

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 Bureau of Transportation
2. Contact info: Mark Lear, 503-823-7604, Mark.Lear@portlandoregon.gov
3. Funding category (check one): ☒ Active Transportation ☐ Freight ☐ Both
4. Project name: NE 122nd Ave Multimodal Safety and Access Improvement Project
5. Describe the project purpose. What problems or issues is the project intended to address?

The purpose of this project is to increase safety and improve pedestrian & bicycle access along and across 122nd Ave. Currently, 122nd Ave is a High Crash Corridor that does not adequately serve all modes. It is a difficult and stressful environment to walk, bike, cross the street and access transit. The street is typically a five-lane arterial with on-street parking and narrow bike lane.

122nd Ave is wide and difficult to cross while walking and biking. There are great distances between existing enhanced crossings or signalized intersections. Most of 122nd Avenue does not meet the City's new guidelines for marked crosswalk spacing from PedPDX, Portland's Citywide Pedestrian Plan, adopted by City Council in June 2019. The guidelines are enhanced crossings generally every 800 feet, or every 530 feet in pedestrian districts.

Five of the City's thirty highest crash intersections are along 122nd Ave. Since 2010, there have been over 400 people injured while traveling on 122nd, including 127 people walking and biking. Nine people have died in the past 8 years.

PBOT is developing the 122nd Avenue Plan: Safety, Access and Transit with the goals to

- 1) increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes
- 2) identify improvements to help eliminate serious injuries and fatalities and remove 122nd Ave from the Vision Zero High Crash Corridor network.

The NE 122nd Ave Multimodal Safety and Access Improvement Project includes enhanced and marked crossings recommended in the draft 122nd Avenue Plan to help meet the plan goals. These new enhanced and marked crossings will improve safety and access. They will help meet the City's new marked crosswalk spacing guidelines. PBOT proposes to build three new crossings through this project, possibly four if we have savings from the other three.

Each crossing location will include supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. We assumed a full signal treatment crossing treatment to be conservative in our cost estimate and avoid cost-escalation risks. They could potentially be an active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals.

Additional engineering Project Development and warrants analysis prior to the Design Phase will allow us to refine and confirm the scope and cost estimate. This will enable us to account for potential changes between now and 2022, such as motor vehicle traffic volume and speed, pedestrian and cyclist volumes, number of lanes, changes to our ever-evolving policies, design guidelines and crossing treatment technologies. It may be possible to build a fourth crossing if we determine that a full signal is not warranted, and we do not need all of the contingency included in the cost estimate. The final approved treatment at each crossing location, updated cost estimates and number of crossings will need to be determined when we complete project development, before entering the design stage gate in the PBOT project delivery process.

Enhanced and marked crossing locations:

- NE Beech or vicinity to the north connecting to Luuwit Park, TriMet bus stops, BeginRight Employment Services, and future redevelopment of Rossi, Giusto and Garre Farms comprising the Parkrose- Argay Development site (30 acres of commercial and

multi-family residential land). Currently, there is a 1330 feet distance between existing signals or the next enhanced and marked crosswalks.

- NE Broadway/ NE Hancock vicinity connecting to San Rafael Shopping Center and Winco Foods, and TriMet bus stops. Currently, there is a 1335 feet distance between existing signals or the next enhanced and marked crosswalks.

- NE Wasco/ NE Multnomah or vicinity connecting to TriMet bus stops, Adventist Urgent Care, Highlander Apartments and other apartments. Currently, there is a 1150 feet distance between existing signals or the next enhanced and marked crosswalks.

A potential fourth location:

- NE Sacramento/ NE Brazee vicinity connecting to TriMet bus stops, Sacramento Elementary School, Portland Christian Schools, Merrifield City Park, Knott City Park. Currently, there is a 1480 feet distance between existing signals or the next enhanced and marked crosswalks at street level. However, there is an existing pedestrian bridge at NE Brazee.

The benefits of this project will be combined with the safety, access and transit benefits PBOT has recently built and more programmed for 2020 with \$3.3 million of Fixing Our Streets Funds and other sources. PBOT will continue to seek additional funding for improvements along 122nd Ave to make it a more complete street and Civic Corridor as envisioned in the Portland Comprehensive Plan. These incremental improvements, along with safety and multi-modal improvement on multiple streets throughout East Portland will have a cumulative effect of removing barriers and improving a network of walking, biking, scooting and transit routes.

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 #? 11868
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: Bicycle Parkway S of Sandy Blvd

☒ Pedestrian: Pedestrian Parkway S of Sandy Blvd

☐ Freight:

☒ Transit: Frequent Bus

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

NE 122nd Ave: E Burnside St – NE Sandy Blvd. Project includes crossing improvements along NE 122nd at or in the vicinity of the following locations NE Beech St., NE Sacramento St./Brazee St., NE Broadway St./Hancock St., NE Wasco St./NE Multnomah St.

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

This project is part of PBOT's Vision Zero project list, included under the Transportation System Plan (TSP) as project #50049. The crossing improvements are included in the draft 122nd Avenue Plan: Safety, Access and Transit, currently in development. Adoption by City Council is anticipated in late 2019.

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 \$6,491,000. Local match in the amount of \$1,947,300 will be provided by transportation system development charge revenue and/or other discretionary local funding sources. The local match funding is Certain. The RFFA request is for the remaining \$4,543,700.

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.

2021- 2022: Project Development to refine or confirm the project scope and crossing treatments based on conditions, policy, design guidance and technological advances in place at the time closer to design. We recognize any of these are subject to change between 2019 and 2022.

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 enough of the Alternatives Identification and Evaluation stages to develop a signed engineer cost estimate and a defined conceptual scope. We have not done any survey or preliminary engineering. The scope includes a

preliminary recommendation for crossing treatments. Final traffic engineering determination of crossing treatments and traffic design will be based on conditions, policy, design guidance and technological advances in place at the time closer to design. We recognize any of these are subject to change between 2019 and 2022. The current scope and cost estimate is based on a conservative assessment of crossing treatments and assumes the higher cost treatment options to minimize risk of cost escalation.

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?

PBOT is developing the 122nd Avenue Plan: Safety, Access and Transit. The 122nd Ave Plan is still in process but will be available in digital format. The draft recommended enhanced crossing locations to be included in the plan are displayed on page 6.8 of this document of potential changes to 122nd Ave: <https://www.portlandoregon.gov/transportation/article/702764>

As a part of this 122nd Ave planning process, PBOT completed the 122nd Ave Plan: Existing Conditions Atlas DRAFT (Sept. 2018) and the 122nd Existing Conditions Atlas APPENDIX: Crash Summary Report, from NE Marine Drive to SE Foster Rd in March 2018. These reports are available in digital format on the PBOT website for the 122nd Ave Plan, located on the "Documents and Maps" page: www.portlandoregon.gov/transportation/122ndAve

More recently, PBOT completed the NE/SE Ave Ped and Bike Crash Data (2012-2016) Summary Report in May 2019. This report can be made available digitally. These technical reports and input from community stakeholders through our public engagement efforts informed the selection of enhanced crossing included in this project proposal.

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?

The project does not intersect with any Title 13 resources or other 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. This project will likely meet the requirements for a NEPA Categorical Exclusion.

Community Support

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

During the public engagement process for developing the 122nd Avenue Plan, PBOT received feedback from community members that it is difficult, unsafe and stressful to cross 122nd Ave. Many people said additional marked crosswalks with enhanced crossing treatments are greatly needed on 122nd Ave. During our Spring - Summer 2018 outreach, crossing safety was the most frequent topic when we asked people to share additional thoughts and open-ended feedback about 122nd Ave. Survey participants noted difficulty crossing the street while walking, biking, and accessing transit. Comments of this type centered on the long distances between signalized or enhanced crossings. During our Fall 2018-Winter 2019 outreach, enhanced crossings for pedestrians and cyclists were the 2nd highest priority improvement among the people whom we engaged. More street lighting was the top priority.

This feedback helped solidify our decision to prioritize enhanced crossings with supplemental lighting for both our near-term construction project on 122nd Ave in 2020 and this grant proposal for 2022-2024.

A summary of community feedback during our Spring - Summer 2018 outreach can be found in the 122nd Ave Plan - Community Survey #1 Report (September 2018) on the webpage here: <https://www.portlandoregon.gov/transportation/article/697397>

A summary of community feedback during our Fall 2018-Winter 2019 outreach can be found in the 122nd Ave Plan - Community Survey #2 Report (February 2019) on the webpage here: <https://www.portlandoregon.gov/transportation/article/726337>

21. Which community partners are involved?

During the public engagement process for developing the 122nd Avenue Plan, PBOT has engaged many residents along the 122nd Ave corridor, business owners and representatives from citywide advocacy organizations. Given the diversity along the corridor, we did targeted outreach to youth and immigrant communities with language-based engagement. During the Spring and Summer of 2018, PBOT worked with Community Engagement Liaisons (CEs) to survey people from Russian, Spanish, Vietnamese, Tongan and African communities to gain input on the 122nd Avenue Plan.

Throughout the fall and winter, PBOT presented to and received input from various business and neighborhood associations, community advocacy groups and local transportation committees, including:

1. Gateway Business Association, November 8, 2018
2. Youth Environmental Justice Alliance (YEJA) – OPAL, November 12, 2018
3. Parkrose Business Association, November 15, 2018
4. Mill Park Neighborhood Association, November 26, 2018
5. East Portland Land Use and Transportation Committee, December 12, 2018
6. East Portland Chamber of Commerce town hall meeting, January 16, 2019
7. Portland Freight Committee (PBOT modal advisory committee), February 7, 2019
8. Portland Bicycle Advisory Committee (PBOT modal advisory committee), February 12, 2019

9. Midway Business Association, February 12, 2019
10. Portland Pedestrian Advisory Committee (PBOT modal advisory committee), June 18, 2019.

Representatives from the following groups attended one or more of our Sounding Board meetings hosted by PBOT in the 122nd Ave corridor:

1. East Portland Action Plan
2. Division Midway Alliance
3. Parkrose Neighborhood Association
4. Hazelwood Neighborhood Association
5. Parkrose School District
6. David Douglas School District
7. Rossi Farms
8. Oregon Walks
9. Street Trust
10. Mercy Corps
11. Portland Bus Lane Project

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

PBOT staff has received community support for increasing the number of enhanced crossings along 122nd Ave from many individuals and organizations along the corridor. Given this support, PBOT has decided to seek funding for more enhanced crossings through the current RFF grant cycle in advance of adopting the 122nd Avenue Plan. PBOT continues to deliberate changes to the street cross-section, re-allocation of space in the right-of-way and refinement to the other multimodal improvements along 122nd Ave. Final recommendations and completion of the plan is anticipated in late 2019. City Council supports submitting this grant application as demonstrated in the attached Resolution adopted by City Council. The City of Portland does not want to delay additional investment in safety, access and transit along 122nd Ave.

Planning with an equity lens is a major focus of the planning process. Many decisions were guided by equity, starting with the decision to focus on 122nd Ave and prioritize it for investments to improve safety, access and transit. We included an equity criterion to help evaluate and prioritize investments to be recommended in the 122nd Avenue Plan. The equity criterion is to “improve travel access and conditions for people of color, low income households and households with limited English proficiency.” This criterion helped inform which crossing locations are prioritized for the 2020 project programmed for 122nd Ave and which locations are prioritized in this grant proposal. The top three crossing locations, NE Beech, NE Broadway/Hancock, and NE Wasco/Multnomah will serve census tracts with higher concentrations of people of color, households with lower income and households with limited English Proficiency. These crossing locations will also serve many people who live in nearby apartment complexes. Our Equity goals and Racial Equity plan helped shape our stakeholder engagement process to better reach people historically under-represented and under-served in our community.

Here are some key elements of our stakeholder engagement process:

A series of 3-4 ‘Community Sounding Board’ meetings with representatives from multiple community stakeholder interests coming together to provide input at key milestones and

decision points.

Public open houses: Present materials to the public and seek feedback at key milestones and decision points. PBOT staff will host or partner with others to host open houses.

Targeted language-based outreach in under-represented communities along 122nd Ave with the Community Engagement Liaison (CELs) program.

Tabling at local events

Presentations to community organizations

Surveys

Website - www.portlandoregon.gov/transportation/122ndAve

Video - <https://youtu.be/14ro44eiqmM>

Email updates and social media.

