the estimated totals of low-income, low-English proficiency, non-white, seniors and youth, and persons with disabilities who will benefit from this project?

1. Low-Income Population: 4397 (PBOT Equity Matrix, nearby areas scoring 4 or 5 with annual household incomes < 54,000)

2. Households with Limited-English Proficiency: 78 (per PBOT Equity Matrix)

3. Non-White Population: 4583 (2010 Percent Communities of Color Census Data, per the census blocks within 1 mile of the project area)

4. Senior Population: 5662; Youth Population: 3690 (2017 ACS, per census blocks within 1 mile of the project area)

5. Persons with Disabilities: 8407 (2017 ACS, per census tracts within 1 mile of the project area)

36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project?

This project was designed to address specific burdens borne by low-income, low-English proficiency, non-white, seniors and youth, and persons with. The project team engaged with hospitality workers in the Central City, many of whom were low-income, low-English proficiency, and non-white. They expressed concerns about long transit commutes and unpredictable transit travel times, which this project addresses via transit priority treatments connecting to the Morrison Bridge. The analysis done in conjunction with Metro and TriMet on Enhanced Transit Corridors shows that investments such as this one in addressing transit delay in the Central City will have benefits in travel time and reliability across the entire Line 15, benefiting thousands of riders, including those commuting into the Central City from East Portland. The project team also held focus groups with Central City Concern clients, who expressed the need to get to multiple service appointments across the Central City at varying times of day. The reliable transit service, safer pedestrian crossings, accessible crossings, and connected bike facilities in this project were all identified as priority improvements in these focus groups.

37. What contracting opportunities are available to Office for Business Inclusion and Diversity (COBID) firms through this project? What is your agency's policy, history, or removing of barriers to hire and advance COBID firms in infrastructure projects?

The City of Portland's Certification Agreement stipulates that all projects follow the requirements of the ODOT Office of Civil rights for federally funded projects.

Safety

38. How many fatal or serious injury crashes have occurred in the project area in the last 5 years (or most recent 5 years of available crash data)?

Fatal Crashes: 0. Injurious Crashes: 35. (Per ODOT 2012-2016 Crash Data)

39. How does the project aim to reduce the number of fatal or serious injury crashes?

See the safety countermeasures identified in the Project Design section

40. How does the project remove or mitigate conflicts, with (including) active transportation, railroad crossings, turning movements, and others? (Use Appendix C design checklist, indicate all that apply)

The project upgrades traffic signals to improve detection and, where warranted, provide separate phases between turns and people biking and walking.

System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved?

This project will provide a key all-ages and abilities cycling connection to the multiuse path across the Morrison Bridge. While the Morrison Bridge has excellent walking and bicycling

facilities, they are under utilized due to poor connectivity on either end of the bridge. This project will address the east side gaps.

42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate?

In addition to addressing network gaps, the project will upgrade the existing bike facilities to protected bikeways and improve the connections under the Belmont viaduct.

Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability?

The project provides an all-day BAT lane on SE Morrison that will address congestion-related delay on the Line 15 during the morning and evening commute. Transit islands will be installed on both Belmont and Morrison that will allow the Line 15 to stop in-lane, eliminating weaves that cause delay and affect reliability. Finally, signal upgrades will make them compatible with transit priority.

44. How does the project improve connections to transit and employment or residential sites/areas?

The Central City is home to the densest concentration of jobs and residents in the state of Oregon. This project serves key commercial corridor running through the Central City's Central Eastside, a neighborhood known for its family-wage jobs. It also provides critical connections across the Willamette for people riding transit and people biking.

45. How will the project reduce vehicle trips or VMT (other than freight-related trips)?

This project will make transit and cycling safer and more time competitive with driving a single occupancy vehicle.

46. How does the project reduce the need for throughway expansion?

This project is designed to increase the people-moving-capacity of SE Belmont and Morrison without widening the streets by reallocating space to more space-efficient modes of transportation. On SE Morrison, an existing general purpose travel lane will be dedicated to transit. On SE Belmont, space currently dedicated to on-street parking on the south side of the street will be reprogrammed to create a protected bikeway.

Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact.

PBOT endeavors to limit and mitigate the environmental impact of all our projects. Measures we take include erosion control plans, control of discharge, responsible excess materials disposal, limited footprint of construction staging, powering down vehicles and equipment when not in use, use of warm mix instead of hot mix, compliance with forestry requirements, traffic control plans to reduce air quality impact from congestion, enforcement of permit requirements, dust control, noise prohibitions, and electronic submittals and payment processing of contractor

submittals. In addition to these measures to reduce environmental impact, the project will reduce greenhouse gas emissions overall by encouraging greater use of non-motorized modes (walking, biking) as well as more efficient motorized modes (transit service).

48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?

Street trees are included in the project to conform to the Portland Tree Code, or in some cases where trees are infeasible the City may pay a fee to plant trees in other areas. Bioswales are included to manage stormwater in cases where the Bureau of Environment Services finds that they would provide a clear benefit to the stormwater system.

Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement?