PBOT gathered input from the community through surveys in the spring and summer of 2018 to help shape development of the 122nd Ave plan. Over 1,000 people participated in Survey #1. Survey results were gathered from a mix of in-person, online, and targeted language-based community outreach efforts. Initial paper-based survey work began in May 2018 at the East Portland Open House held at the Midland Library located near the intersection of 122nd Ave and SE Stark St. Between June and early July 2018, PBOT worked with Community Engagement Liaisons (CELs) to survey people from Russian, Spanish, Vietnamese, Tongan and African communities to gain input on the 122nd Avenue Plan. Translated project factsheets and surveys were distributed to community groups and at community events and meetings to gather input from a diverse range of stakeholders. In addition to collecting individual survey responses, the CEL Liaison from each community provided a summary report on what they heard from community members. These summaries are provided at the end of this report. PBOT conducted an online survey from July 18 to August 15, 2018 via the 122nd Ave Plan website. The online survey was provided in six different languages (English, Spanish, Vietnamese, Russian, Tongan, and Somali). Invitations to take the survey were shared via email through various distribution lists. Recipients were encouraged to help broadcast the survey through their networks.

A summary of community feedback during our Spring - Summer 2018 outreach can be found in the 122nd Ave Plan - Community Survey #1 Report (September 2018) on the webpage here:

<https://www.portlandoregon.gov/transportation/article/697397>

From fall 2018 to winter 2019, PBOT went out to the community with a suite of proposed improvements for implementation or further study. They kicked off engagement efforts with a project open house on November 7th, which drew nearly 100 people.

To solicit additional feedback, project team members created a survey that could be responded to online or at in-person events. Over 450 people participated in Survey #2. Through this survey, PBOT staff hoped to gain a sense of the priorities and preferences of those who use 122nd Avenue. The planning team also wanted to know if there were any potential alternatives they should consider.

Prior to the open house and releasing the survey, the planning team brought the proposed improvements to the project's Sounding Board group to hear members' thoughts on the concepts and how to best present them to the public. The survey was designed to hear from those who live, work or travel on or near 122nd Avenue. It was offered in-person at events and was also available online on PBOT's web page from December 7, 2018 to January 20, 2019,

accompanied by supplemental information materials to reflect the in-person open house. The online version offered the ability to take the survey in six different languages: English, Spanish, Vietnamese, Russian, Somali and Tongan. In each format, the survey questions were the same. The online survey was promoted through email newsletters to all stakeholders who signed up to be on the email list. The team also promoted the survey through targeted outreach to neighborhood and business associations, community groups and social media. Flyers were distributed at community meetings and events. Recipients were encouraged to share the opportunity to take the survey with fellow community members and affiliates. Throughout the fall and winter, PBOT presented to and received input from various business and neighborhood associations, community advocacy groups and local transportation committees, including:

1. Gateway Business Association, November 8, 2018
2. Youth Environmental Justice Alliance (YEJA) – OPAL, November 12, 2018
3. Parkrose Business Association, November 15, 2018
4. Mill Park Neighborhood Association, November 26, 2018
5. East Portland Land Use and Transportation Committee, December 12, 2018
6. East Portland Chamber of Commerce town hall meeting, January 16, 2019
7. Portland Freight Committee (PBOT modal advisory committee), February 7, 2019
8. Portland Bicycle Advisory Committee (PBOT modal advisory committee), February 12, 2019
9. Midway Business Association, February 12, 2019
10. Portland Pedestrian Advisory Committee (PBOT modal advisory committee), June 18, 2019

A summary of community feedback during our Fall 2018-Winter 2019 outreach can be found in the 122nd Ave Plan - Community Survey #2 Report (February 2019) on the webpage here: <https://www.portlandoregon.gov/transportation/article/726337>

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 impact other agency facilities.

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 full design control over this project.

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? ☒ 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? No right-of-way acquisition is anticipated. Right of way costs are not 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

2021- 2022: Project Development

2022: Preliminary Design and Final Design

2023: Right-of-Way (if needed)

2024: Construction

- f. Budget We have included large 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.

The NE 122nd Ave Multimodal Safety and Access Improvement Project includes enhanced and marked crossings that will improve safety and access for people to cross 122nd Ave while walking, biking and scooting. The marked crossings will help meet the City's new marked crosswalk spacing guidelines from PedPDX, Portland's Citywide Pedestrian Plan, adopted by City Council in June 2019. The guidelines are enhanced crossings generally every 800 feet, or every 530 feet in pedestrian districts.

PBOT proposes to build three new marked crossings through this project, possibly four if we have savings from the other three. Each crossing location will include supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments. We assumed a full signal crossing treatment, the highest level of crossing treatment, to be conservative in our cost estimate and avoid cost-escalation risks. They could potentially be an active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals. More frequent crossing with these treatments will increase crossing safety by providing better visibility of people crossing while walking, biking and scooting and increasing driver awareness and expectation that people are crossing the street.

Between 2012 and 2016, 7 crashes occurred at unsignalized intersections along 122nd Ave. All of them involved pedestrians crossing 122nd (not the side streets). 1 was in a marked crosswalk with PHB, 4 were in unmarked crosswalks, and 2 were not in a legal crosswalk. One of these crashes was at NE Wasco, one of the locations proposed in this project.

Increasing the number of enhanced crossing options could help mitigate some of these.

In Between Intersections and Marked Crosswalks along 122nd Ave: 8 crashes occurred where a pedestrian was illegally in the roadway (not crossing at a marked or legal crosswalk). These were not concentrated at any specific location. Increasing the number of improved crossings and reducing the spacing between improved crossings could mitigate for this type of crash.

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)

PBOT proposes to build three new marked crossings through this project, possibly four if we have savings from the other three. Each crossing location will include supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. We assumed a full signal crossing treatment, the highest level of crossing treatment, to be conservative in our cost estimate and avoid cost-escalation risks. They could potentially be an active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals. More frequent crossing with these treatments will reduce conflicts between modes and increase crossing safety by providing better visibility of people crossing while walking, biking and scooting and increasing driver awareness and expectation that people are crossing the street.

This project will include the following measures from the Appendix C design checklist: Currently, people walking, biking and scooting experience long gaps between protected crossings. Therefore, people often need to wait long periods of time for a gap in traffic or attempt to run across the street if they can do so. This is not an option for many people with disabilities, small children and seniors. People often need to take risks to cross the street and have conflicts with drivers, near misses and unfortunately there have been many crashes with motorists resulting in serious injury.

The enhanced and marked crossings in this project will mitigate conflicts for active transportation. They will provide pedestrians and cyclists more frequent and protected opportunities to cross 122nd Ave. Providing a signalized crossing or other active and enhanced crossing treatments will provide indication to drivers that someone is trying to cross and that they must stop. This will give pedestrians, cyclists and scooters a protected crossing. These crossing treatments will create more frequent gaps in traffic to allow people walking, biking and scooting to cross the street. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. Each crossing location will include supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. We assumed a full signal crossing treatment, the highest level of crossing treatment, to be conservative in our cost estimate and avoid cost-escalation risks. They could potentially be an active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals.

This project will include the following measures from the Appendix C design checklist:

Remove obstructions from the primary pedestrian-way or add missing curb ramps

Add enhanced pedestrian crossing(s) at appropriate locations

Add crosswalk at transit stop

Narrowed travel lanes (reduces pedestrian crossing distance)

Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)

Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal

Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk

Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals.

Transit priority treatments (e.g. queue jumps, transit signal priority)

Move transit stop to far side of signal

Intelligent Transportation System (ITS) elements (i.e. signal timing and speed detection)

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?

PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. These markings will be included in the enhanced crossing locations whether they are built with Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons, half signals or full signals. If the treatment type is a full signal, PBOT will evaluate including Leading Pedestrian Intervals in the signal phasing to allow pedestrian to start crossing before right turning vehicles. This increases pedestrian priority, visibility and safety. PBOT will evaluate including side street detection for pedestrians and autos and add protected left turns where feasible to reduce conflicts.

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

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

Masjid Omar Farooq, Emergency Tooth Doctor East, Portland Health and Rehabilitation Center, Family of Grace Church, Crossroads Church, The Hazelwood Retirement Community, Gentle Dental Glisan Station, Prestige Care and Rehabilitation of Menlo Park, Walgreens, Masjid An-

Noor, U.S. Bank, Adventist Health Medical Group, Wells Fargo Bank, WinCo Foods, Merrifield City Park, Srimangala Buddhist Monastery, Grace Bible Fellowship, Rossi Farms, NE 122nd & Shaver Post Office, Sears Outlet, Columbia Bank, Parkrose High School, Parkrose Middle School, Russell Elementary School, Sacramento Elementary School

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?

- Low-Income Population: 46968 (PBOT Equity Matrix, nearby areas scoring 4 or 5 with annual household incomes < 54,000)
- Households with Limited-English Proficiency: 1951 (per PBOT Equity Matrix)
- Non-White Population: 14277 (2010 Percent Communities of Color Census Data, per the census blocks within 1 mile of the project area)
- Senior Population: 9366; Youth Population: 13185 (2017 ACS, per census blocks within 1 mile of the project area)
- Persons with Disabilities: 12496 (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?

These communities experience barriers crossing the street along 122nd Ave to safely and conveniently reach their destinations, whether that be work, school, transit, medical care, grocery stores, social services, or to meet their daily needs.

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: 143. (Per ODOT 2012-2016 Crash Data)

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

The NE 122nd Ave Multimodal Safety and Access Improvement Project includes enhanced and marked crossings that will improve safety and access for people to cross 122nd Ave while walking, biking and scooting. The marked crossings will help meet the City's new marked crosswalk spacing guidelines from PedPDX, Portland's Citywide Pedestrian Plan, adopted by City

Council in June 2019. The guidelines are enhanced crossings generally every 800 feet, or every 530 feet in pedestrian districts.

PBOT proposes to build three new marked crossings through this project, possibly four if we have savings from the other three. Each crossing location will include supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. We assumed a full signal crossing treatment, the highest level of crossing treatment, to be conservative in our cost estimate and avoid cost-escalation risks. They could potentially be an active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals. More frequent crossing with these treatments will increase crossing safety by providing better visibility of people crossing while walking, biking and scooting and increasing driver awareness and expectation that people are crossing the street.

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)

Currently, people walking, biking and scooting experience long gaps between protected crossings. Therefore, people often need to wait long periods of time for a gap in traffic or attempt to run across the street if they can do so. This is not an option for many people with disabilities, small children and seniors. People often need to take risks to cross the street and have conflicts with drivers, near misses and unfortunately there have been many crashes with motorists resulting in serious injury.

The enhanced and marked crossings in this project will mitigate conflicts for active transportation. They will provide pedestrians and cyclists more frequent and protected opportunities to cross 122nd Ave. Providing a signalized crossing or other active and enhanced crossing treatments will provide indication to drivers that someone is trying to cross and that they must stop. This will give pedestrians, cyclists and scooters a protected crossing. These crossing treatments will create more frequent gaps in traffic to allow people walking, biking and scooting to cross the street. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. Each crossing location will include supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. We assumed a full signal crossing treatment, the highest level of crossing treatment, to be conservative in our cost estimate and avoid cost-escalation risks. They could potentially be an active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals.

This project will include the following measures from the Appendix C design checklist:

- ☒ Remove obstructions from the primary pedestrian-way or add missing curb ramps
- ☒ Add enhanced pedestrian crossing(s) at appropriate locations

- ☑ Add crosswalk at transit stop
- ☑ Narrowed travel lanes (reduces pedestrian crossing distance)
- ☑ Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)
- ☑ Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- ☑ Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- ☑ Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals.
- ☑ Transit priority treatments (e.g. queue jumps, transit signal priority)
- ☑ Move transit stop to far side of signal.
- ☑ Intelligent Transportation System (ITS) elements (i.e. signal timing and speed detection)

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 address crossing gaps in the walking and biking network. Most of 122nd Avenue does not meet the City's new guidelines for marked crosswalk spacing from PedPDX, Portland's Citywide Pedestrian Plan, adopted by City Council in June 2019. The guidelines are enhanced crossings generally every 800 feet, or every 530 feet in pedestrian districts. PBOT proposes to build three new crossings through this project, possibly four if we have savings from the other three. They will help meet the City's new marked crosswalk spacing guidelines and fill these crossing deficiencies and provide local access across 122nd Ave and to key destinations.

Enhanced and marked crossing locations:

- NE Beech or vicinity to the north connecting to Luuwit Park, TriMet bus stops, BeginRight Employment Services, and future redevelopment of Rossi, Giusto and Garre Farms comprising the Parkrose- Argay Development site (30 acres of commercial and multi-family residential land). Currently, there is a 1330 feet distance between existing signals or the next enhanced and marked crosswalks.
- NE Broadway/ NE Hancock vicinity connecting to San Rafael Shopping Center and Winco Foods, and TriMet bus stops. Currently, there is a 1335 feet distance between existing signals or the next enhanced and marked crosswalks.
- NE Wasco/ NE Multnomah or vicinity connecting to TriMet bus stops, Adventist Urgent Care, Highlander Apartments and other apartments. Currently, there is a 1150 feet distance between existing signals or the next enhanced and marked crosswalks.

A potential fourth location:

- NE Sacramento/ NE Brazee vicinity connecting to TriMet bus stops, Sacramento Elementary School, Portland Christian Schools, Merrifield City Park, Knott City Park. Currently, there is a 1480 feet distance between existing signals or the next enhanced and marked crosswalks at street level. However, there is an existing pedestrian bridge at NE Brazee.

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

This project will address real and perceived safety issues with crossing 122nd Ave. Many people report they do not walk or bike on 122nd Ave or limit doing so because it does not feel safe or it is very stressful. The project will increase lighting at each crossing to improve visibility for safety and personal security improvements. The project will also rebuild corners with ADA compliant curb ramps or add curb ramps to provide better access for people with disabilities, seniors, people using mobility devices, parents pushing children in strollers, people using rolling carts to transport groceries people biking on the sidewalk, particularly young children and other rolling movement that happens on sidewalks.

Multimodal Travel, Mode Share, and Congestion

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

A higher level of crossing treatment, including new signals, half signals or pedestrian hybrid beacons can be coordinated with nearby signal and accommodate Transit Signal Priority. These treatment types are favored to better accommodate transit to reduce transit delay and improve transit reliability.

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

This project will provide crossing connections to existing bus stops at all four proposed crossing locations in this application. PBOT will coordinate with TriMet on bus stop placement in relation to the new enhanced crossings, with a preference of locating stops far side of the crossing.

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

Many people report they do not walk or bike on 122nd Ave or limit doing so because it does not feel safe or it is very stressful. This project will help reverse these conditions by providing more frequent protected and enhanced crossings of 122nd Ave. This project will help reduce vehicle trips or VMT by making walking, biking, scooting and accessing transit safer, more convenient and more comfortable, and therefore more attractive alternatives to driving. The more attractive these modes are the more likely people will choose them on a regular basis instead of driving.

The benefits of this project will be combined with the safety, access and transit benefits PBOT has recently built and more programmed for 2020 with \$3.3 million of Fixing Our Streets Funds and other sources. PBOT will continue to seek additional funding for improvements along 122nd Ave to make it a more complete street and Civic Corridor as envisioned in the Portland Comprehensive Plan. These incremental improvements, along with safety and multi-modal improvement on multiple streets throughout East Portland will have a cumulative effect of removing barriers and improving a network of walking, biking, scooting and transit routes. This will start to make a more significant mode shift possible and reduce VMT.

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

The more people choose to walk, bike, scoot and take transit, the less they will drive. This relieves demand for motor vehicle space on city streets and freeways. This reduced demand will help manage congestion and reduce the need for throughway expansion.

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. The project will also reduce greenhouse gas emissions by encouraging people to walk and ride public transit for more trips.

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?

NE 122nd Ave is a freight route and classified as a Major Truck Street in the Portland TSP. It connects to a Freight District north of Sandy Blvd and connects to the I-84 Freeway. The more people choose to walk, bike, scoot and take transit, the less they will drive. This relieves demand for motor vehicle space on city streets and freeways. This helps management congestion and free up space for freight.

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.

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?

NE 122nd Ave is a freight route and classified as a Major Truck Street in the Portland TSP. It connects to a Freight District north of Sandy Blvd and connects to the I-84 Freeway. This project can help minimize additional delay by including crossing treatments that include new signals, half signals or pedestrian hybrid beacons that can be coordinated with nearby signal and accommodate ITS technology TSMO strategies. These treatment types are favored to minimize

delay to freight. In addition, the more people choose to walk, bike, scoot and take transit, the less they will drive. This relieves demand for motor vehicle space on city streets and freeways. This helps management congestion and free up space for freight.

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 serves the NE 122nd Ave. corridor, including the Hazelwood, Russell, and Parkrose neighborhoods.

Area Jobs in Target Industries:

- Athletic & Outdoor Jobs: 243
- Clean Tech Jobs: 519
- Computer & Electronics Jobs: 50
- Health Science & Technology Jobs: 51
- Metals & Machinery Jobs: 328
- Software & Media Jobs: 261
- Total: 1452

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

The project supports 519 Clean Tech jobs.

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.

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, in the case that RFFA funds are used for project development, this funding will advance these projects to the point where they would be more competitive for state and federal funding opportunities.

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

This project can help advance many Transportation Systems Management and Operations (TSMO) goals and strategies. This project will add new crossing treatments that will include new

signals, half signals or pedestrian hybrid beacons. These projects will include new signal controllers. New controllers and upgraded detection makes the signals capable of more sophisticated signal timing plans, such as time of day plans, special event plans, emergency plans, demand-responsive timing, etc. 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 also make the signals ready for next-generation transit signal priority as well as truck priority systems. There is added benefit that whenever we significantly change a roadway with adding more signals, we would typically re-time the signals along the corridor. Every time we do this, it's an opportunity to adjust the timing for current conditions, achieve better platooning and traffic flow at more continuous and safer speeds.

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 entirety of this project is on the Regional Emergency Transportation Network. This project will improve resiliency by helping to make walking, biking, scooting and accessing transit safer, more convenient and more comfortable, and therefore more attractive alternatives to driving. The less reliant we are on driving motor vehicles, the more resilient we become. In addition, increasing safety on 122nd Ave will help to reduce the number of crashes, thus reducing emergency incident response demand.

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	<u><i>John</i></u>
Engineering	<u><i>Ea B. Hunter</i></u>
Right of Way	<u><i>Ea B. Hunter</i></u>
Environmental	<u><i>Ea B. Hunter</i></u>

Other agency signatures (as required):

ODOT Highway	<u></u>
ODOT Rail	<u></u>
TriMet	<u><i>Kerry Agos-Palmer, Director, Planning & Policy</i></u>
SMART	<u></u>
Utilities	<u></u>
	<u></u>
	<u></u>
Railroads	<u></u>
Other (please indicate)	<u></u>

F: 122nd Ave

Safety, Access & Transit

Project context and background

Currently, 122nd Ave is a High Crash Corridor that does not adequately serve all modes. Five of the City's thirty highest crash intersections are along 122nd Ave. Since 2010, there have been over 400 people injured while traveling on 122nd, including 127 people walking and biking. Nine people have died in the past 8 years.

122nd Ave is a stressful environment to walk, bike, cross the street and access transit. The street is typically a five-lane arterial with on-street parking and narrow bike lanes that becomes turn lanes at major signalized intersection. The sidewalks are often narrow and substandard. Most of 122nd Avenue does not meet the City's new guidelines for marked crosswalk spacing. Buses experience delay, including slow average speeds, high dwell time at stops and significant travel speed variability during peak travel times.

PBOT is developing a plan to identify improvements on 122nd Ave, between SE Foster and NE Marine Dr., with the goal to increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes, identify improvements to help eliminate serious injuries and fatalities, and remove 122nd Ave from the Vision Zero High Crash Corridor network.

Project details

PBOT's RFFA application scope draws from staff recommendations and public stakeholder feedback on elements of the draft 122nd Ave Plan: Safety, Access and Transit. The improvements proposed to be included in the RFFA project scope include new enhanced and marked crossings in the vicinity of **NE Beech, NE Sacramento/Brazee (dependent on funding/actual costs), NE Broadway/Hancock, and NE Wasco/Multnomah.**

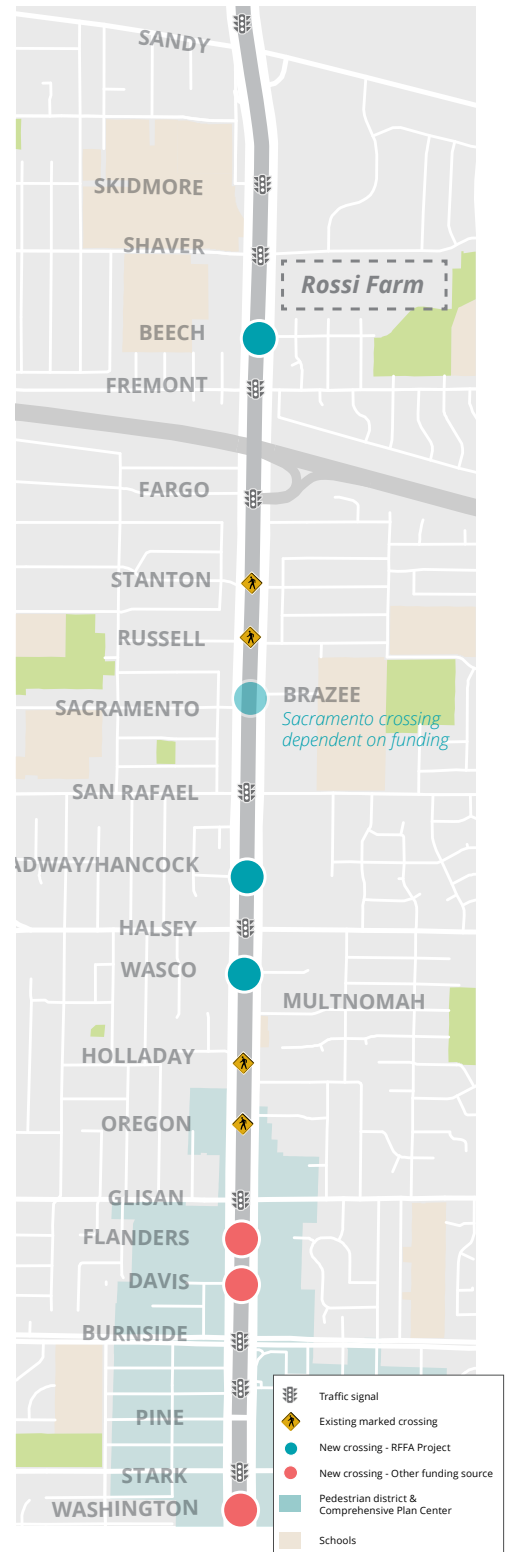
Project Cost Estimate: \$6,491,000

Local Match: \$1,947,300; RFFA Grant Request: \$4,543,700

FOR MORE INFORMATION

April Bertelsen

Portland Bureau of Transportation - Transit Coordinator
April.Bertelsen@portlandoregon.gov | 503.823.6177



Project Estimate Report: Development Phase

for

NE 122nd Ave Crossing Improvements

June 20, 2019

Requested by: April Bertelsen

Prepared by: Gary Brittle

Locations:

- The intersection of NE 122nd Ave & NE Beech St.
- The vicinity of NE 122nd Ave & NE Sacramento St/ NE Brazee St.
- The vicinity of NE 122nd Ave & NE Broadway St / NE Hancock St.
- The intersection of NE 122nd Ave & NE Wasco St.

Description: Enhanced crossings along NE 122nd in the vicinity of the above listed intersections. Assumed ADA ramp reconstruction from full signal installations at 4 locations only. Crossing locations and signal items are not yet vetted or warranted.

Current Cross-Sections:

NE 122nd Ave at NE Beech: 76' curb to curb width and 8' sidewalk corridor on both sides, within 92' of R/W.

NE Beech St: 32' curb to curb width and 9' sidewalk corridor on both sides, within 50' of R/W.

NE 122nd Ave at NE Sacramento/Brazee:
76' curb to curb width, 22' sidewalk corridor on the west side and 7-21' on the east, and within 105-119' of R/W.

NE Sacramento St: 28' curb to curb width and 11' sidewalk corridor on both sides, within 50' of R/W.

NE Brazee St: 32' curb to curb width and 9' sidewalk corridor on both sides, within 50' of R/W.

NE 122nd Ave at NE Hancock/Broadway:
76' curb to curb width, 7' sidewalk corridor on the west side and 7-12' on the east, and within 90-95' of R/W.

NE Hancock St: 28' curb to curb width and 11' sidewalk corridor on both sides, within 50' of R/W.

NE Broadway St: 26' curb to curb width and 12' sidewalk corridor on both sides, within 50' of R/W.

NE 122nd Ave at NE Wasco: 76' curb to curb width and 12' sidewalk corridor on both sides, within 100' of R/W.

NE Wasco St: 32' curb to curb width, 7' sidewalk corridor on the north side and 11' on the south side, and within 50' of R/W.