The new and upgraded signals along the Belmont and Morrison couplet will improve progression and freight travel time reliability east / west through the Central Eastside including access to the critical freight connections of I-5 and MLK / Grand. Updated signal controllers will allow for sophisticated signal programming that is responsive to congestion and safety.

50. Is this project on a "Reduction Review Route" (defined and stipulated by statute; OAR 731-012 and ORS 366.215) and to what extent has coordination occurred with the freight industry?

Not on a Reduction Review Route, per ODOT TransGIS. The Portland Freight Committee and Central Eastside Industrial Council were engaged during the Central City in Motion planning process regarding this project.

51. If there is freight delay along the corridor, when does this delay occur, to what extent is there delay, and how does this project address that delay?

While this level of vehicle class traffic analysis has not been performed at this time, see answer to question 49 for the freight benefits of the project.

Employment/Economic Development

52. Describe the employment area(s) served by this project. What is the number of current and projected jobs in traded sectors?

This project provides vehicular access to I-5, bicycle and pedestrian access across the Willamette River, and transit improvements for TriMet's Line 15, providing connections to the densest concentration of jobs in Oregon. This project specifically serves the inner Southeast area from the Willamette River waterfront to the Buckman neighborhood.

Area Jobs in Target Industries:

- Athletic & Outdoor Jobs: 62
- Clean Tech Jobs: 307

- Computer & Electronics Jobs: 0
- Health Science & Technology Jobs: 0
- Metals & Machinery Jobs: 26
- Software & Media Jobs: 222
- Total: 617

53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.

This project support 307 Clean Tech jobs, according to the Economic Value Atlas.

Project Leverage

54. How does this project leverage other funding sources?

This project leverages local funding sources include system development charges and general transportation revenue to provide the local match. As a project recommended in both the Enhanced Transit Corridor and Central City in Motion plans, it also leverages investments in other transit priority and bikeway improvements being made in those plans.

55. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain.

Yes, investments in the Central City in Motion and Enhanced Transit Corridor plan will better position the region to win future federal and state investments in additional projects identified in those efforts.

56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies?

The new signals and signal upgrades along the Belmont / Morrison corridors will be capable of sophisticated signal timing plans, such as time of day plans, special event plans, emergency plans, and demand-responsive timing. Modern communication also means the signals can be monitored, controlled and updated remotely when incidents occur rather than having to go out into the field to reprogram the controller if something needs to be changed. These upgrades will also make the signals ready for next-generation transit signal priority as well as truck priority systems.

57. Is this project on the Regional Emergency Transportation Network? Will this project help improve resiliency of the transportation network? If so, describe how.

The project is on the Regional Emergency Transportation Network at the intersections of SE Belmont St and SE Morrison St with SE MLK Blvd. The BAT lane on SE Morrison will also be suitable for emergency vehicles, speeding access to the Morrison Bridge in case of emergencies.

PROJECT COST ESTIMATE

58. What is the source of the project cost estimate?

☐ Conceptual: These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.

☒ Planning level: These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).

☐ Engineering level: These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

59. During what project development stage (refer to page 9 of the RFFA application guidebook) was the cost estimate created?

☐ Planning

☒ Alternatives Identification and Evaluation

☐ Preliminary Design

☐ Final Design

60. What year was the cost estimate created? Does it include any escalation factors and to what year?

The cost estimate was created in 2019 and is signed by a senior civil engineer. The estimate includes five years of construction and personnel escalation, and large contingencies for unexpected increases in costs.

61. To what extent were the following considered during cost estimating? All impacts are included in estimate if necessary at a planning level.

a. Right of way (ROW). Included

b. Utility relocation or underground. Only included for city owned utilities

c. Stormwater considerations. included

d. Environmental mitigation strategies. included if necessary

e. Bridge, railroad, or major facility impacts. included if necessary

f. Retaining walls. included if necessary, planning level

g. Clearing and grading. included as lump sum percentage

h. Removal of current pavement or facilities. included using preliminary quantities

i. Signing and pavement markings. included using preliminary quantities

j. Sidewalk and street furniture. Included using preliminary quantities

k. Street trees, landscaping, irrigation. Included using preliminary quantities

l. Mobilization, staging, and traffic control. Including using lump sum.

m. Staff availability or need for outside services included

62. Please attach your cost estimate. Verify that it includes the following items:

a. Unit cost assumptions See attached.

b. Contingency assumptions. See attached.

SIGNATURE PAGE

All relevant applicant agency and other agency staff with authority must attest to the design and cost estimates of the project, and that proper coordination and cooperation exists between all parties. Please attach additional signature pages as warranted.

Applicant agency staff signatures:

Project manager _____

Engineering Lea B. Hunsinger

Right of Way Lea B. Hunsinger

Environmental Lea B. Hunsinger

Other agency signatures (as required):

ODOT Highway _____

ODOT Rail _____

TriMet Kerry Ayers-Palencik, Director, Planning & Police

SMART _____

Utilities _____

_____

_____

Railroads _____

Other (please indicate) _____