Proposed Cross-Sections: No changes to street and sidewalk corridors.
Replacing in corners in the same geometry.

Issues:

- Water – None identified.
- BES (storm, sanitary, water-quality facilities) – Possible storm low points at corners, sedimentary and sump systems added to mitigate.
- Signals and Street Lighting – Street lighting and full signal installation and upgrades.
- Environmental and Zoning – Zoning: varies, R2,3,5,7 CE, and CM1. No issues identified.
- Contaminated Media – None identified.
- Right-of-Way Needs – None identified.
- Railroads (BNSF; UPRR; PTTR) – None identified.
- Parks (landscaping and irrigation) – None identified.
- Other Jurisdictions (counties, schools, Port, ODOT, Tri-Met) – TriMet bus line #23 and 73 travel through NE 122nd Ave. Possible tree removals and tree trimming needs during construction.

Cost Estimate for NE 122nd Ave & NE Beech St:

Total Construction	\$ 704,000
Project Management (7%)	\$ 43,000
Design Engineering (30%)	\$ 183,000
Construction Management (20%)	\$ 122,000
Right-of-Way (Cost + 20% Contingency)	\$ 0
Overhead (80.85%)	\$ 282,000
Total Project Contingency	\$ 711,000

Total Project Estimate: \$ 2,045,000

Cost Estimate for NE 122nd Ave & NE Sacramento St:

Total Construction	\$ 705,000
Project Management (7%)	\$ 42,000
Design Engineering (30%)	\$ 182,000
Construction Management (20%)	\$ 121,000
Right-of-Way (Cost + 20% Contingency)	\$ 0
Overhead (80.85%)	\$ 279,000
Total Project Contingency	\$ 709,000

Total Project Estimate: \$ 2,038,000

Cost Estimate for NE 122nd Ave & NE Hancock St:

Total Construction	\$ 758,000
Project Management (7%)	\$ 46,000
Design Engineering (30%)	\$ 196,000
Construction Management (20%)	\$ 130,000
Right-of-Way (Cost + 20% Contingency)	\$ 0
Overhead (80.85%)	\$ 300,000
Total Project Contingency	\$ 763,000

Total Project Estimate: \$ 2,193,000**Cost Estimate for NE 122nd Ave & NE Wasco St:**

Total Construction	\$ 779,000
Project Management (7%)	\$ 47,000
Design Engineering (30%)	\$ 201,000
Construction Management (20%)	\$ 134,000
Right-of-Way (Cost + 20% Contingency)	\$ 0
Overhead (80.85%)	\$ 309,000
Total Project Contingency	\$ 783,000

Total Project Estimate: \$ 2,253,000**Estimating Assumptions:**

- These improvements have not yet been vetted and or warranted, therefore this estimate is an order of magnitude and therefore confidence is **very low**.
- Enhanced crossings along NE 122nd in the vicinity of the above listed intersections. Assumed ADA ramp reconstruction from full signal installations at 4 locations only. Crossing locations and signal items are not yet vetted or warranted.
- Existing conditions are based on GIS and Google Street view.
- Used PCDP Cost Estimate Template (Project <1\$M) for each estimate.
- Construction cost estimates for new street signal and lighting upgrades as per Charles Radosta, SSL.
- Assumed a full signal installation per intersection. Signal type not yet vetted and/or warranted.
- Assume the work does not trigger the Stormwater Manual therefore no stormwater facilities included in this estimate.
- Assumed that the sawcuts proposed can be limited to avoid encroachment into the travel lanes
- Assumed the projects won't impact any pavement moratorium.
- Assumed signing and striping quantities of finished scope could be paid for as part of the 30% contingency.
- Assume TP&DT percentage increased to 7% to include devices and as traffic on NE 122nd Ave will be more complex.
- The years of inflation for this project is 5 years.
- The estimate contingency is 30%.

NE 122nd Ave & NE Beech St:

- Assumed adequate stormwater mitigation with no additional trench resurfacing.
- Assumed driveways will be reconstructed from the signal installation on the west side of the intersection.

NE 122nd Ave & NE Sacramento St:

- Assumed that the NE Sacramento St location will fit the spacing requirements of the signal installations.
- Assumed the NE driveway will be reconstructed from the signal installation.

NE 122nd Ave & NE Hancock St:

- Assumed that the NE Hancock St location will fit the spacing requirements of the signal installations.
- Assumed a curb wall will be constructed at the back of walk of the SW corner and enough to hold the existing backfill.
- Assumed installation of 1 sed-sump system and a pair of inlets with 75' of inlet leads for stormwater mitigation.
- Assumed the E driveway will be reconstructed from the signal installation.

NE 122nd Ave & NE Wasco St:

- Assumed adequate stormwater mitigation with no additional trench resurfacing.
- Assumed driveways will be reconstructed from the signal installation on the west side of the intersection.

Review & Approval:

<i>ebf</i>	<u>Kim Roske</u>	June 20, 2019
	Reviewed by Engineer of Record	Date
	<u>Steve Tamm</u>	June 20, 2019
	Reviewed and Approved by Engineering Services Division Manager	Date

Attachments:

- Detailed estimate spreadsheet
- Site map

**PRELIMINARY ENGINEER'S ESTIMATE FOR LESS THAN \$1M
NE 122ND AVE & NE BEECH ST**

Date: June 20, 2019

By: Gary Brittle

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF NE 122ND AVE & NE BEECH ST

VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	0210	LS	1.00	\$ 48,592.07	\$ 48,592.07
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC, COMPLETE	0225	LS	1.00	\$ 34,014.45	\$ 34,014.45
20	FLAGGERS	0225	HOUR	350.00	\$ 56.00	\$ 19,600.00
24	EROSION CONTROL	0280	LS	1.00	\$ 5,150.76	\$ 5,150.76
30	INLET PROTECTION	0280	EACH	1.00	\$ 160.00	\$ 160.00
31	POLLUTION CONTROL PLAN	0290	LS	1.00	\$ 631.70	\$ 631.70
45	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1.00	\$ 24,296.04	\$ 24,296.04
47	CLEARING AND GRUBBING	0320	LS	1.00	\$ 12,755.42	\$ 12,755.42
51	GENERAL EXCAVATION	0330	CUYD	28.00	\$ 72.00	\$ 2,016.00
98	CONCRETE INLETS, TYPE CG-2	0470	EACH	2.00	\$ 2,530.25	\$ 5,060.50
113	ADJUSTING BOXES	0490	EACH	10.00	\$ 382.80	\$ 3,828.00
114	CONNECTION TO EXISTING STRUCTURES	0490	EACH	2.00	\$ 2,040.00	\$ 4,080.00
115	ADJUSTING INLETS	0490	EACH	1.00	\$ 1,082.00	\$ 1,082.00
159	17 INCH ASPHALT CONCRETE PAVEMENT REPAIR	0748	SQYD	105.67	\$ 188.00	\$ 19,865.33
161	ASPHALT CONNECTIONS	0749	SQFT	90.00	\$ 7.70	\$ 693.00
173	CONCRETE DRIVEWAYS	0759	SQFT	540.00	\$ 19.52	\$ 10,540.80
176	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	810.00	\$ 22.71	\$ 18,395.10
181	CONCRETE DRIVEWAY CONNECTIONS	0759	SQFT	30.00	\$ 20.00	\$ 600.00
251	TRAFFIC SIGNAL INSTALLATION	0990	LS*	1.00	\$ 350,000.00	\$ 350,000.00
255	INTERCONNECT SYSTEM (underground)	0990	LS*	1.00	\$ 50,000.00	\$ 50,000.00
TOTAL BID ITEMS						\$ 611,361.17

ANTICIPATED ITEMS

NO.	ITEMS OF WORK AND MATERIALS	REFERENCE	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
15	BOLI FEE PAYMENT		LS	1.00	\$ 611.36	\$ 611.36
16	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 61,136.12	\$ 61,136.12

TOTAL ANTICIPATED ITEMS

\$ 61,747.48

SCHEDULE SUMMARY

BID ITEMS				\$ 611,361
CONSTRUCTION CONTINGENCY	5%	of Bid Items*		\$ 30,568
SUBTOTAL				\$ 641,929
ANTICIPATED ITEMS				\$ 61,747
TOTAL CONSTRUCTION				\$ 703,677
PROJECT MANAGEMENT	7%	of Bid Items		\$ 42,795
DESIGN ENGINEERING	30%	of Bid Items		\$ 183,408
CONSTRUCTION MANAGEMENT	20%	of Bid Items		\$ 122,272
SUBTOTAL				\$ 348,475
PROJECT ENGINEERING & MANAGEMENT OVERHEAD	80.85%	of PM, Eng, and CM		\$ 281,742
TOTAL PROJECT ENGINEERING & MANAGEMENT				\$ 630,218
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES				\$ -
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION				\$ -
RIGHT-OF-WAY CONTINGENCY	30%	of Land, Improve, and Damages		\$ -
TOTAL PROJECT RIGHT-OF-WAY				\$ -
INFLATION RATE ON CONTRACT	5	Years	4.5%	Inflation of Construction \$ 173,232
INFLATION RATE ON PERSONNEL	5	Years	2.0%	Inflation of Eng & Mgmt \$ 65,594

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE					30% of Const, Eng & Mgmt, and Inflation	\$ 471,816
TOTAL PROJECT CONTINGENCY						\$ 710,642
TOTAL PROJECT ESTIMATE						\$ 2,044,536

**PRELIMINARY ENGINEER'S ESTIMATE FOR LESS THAN \$1M
NE 122ND AVE & NE SACRAMENTO ST**

Date: June 20, 2019

By: Gary Brittle

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF NE 122ND AVE & NE SACRAMENTO ST

VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	0210	LS	1.00	\$ 48,136.20	\$ 48,136.20
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC, COMPLETE	0225	LS	1.00	\$ 33,695.34	\$ 33,695.34
20	FLAGGERS	0225	HOURL	350.00	\$ 56.00	\$ 19,600.00
24	EROSION CONTROL	0280	LS	1.00	\$ 5,102.44	\$ 5,102.44
30	INLET PROTECTION	0280	EACH	2.00	\$ 160.00	\$ 320.00
31	POLLUTION CONTROL PLAN	0290	LS	1.00	\$ 625.77	\$ 625.77
45	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1.00	\$ 24,068.10	\$ 24,068.10
47	CLEARING AND GRUBBING	0320	LS	1.00	\$ 12,635.75	\$ 12,635.75
51	GENERAL EXCAVATION	0330	CUYD	24.00	\$ 72.00	\$ 1,728.00
98	CONCRETE INLETS, TYPE CG-2	0470	EACH	2.00	\$ 2,530.25	\$ 5,060.50
113	ADJUSTING BOXES	0490	EACH	5.00	\$ 382.80	\$ 1,914.00
114	CONNECTION TO EXISTING STRUCTURES	0490	EACH	2.00	\$ 2,040.00	\$ 4,080.00
115	ADJUSTING INLETS	0490	EACH	2.00	\$ 1,082.00	\$ 2,164.00
159	17 INCH ASPHALT CONCRETE PAVEMENT REPAIR	0748	SQYD	94.22	\$ 188.00	\$ 17,713.78
173	CONCRETE DRIVEWAYS	0759	SQFT	90.00	\$ 19.52	\$ 1,756.80
176	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	1,190.00	\$ 22.71	\$ 27,024.90
251	TRAFFIC SIGNAL INSTALLATION	0990	LS*	1.00	\$ 350,000.00	\$ 350,000.00
255	INTERCONNECT SYSTEM (underground)	0990	LS*	1.00	\$ 50,000.00	\$ 50,000.00
TOTAL BID ITEMS						\$ 605,625.58

ANTICIPATED ITEMS

NO.	ITEMS OF WORK AND MATERIALS	REFERENCE	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
6	CONNECT CONTRACTOR INSTALLED TRAFFIC SIGNAL LOOPS TO CONTROLLER BY SSL MO		LS	1.00	\$ 8,000.00	\$ 8,000.00
15	BOLI FEE PAYMENT		LS	1.00	\$ 605.63	\$ 605.63
16	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 60,562.56	\$ 60,562.56

TOTAL ANTICIPATED ITEMS

\$ 69,168.18

SCHEDULE SUMMARY

BID ITEMS				\$ 605,626
CONSTRUCTION CONTINGENCY	5%	of Bid Items*		\$ 30,281
SUBTOTAL				\$ 635,907
ANTICIPATED ITEMS				\$ 69,168
TOTAL CONSTRUCTION				\$ 705,075
PROJECT MANAGEMENT	7%	of Bid Items		\$ 42,394
DESIGN ENGINEERING	30%	of Bid Items		\$ 181,688
CONSTRUCTION MANAGEMENT	20%	of Bid Items		\$ 121,125
SUBTOTAL				\$ 345,207
PROJECT ENGINEERING & MANAGEMENT OVERHEAD	80.85%	of PM, Eng, and CM		\$ 279,100
TOTAL PROJECT ENGINEERING & MANAGEMENT				\$ 624,306
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES				\$ -
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION				\$ -
RIGHT-OF-WAY CONTINGENCY	30%	of Land, Improve, and Damages		\$ -
TOTAL PROJECT RIGHT-OF-WAY				\$ -
INFLATION RATE ON CONTRACT	5	Years	4.5%	Inflation of Construction \$ 173,577
INFLATION RATE ON PERSONNEL	5	Years	2.0%	Inflation of Eng & Mgmt \$ 64,978

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE					30% of Const, Eng & Mgmt, and Inflation	\$ 470,381
TOTAL PROJECT CONTINGENCY						\$ 708,936
TOTAL PROJECT ESTIMATE						\$ 2,038,317

**PRELIMINARY ENGINEER'S ESTIMATE FOR LESS THAN \$1M
NE 122ND AVE & NE HANCOCK ST**

Date: June 20, 2019

By: Gary Brittle

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF NE 122ND AVE & NE HANCOCK ST

VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	0210	LS	1.00	\$ 51,824.80	\$ 51,824.80
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC, COMPLETE	0225	LS	1.00	\$ 36,277.36	\$ 36,277.36
20	FLAGGERS	0225	HOURL	350.00	\$ 56.00	\$ 19,600.00
24	EROSION CONTROL	0280	LS	1.00	\$ 5,493.43	\$ 5,493.43
30	INLET PROTECTION	0280	EACH	1.00	\$ 160.00	\$ 160.00
31	POLLUTION CONTROL PLAN	0290	LS	1.00	\$ 673.72	\$ 673.72
45	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1.00	\$ 25,912.40	\$ 25,912.40
47	CLEARING AND GRUBBING	0320	LS	1.00	\$ 13,604.01	\$ 13,604.01
51	GENERAL EXCAVATION	0330	CUYD	26.00	\$ 72.00	\$ 1,872.00
82	12 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	0445	FOOT	75.00	\$ 174.00	\$ 13,050.00
94	CONCRETE MANHOLES, SEDIMENTATION	0470	EACH	1.00	\$ 7,469.00	\$ 7,469.00
95	CONCRETE MANHOLES, SUMP	0470	EACH	1.00	\$ 15,600.00	\$ 15,600.00
96	SUMP CAPACITY TEST	0470	EACH	1.00	\$ 1,690.00	\$ 1,690.00
98	CONCRETE INLETS, TYPE CG-2	0470	EACH	2.00	\$ 2,530.25	\$ 5,060.50
113	ADJUSTING BOXES	0490	EACH	1.00	\$ 382.80	\$ 382.80
114	CONNECTION TO EXISTING STRUCTURES	0490	EACH	2.00	\$ 2,040.00	\$ 4,080.00
115	ADJUSTING INLETS	0490	EACH	1.00	\$ 1,082.00	\$ 1,082.00
159	17 INCH ASPHALT CONCRETE PAVEMENT REPAIR	0748	SQYD	97.67	\$ 188.00	\$ 18,361.33
161	ASPHALT CONNECTIONS	0749	SQFT	150.00	\$ 7.70	\$ 1,155.00
163	PLAIN CONCRETE PAVEMENT, UNDOVELLED, 6 INCHES THICK	0756	SQYD	1.11	\$ 64.70	\$ 71.89
169	CONCRETE CURBS, STANDARD CURB	0759	FOOT	20.00	\$ 42.82	\$ 856.40
173	CONCRETE DRIVEWAYS	0759	SQFT	340.00	\$ 19.52	\$ 6,636.80
176	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	930.00	\$ 22.71	\$ 21,120.30
251	TRAFFIC SIGNAL INSTALLATION	0990	LS*	1.00	\$ 350,000.00	\$ 350,000.00
255	INTERCONNECT SYSTEM (underground)	0990	LS*	1.00	\$ 50,000.00	\$ 50,000.00
TOTAL BID ITEMS						\$ 652,033.74

ANTICIPATED ITEMS

NO.	ITEMS OF WORK AND MATERIALS	REFERENCE	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
	CONNECT CONTRACTOR INSTALLED TRAFFIC SIGNAL LOOPS TO CONTROLLER		LS	1.00	\$ 8,000.00	\$ 8,000.00
6	BY SSL MO		LS	1.00	\$ 652.03	\$ 652.03
15	BOLI FEE PAYMENT		LS	1.00	\$ 65,203.37	\$ 65,203.37
16	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 65,203.37	\$ 65,203.37

TOTAL ANTICIPATED ITEMS

\$ 73,855.41

SCHEDULE SUMMARY

BID ITEMS		\$ 652,034
CONSTRUCTION CONTINGENCY	5% of Bid Items*	\$ 32,602
SUBTOTAL		\$ 684,636
ANTICIPATED ITEMS		\$ 73,855
TOTAL CONSTRUCTION		\$ 758,491
PROJECT MANAGEMENT	7% of Bid Items	\$ 45,642
DESIGN ENGINEERING	30% of Bid Items	\$ 195,610
CONSTRUCTION MANAGEMENT	20% of Bid Items	\$ 130,407
SUBTOTAL		\$ 371,659
PROJECT ENGINEERING & MANAGEMENT OVERHEAD	80.85% of PM, Eng, and CM	\$ 300,487
TOTAL PROJECT ENGINEERING & MANAGEMENT		\$ 672,146
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES		\$ -
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION		\$ -

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
	RIGHT-OF-WAY CONTINGENCY			30%	of Land, Improve, and Damages	\$ -
	TOTAL PROJECT RIGHT-OF-WAY					\$ -
	INFLATION RATE ON CONTRACT		Years	5	Inflation 4.5% of Construction	\$ 186,727
	INFLATION RATE ON PERSONNEL		5		2.0% of Eng & Mgmt	\$ 69,957
	ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE				30% of Const, Eng & Mgmt, and Inflation	\$ 506,196
	TOTAL PROJECT CONTINGENCY					\$ 762,880
	TOTAL PROJECT ESTIMATE					\$ 2,193,517

**PRELIMINARY ENGINEER'S ESTIMATE FOR LESS THAN \$1M
NE 122ND AVE & NE WASCO ST**

Date: June 20, 2019

By: Gary Brittle

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF NE 122ND AVE & NE HANCOCK ST

VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	0210	LS	1.00	\$ 53,230.52	\$ 53,230.52
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC, COMPLETE	0225	LS	1.00	\$ 37,261.36	\$ 37,261.36
20	FLAGGERS	0225	HOURL	350.00	\$ 56.00	\$ 19,600.00
24	EROSION CONTROL	0280	LS	1.00	\$ 5,642.44	\$ 5,642.44
30	INLET PROTECTION	0280	EACH	0.00	\$ 160.00	\$ -
31	POLLUTION CONTROL PLAN	0290	LS	1.00	\$ 692.00	\$ 692.00
42	REMOVAL OF RAILROAD TRACK AND TIES	0310	FOOT	0.00	\$ 76.50	\$ -
45	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1.00	\$ 26,615.26	\$ 26,615.26
47	CLEARING AND GRUBBING	0320	LS	1.00	\$ 13,973.01	\$ 13,973.01
51	GENERAL EXCAVATION	0330	CUYD	33.00	\$ 72.00	\$ 2,376.00
82	12 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	0445	FOOT	75.00	\$ 174.00	\$ 13,050.00
94	CONCRETE MANHOLES, SEDIMENTATION	0470	EACH	1.00	\$ 7,469.00	\$ 7,469.00
95	CONCRETE MANHOLES, SUMP	0470	EACH	1.00	\$ 15,600.00	\$ 15,600.00
96	SUMP CAPACITY TEST	0470	EACH	1.00	\$ 1,690.00	\$ 1,690.00
98	CONCRETE INLETS, TYPE CG-2	0470	EACH	2.00	\$ 2,530.25	\$ 5,060.50
113	ADJUSTING BOXES	0490	EACH	6.00	\$ 382.80	\$ 2,296.80
114	CONNECTION TO EXISTING STRUCTURES	0490	EACH	2.00	\$ 2,040.00	\$ 4,080.00
115	ADJUSTING INLETS	0490	EACH	0.00	\$ 1,082.00	\$ -
159	17 INCH ASPHALT CONCRETE PAVEMENT REPAIR	0748	SQYD	109.89	\$ 188.00	\$ 20,659.11
161	ASPHALT CONNECTIONS	0749	SQFT	0.00	\$ 7.70	\$ -
172	CONCRETE ISLANDS	0759	SQFT	0.00	\$ 25.95	\$ -
173	CONCRETE DRIVEWAYS	0759	SQFT	0.00	\$ 19.52	\$ -
176	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	1,780.00	\$ 22.71	\$ 40,423.80
180	CONCRETE STAIRS	0759	CUYD	0.00	\$ 1,650.00	\$ -
181	CONCRETE DRIVEWAY CONNECTIONS	0759	SQFT	0.00	\$ 20.00	\$ -
251	TRAFFIC SIGNAL INSTALLATION	0990	LS*	1.00	\$ 350,000.00	\$ 350,000.00
255	INTERCONNECT SYSTEM (underground)	0990	LS*	1.00	\$ 50,000.00	\$ 50,000.00
TOTAL BID ITEMS						\$ 669,719.80

ANTICIPATED ITEMS

NO.	ITEMS OF WORK AND MATERIALS	REFERENCE	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
6	CONNECT CONTRACTOR INSTALLED TRAFFIC SIGNAL LOOPS TO CONTROLLER BY SSL MO		LS	1.00	\$ 8,000.00	\$ 8,000.00
15	BOLI FEE PAYMENT		LS	1.00	\$ 669.72	\$ 669.72
16	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 66,971.98	\$ 66,971.98

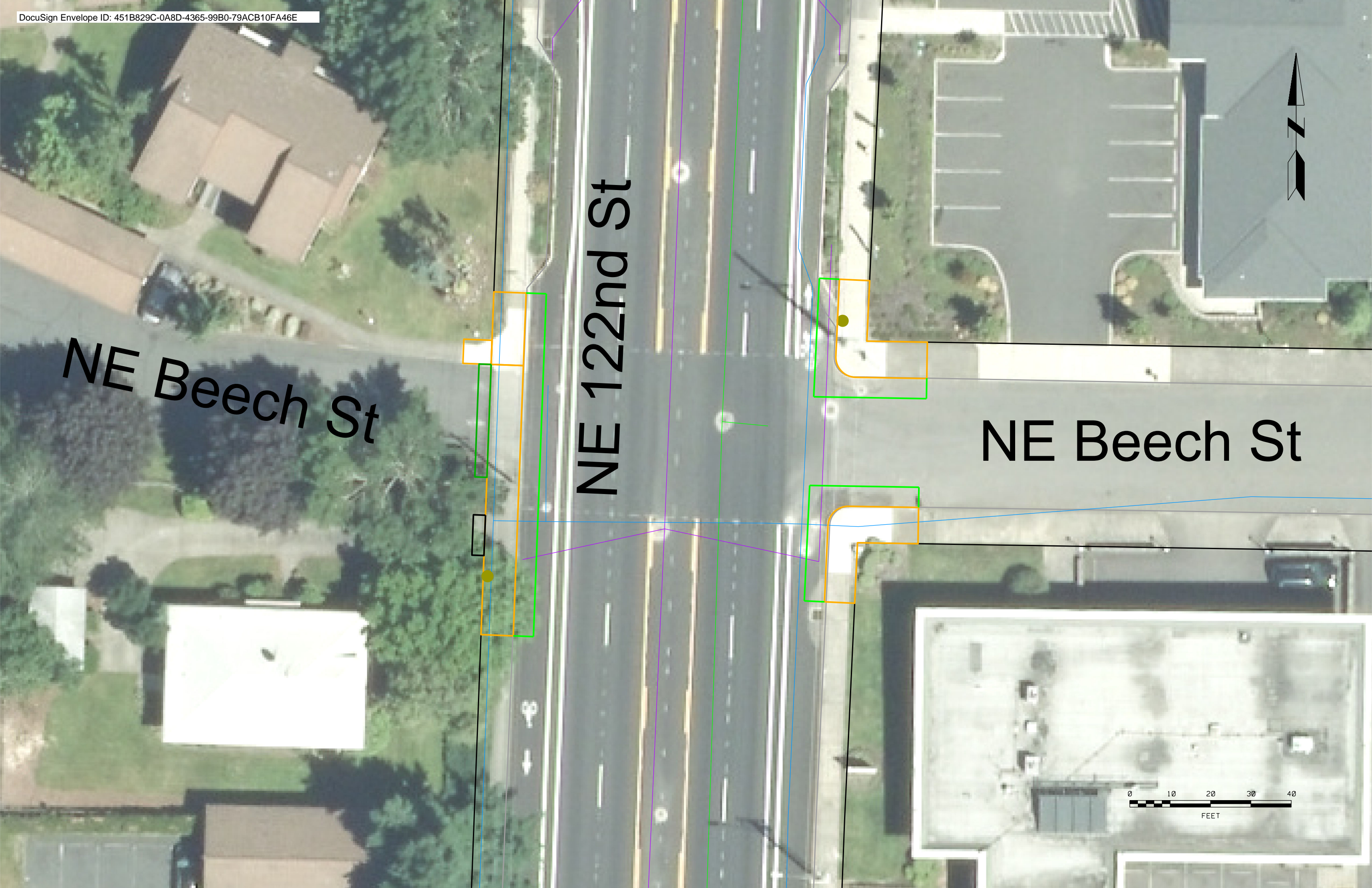
TOTAL ANTICIPATED ITEMS

\$ 75,641.70

SCHEDULE SUMMARY

BID ITEMS		\$ 669,720
CONSTRUCTION CONTINGENCY	5% of Bid Items*	\$ 33,486
SUBTOTAL		\$ 703,206
ANTICIPATED ITEMS		\$ 75,642
TOTAL CONSTRUCTION		\$ 778,847
PROJECT MANAGEMENT	7% of Bid Items	\$ 46,880
DESIGN ENGINEERING	30% of Bid Items	\$ 200,916
CONSTRUCTION MANAGEMENT	20% of Bid Items	\$ 133,944
SUBTOTAL		\$ 381,740
PROJECT ENGINEERING & MANAGEMENT OVERHEAD	80.85% of PM, Eng, and CM	\$ 308,637
TOTAL PROJECT ENGINEERING & MANAGEMENT		\$ 690,377
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES		\$ -

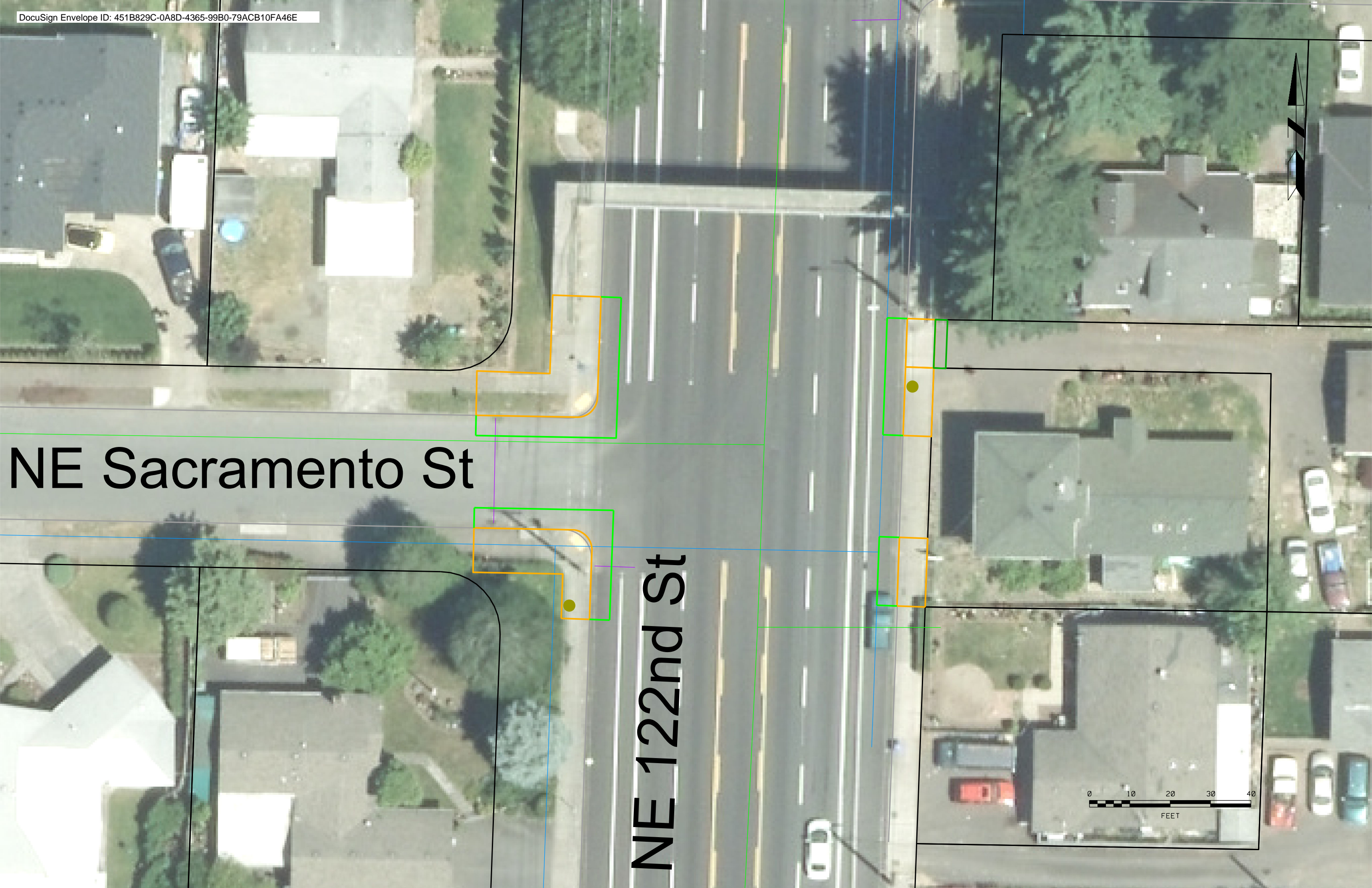
NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
	RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION					\$ -
	RIGHT-OF-WAY CONTINGENCY			30%	of Land, Improve, and Damages	\$ -
	TOTAL PROJECT RIGHT-OF-WAY					\$ -
	INFLATION RATE ON CONTRACT		Years	5	Inflation 4.5% of Construction	\$ 191,738
	INFLATION RATE ON PERSONNEL		5	2.0%	of Eng & Mgmt	\$ 71,855
	ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE			30%	of Const, Eng & Mgmt, and Inflation	\$ 519,845
	TOTAL PROJECT CONTINGENCY					\$ 783,438
	TOTAL PROJECT ESTIMATE					\$ 2,252,663



NE Beech St

NE 122nd St

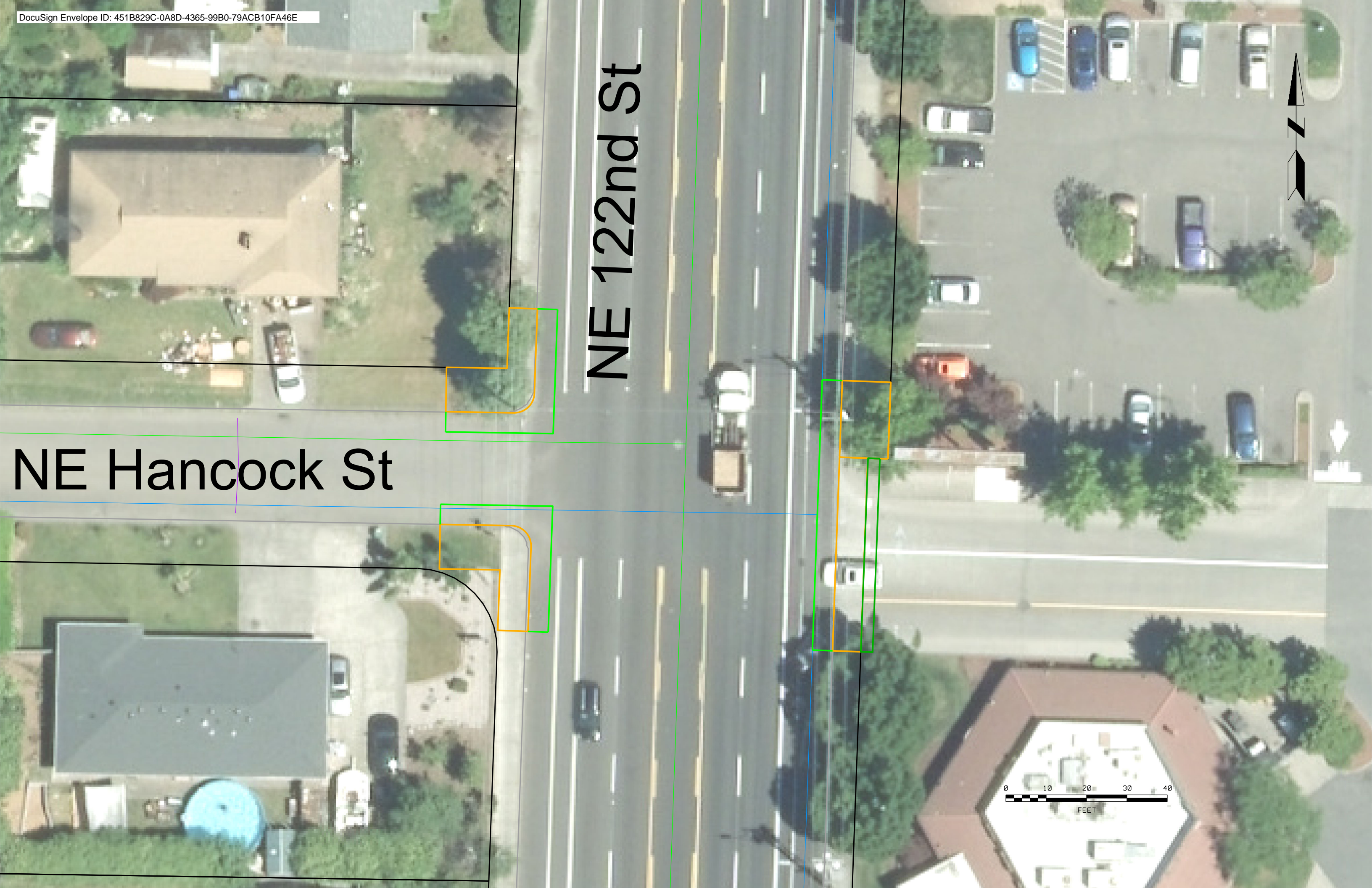
NE Beech St



NE Sacramento St

NE 122nd St

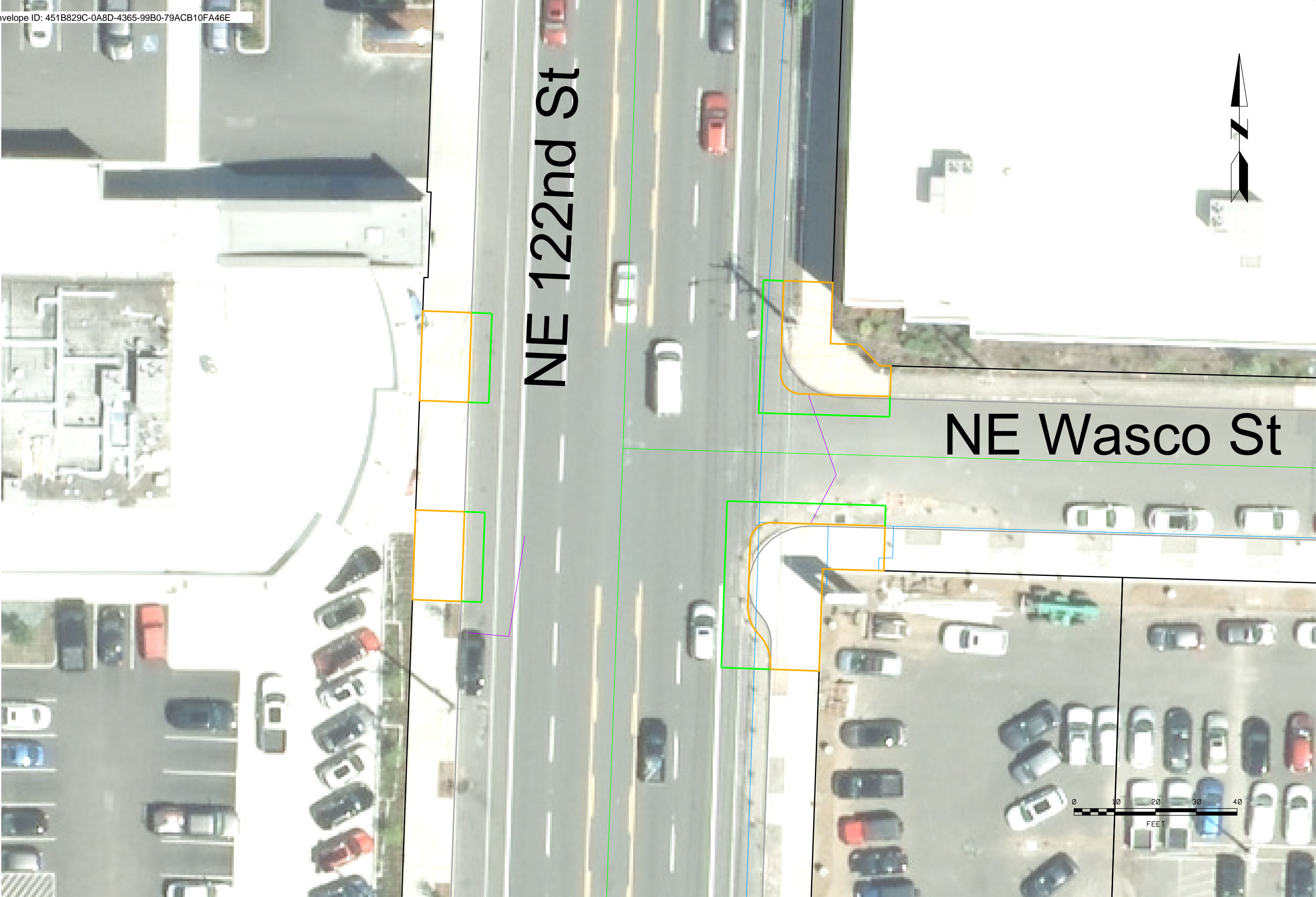
0 10 20 30 40
FEET



NE 122nd St

NE Hancock St

0 10 20 30 40
FEET



NE 122nd St

NE Wasco St

0 10 20 30 40
FEET

Certificate Of Completion

Envelope Id: 451B829C0A8D436599B079ACB10FA46E

Status: Completed

Subject: Please DocuSign: Last RFFA? Complete Estimate Report for NE 122nd Crossing Improvements.pdf

Source Envelope:

Document Pages: 16

Signatures: 2

Envelope Originator:

Certificate Pages: 5

Initials: 1

Tim Bowers

AutoNav: Enabled

1120 SW 5th Avenue, Suite 800

Envelopeld Stamping: Enabled

Portland, OR 97204

Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Tim.Bowers@portlandoregon.gov

IP Address: 74.120.152.120

Record Tracking

Status: Original

Holder: Tim Bowers

Location: DocuSign

6/20/2019 4:23:40 PM

Tim.Bowers@portlandoregon.gov

Signer Events

Signature

Timestamp

Kim Roske

kim.roske@portlandoregon.gov

Security Level: Email, Account Authentication
(None)



Sent: 6/20/2019 4:25:41 PM

Viewed: 6/20/2019 4:29:11 PM

Signed: 6/20/2019 4:29:59 PM

Signature Adoption: Pre-selected Style

Using IP Address: 74.120.152.116

Electronic Record and Signature Disclosure:

Accepted: 7/30/2018 2:53:12 PM

ID: 6d27ed9b-a5a5-4c04-a35c-2f2372b315cd

Eva Huntsinger

eva.huntsinger@portlandoregon.gov

Security Level: Email, Account Authentication
(None)



Sent: 6/20/2019 4:30:00 PM

Viewed: 6/20/2019 4:37:24 PM

Signed: 6/20/2019 4:38:46 PM

Signature Adoption: Uploaded Signature Image

Using IP Address: 74.120.152.117

Electronic Record and Signature Disclosure:

Accepted: 6/22/2017 12:42:00 PM

ID: 601049b1-22a3-4ab3-8399-73096be19367

Steve Townsen

steve.townsen@portlandoregon.gov

City Engineer

City of Portland

Security Level: Email, Account Authentication
(None)



Sent: 6/20/2019 4:38:47 PM

Viewed: 6/20/2019 4:45:47 PM

Signed: 6/20/2019 4:46:25 PM

Signature Adoption: Uploaded Signature Image

Using IP Address: 174.224.2.252

Signed using mobile

Electronic Record and Signature Disclosure:

Not Offered via DocuSign

In Person Signer Events

Signature

Timestamp

Editor Delivery Events

Status

Timestamp

Agent Delivery Events

Status

Timestamp

Intermediary Delivery Events

Status

Timestamp

Certified Delivery Events

Status

Timestamp

Carbon Copy Events	Status	Timestamp
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	6/20/2019 4:38:47 PM
Certified Delivered	Security Checked	6/20/2019 4:45:47 PM
Signing Complete	Security Checked	6/20/2019 4:46:25 PM
Completed	Security Checked	6/20/2019 4:46:25 PM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		

CONSUMER DISCLOSURE

From time to time, City of Portland Bureau of Transportation (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign, Inc. (DocuSign) electronic signing system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to these terms and conditions, please confirm your agreement by clicking the "I agree"™ button at the bottom of this document.

Getting paper copies

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. You will have the ability to download and print documents we send to you through the DocuSign system during and immediately after signing session and, if you elect to create a DocuSign signer account, you may access them for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a \$0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. To indicate to us that you are changing your mind, you must withdraw your consent using the DocuSign "Withdraw Consent"™ form on the signing page of a DocuSign envelope instead of signing it. This will indicate to us that you have withdrawn your consent to receive required notices and disclosures electronically from us and you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures

electronically from us.

How to contact City of Portland Bureau of Transportation:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: tim.doherty@portlandoregon.gov

To advise City of Portland Bureau of Transportation of your new e-mail address

To let us know of a change in your e-mail address where we should send notices and disclosures electronically to you, you must send an email message to us at tim.doherty@portlandoregon.gov and in the body of such request you must state: your previous e-mail address, your new e-mail address. We do not require any other information from you to change your email address..

In addition, you must notify DocuSign, Inc. to arrange for your new email address to be reflected in your DocuSign account by following the process for changing e-mail in the DocuSign system.

To request paper copies from City of Portland Bureau of Transportation

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an e-mail to tim.doherty@portlandoregon.gov and in the body of such request you must state your e-mail address, full name, US Postal address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with City of Portland Bureau of Transportation

To inform us that you no longer want to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your DocuSign session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an e-mail to tim.doherty@portlandoregon.gov and in the body of such request you must state your e-mail, full name, US Postal Address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

Operating Systems:	Windows® 2000, Windows® XP, Windows Vista®; Mac OS® X
Browsers:	Final release versions of Internet Explorer® 6.0 or above (Windows only); Mozilla Firefox 2.0 or above (Windows and Mac); Safari®, 3.0 or above (Mac only)
PDF Reader:	Acrobat® or similar software may be required to view and print PDF files
Screen Resolution:	800 x 600 minimum
Enabled Security Settings:	Allow per session cookies

** These minimum requirements are subject to change. If these requirements change, you will be asked to re-accept the disclosure. Pre-release (e.g. beta) versions of operating systems and browsers are not supported.

Acknowledging your access and consent to receive materials electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please verify that you were able to read this electronic disclosure and that you also were able to print on paper or electronically save this page for your future reference and access or that you were able to e-mail this disclosure and consent to an address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format on the terms and conditions described above, please let us know by clicking the "I agree"™ button below.

By checking the "I agree"™ box, I confirm that:

- I can access and read this Electronic CONSENT TO ELECTRONIC RECEIPT OF ELECTRONIC CONSUMER DISCLOSURES document; and
- I can print on paper the disclosure or save or send the disclosure to a place where I can print it, for future reference and access; and
- Until or unless I notify City of Portland Bureau of Transportation as described above, I consent to receive from exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to me by City of Portland Bureau of Transportation during the course of my relationship with you.

APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

Please note: These guidelines are taken from Metro’s Regional Active Transportation Plan (2014) and Regional Transportation Safety Strategy (2018), and is consistent with Metro’s street and trail design guidance, which is currently in the process of being updated. The street and trail guidance is scheduled to be completed in July 2019. Applicants are free to use design guidance from draft regional documents prior to adoption.

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.

A. Pedestrian Project design elements – check all that apply

Design elements emphasize separating pedestrians from motor vehicle traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and making 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)
- ☐ Add sidewalk width and/or buffer for a total width of 17 feet or more (recommended), 10 feet minimum (over 30 mph, ADT over 6,000). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- ☐ Add sidewalk width and/or buffer for a total width of 10 feet or more (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 25 mph or less). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- ☐ Sidewalk clear zone of 6 feet or more
- ☒ Remove obstructions from the primary pedestrian-way or add missing curb ramps
- ☒ Add enhanced pedestrian crossing(s) at appropriate locations
- ☐ Re-open closed crosswalks
- ☒ Add crosswalk at transit stop
- ☐ 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 (reduces pedestrian crossing distance)
- ☒ Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)
- ☐ Curb extensions and/or in-lane transit boarding
- ☒ Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- ☒ Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- ☐ Dark skies compliant lighting
- ☐ 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
- ☐ Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street
- ☐ Other pedestrian priority design elements

B. Bicycle Project design elements

Design elements emphasize separating bicycle and motor vehicle traffic, increasing visibility of bicyclists, and 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 traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- ☐ On streets with traffic speeds and volumes over 30 mph and ADT 3,000 to 6,000: Buffered bicycle lane, at least 6 foot bike lane with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- ☐ Bicycle boulevard treatment (markings, slowed traffic speeds, wayfinding etc.) where ADT is less than 3,000 per day and speeds are equal to or less than 20 mph
- ☐ Separated multi-use path parallel to roadway with at least 5 foot separation from roadway (refer to item D below)
- ☒ Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals
- ☐ Protected intersection treatments
- ☐ Access management: minimize number and spacing of driveways
- ☐ Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- ☐ Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes
- ☒ Lighting at intersections
- ☐ Dark skies compliant lighting
- ☐ Other bicycle priority design elements

Use the following table to help determine the suitable bikeway widths:

Peak Hour One-way User Volume	Preferred Operating Space Width	Minimum Operating Space Width
<150	6.5 feet	5 feet
150-750	8 feet	6.5 feet
>750	10 feet	8 feet
Peak Hour Two-way User Volume	Preferred Operating Space Width	Minimum Operating Space Width
<150	11 feet	8 feet
150-350	12 feet	10 feet
>350	16 feet	12 feet

Source: Metro

Note: Recommended widths do not include 2' minimum buffer, or shy distance from curb, if applicable

C. Other Complete Street Features

For every element checked describe existing conditions and proposed features:

- ☒ Transit priority treatments (e.g. queue jumps, transit signal priority)
- ☒ Move transit stop to far side of signal
- ☐ Benches
- ☐ Transit stop amenities or bus stop pads
- ☐ Gateway feature
- ☐ Street trees and/or landscaping
- ☐ Stormwater treatments
- ☒ Intelligent Transportation System (ITS) elements (i.e. signal timing and speed detection)
- ☐ Wayfinding
- ☐ Other complete streets design elements:

D. Off-Street and Trail Facilities

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.

- ☐ For every element checked describe existing conditions and proposed features:
- ☐ Minimum 12' trail width (plus at least 1' shoulder on each side)

- ☐ Treatments separating pedestrians and bicycles (e.g., separate pedestrian path), if necessary
- ☐ Always maintains minimum 5' separation when adjacent to street or is never adjacent to street
- ☐ All on-street segments with average annual daily traffic over 1,000 include one of the following treatments, (item C, above) or no on-street segments
- ☐ Sidewalks and separated bikeway on each side of the street - this configuration is appropriate along streets with frequent access points and where the on-street connection continues for more than a couple blocks. This configuration needs to design for transitions between the multi-use path and the bicycle lanes on each side of the street. Refer to Item B above to check off bikeway treatments.
- ☐ Sidewalk and two-way separated bicycle lane on one side of the street - this configuration is most appropriate when one side of the street has few or no access points, and therefore would have few motor vehicle conflicts with users. It also offers the possibility of transitioning to and from the multi-use paths without needing to cross the street. Refer to Item B above to check off bikeway treatments.
- ☐ A multi-use path on one or both sides of the street (with 5' separation) - this configuration is also appropriate when the street has few or no access points. It also offers the possibility of transitioning to and from the trail without needing to cross the street. A multi-use path is more space efficient than separated bicycle lanes and sidewalks and can be used when trail user volumes do not warrant separation
- ☐ At least 3' of shy distance (more in high traffic areas) from the edge of paved trail to walls, light fixtures, trees or other vertical elements; shy distance can include buffer
- ☐ All street crossings include an appropriate enhanced high-visibility crosswalk treatment
- ☐ Trail users do not have to travel out of direction at street crossings
- ☐ All 4-lane street crossings include appropriate refuge island or no 4-lane street crossings
- ☐ Frequent access points (generally every ¼-mile)
- ☐ Access points are easily visible and provide adequate sight distance
- ☐ All crosswalks and underpasses include Dark Skies compliant lighting
- ☐ Dark Skies compliant trail lighting throughout
- ☐ Trailhead improvements (e.g., signs, information, trash receptacles, bicycle parking, seating)
- ☐ 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
- ☐ Landscaping, trees, enhancements to the natural landscape
- ☐ Wildlife crossings are incorporated into the design, if necessary
- ☐ Pervious pavement treatments

2022-2024 RFFA Public Engagement and Non-Discrimination Certification

Submitting agency name City of Portland Bureau of Transportation

Project name This checklist applies to all City of Portland applications

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 marginalized populations. Applications for project implementation (construction) 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 checklist demonstrates:

- project sponsors have performed plan-level public engagement, including identifying and engaging historically marginalized communities, during development of local transportation system plans, subarea plans or strategies, topical plans or strategies (e.g., safety), modal plans or strategies (e.g., freight) and transit service plans from which the applicant project is drawn.
- if project development is completed, project sponsors have performed project-level public engagement, including identifying and engaging historically marginalized populations, and have analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low incomes compared to those for other residents.
- if project development is not completed, project sponsors attest the intent to perform project-level public engagement, including identifying and engaging historically marginalized populations, and to analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

Metro is required to comply with federal (US. Department of Transportation, Federal Highways Administration and Federal Transit Administration) and state (ODOT) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements. Documentation of the local actions described below may be requested by regulators; if such a request is unable to be met, the allocation may be found to be out of compliance, requiring regional and local corrective action.

The completed checklist will aid Metro in its review and evaluation of projects for the 2022-2024 regional flexible funds allocation.

Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section 2) and certification statement (see Section 3), for projects submitted to Metro for consideration for 2022-2024 regional flexible funding.

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

A public engagement quick guide is available at oregonmetro.gov/rffa. 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 (from which the applicant project was drawn)

☒ At the beginning of the agency's transportation system, topical modal, subarea or transit service plan, a public engagement plan was developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

☒ During the development of the agency's transportation system, topical, modal, subarea or transit service plan, a jurisdiction-wide demographic analysis was completed to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults 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 (construction) funding where the project development has been completed. 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 (shall be) developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

☒ During project development, a demographic analysis was (shall be) completed for the area potentially affected by the project to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating demographic analysis

☒ Throughout project development, public notices were (shall be) published and requests for input were (shall be) sent in advance of the project start, engagement activity or input opportunity.

Retained records: dated copies of notices (may be included in retained public engagement reports)

☒ Throughout project development, public documents included (shall include) a statement of non-discrimination (Metro can provide a sample).

Retained records: public documents, including meeting agendas and reports

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

Retained records: descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results (may be included in retained public engagement reports)

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

Retained records: 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 (may be included in retained public engagement reports)

☒ Throughout project development, focused efforts were made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.

Retained records: description of focused engagement efforts, list of community organizations and/or community members representing diverse populations with whom coordination or consultation occurred, description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summaries of key findings (may be included in retained public engagement reports)

☒ Throughout – and with an analysis at the end of – project development, consideration was (shall be) given to potential inequitable impacts 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: description of identified populations and information about and analysis of potential inequitable impacts of the project for them in relation to other residents (may be included in retained public engagement reports)

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

Retained records: summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports)

☒ Adequate notification was (shall be) provided regarding final adoption of the plan, including how to obtain additional detailed information, at least 15 days in advance of adoption. Notice included (shall include) information on providing public testimony.

Retained records: dated copies of the notices; for announcements sent by mail or email, documentation of number of persons/groups on mailing list (may be included in retained public engagement reports or legislative staff reports)

2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of:

- if project development is completed, the public engagement process for this project, including outreach to communities of color, people with limited English proficiency and people with low income
- if project development is not completed, the public engagement plan for this project or agency public engagement practice, including outreach to communities of color, people with limited English proficiency and people with low income.

3. Certification statement

The City of Portland Bureau of Transportation (agency) certifies the information provided on this checklist is accurate.

As attested by:



(signature)

Taylor Phillips, Transportation Planner

(name and title)

Oct-21-19

(date)

Summary of Non-Discriminatory Engagement, City of Portland 2019 RFFA Applications

All projects being submitted by the City of Portland have gone through a thorough planning level public involvement process. These projects came out of the Transportation System Plan (TSP) project list, which was adopted as a part of the Portland Comprehensive Plan update in December 2016. The Comprehensive Plan and TSP project list went through a long and robust public engagement process, with a strong equity focus on low income communities, communities of color, and residents with limited English proficiency.

The Transportation System Plan update went through four rounds of public review and comment, including internal, discussion, proposed, and recommended drafts over the course of several years. At each point in this process, the public at large, as well as numerous technical and community advisory committees, neighborhood associations, and other stakeholders were given the opportunity to provide feedback. In all, between January 2014 and March 2015, PBOT staff attended and presented at 54 meetings, including the Transportation Expert Group, the Bicycle, Pedestrian, and Freight Advisory committees, Planning and Sustainability Commission, Joint Modal Committee, neighborhood coalitions and associations, and numerous open houses. At these meetings, PBOT staff received feedback about the selection criteria for determining which projects made it to the final project list as well as tweaks to elements of the various projects.

In addition to physical outreach at public meetings, over 600 comments on specific projects were received through the Map App; an online public engagement mapping platform where people could click through each of the projects on an interactive map and provide comments. PBOT also worked with consultants to engage underrepresented populations in commenting on the candidate project list and establishing relationships for the next phases of the TSP update. This work was focused on exploring how a variety of underrepresented populations would like to be involved in PBOT activities, both currently on the TSP update and in future projects. This work established a foundation for engaging underrepresented populations bureau-wide in the future.

In addition to the thorough vetting process for selecting these projects, several of the RFFA project candidates have gone through additional engagement as a part of other area and project planning efforts. The summaries for each project's public engagement process is included in their respective application materials.

Regional Flexible Funds

**ACTIVE TRANSPORTATION &
FREIGHT CANDIDATE PROJECTS**



PBOT
PORTLAND BUREAU OF TRANSPORTATION

PORTLAND CITY COUNCIL

Ted Wheeler, Mayor

Chloe Eudaly, Commissioner in Charge

Amanda Fritz

Nick Fish

Jo Ann Hardesty

PROJECT TEAM

Zef Wagner

Project Development Lead

Mark Lear

Resource Manager

Taylor Phillips

Project Development

Mike Serritella

Project Development

To obtain a copy of this document or more information about this project, please contact:

Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204
Phone: 503-823-6152

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503.823.5282, TTY 503.823.6868 or Oregon Relay Service: 711 with such requests, or visit <http://bit.ly/13EWaCg>

Regional Flexible Funds

ACTIVE TRANSPORTATION & FREIGHT CANDIDATE PROJECTS

01 Project Candidates Summary

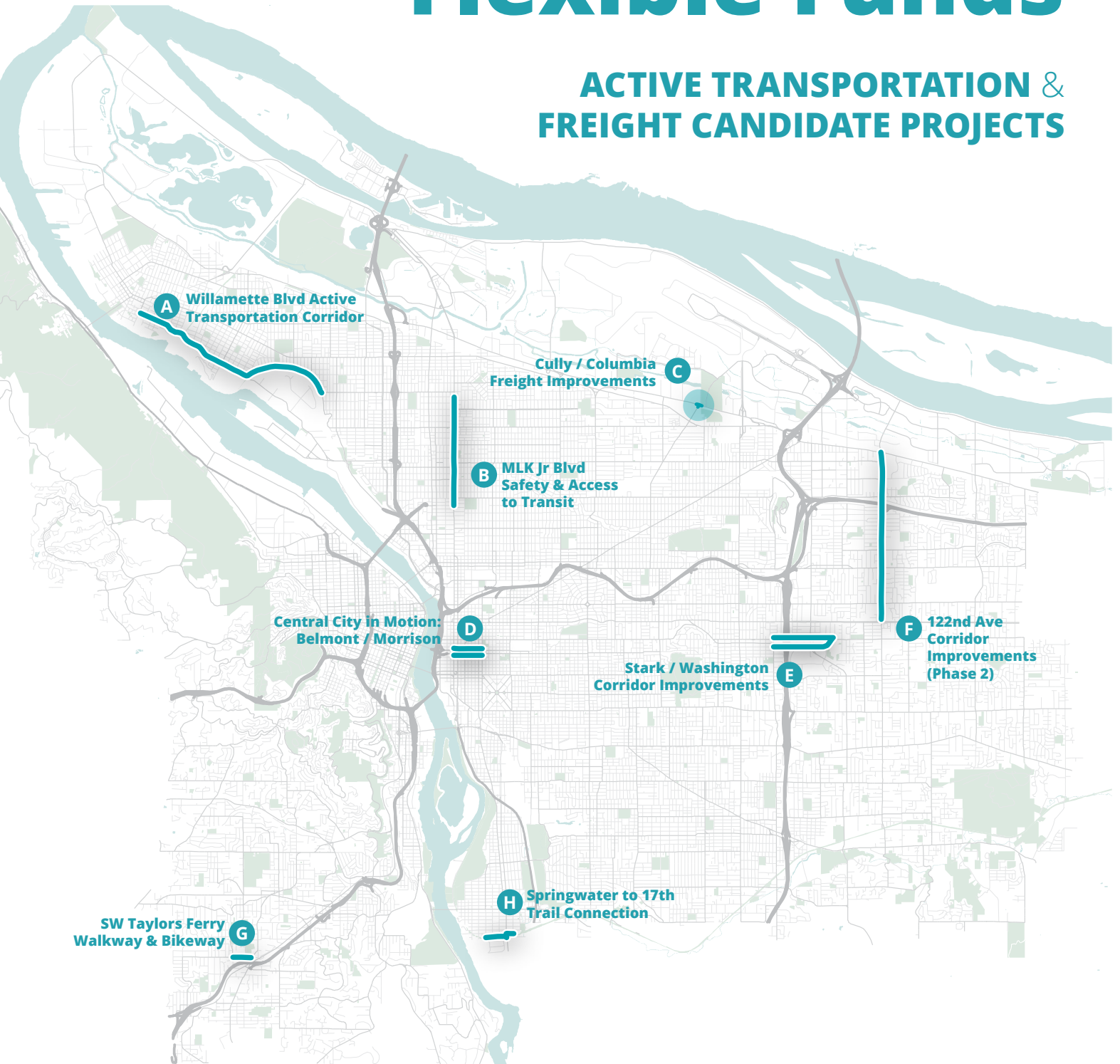
02 Projects in Context | Equity, Safety, & Growth

Project Summary Sheets

- 04 **A** - N Willamette Blvd: Active Transportation Corridor
- 05 **B** - MLK Jr Blvd: Safety & Access to Transit
- 06 **C** - Columbia/Cully/Alderwood Intersection Improvements
- 08 **D** - SE Belmont & SE Morrison Transit & Bike Improvements
- 09 **E** - SE Stark & SE Washington Corridor Improvements
- 10 **F** - 122nd Ave: Safety Access & Transit
- 11 **G** - SW Taylors Ferry Rd Walkway & Bikeway
- 12 **H** - Springwater to SE 17th Trail Connection

Regional Flexible Funds

ACTIVE TRANSPORTATION & FREIGHT CANDIDATE PROJECTS



Project candidates summary

ID	Project Name	Project Location	Project Description
A	Willamette Blvd Active Transportation Corridor	N Willamette Blvd (Rosa Parks - Richmond)	Enhance existing bike lanes along Willamette Blvd from Rosa Parks to Ida and extend bike lanes from Ida to Richmond. Incorporate pedestrian crossings, intersection improvements, and transit access improvements along the corridor.
B	MLK Jr Blvd Safety & Access to Transit	NE MLK Jr Blvd (Highland - Cook)	Construct high-priority enhanced pedestrian crossings and signal upgrades along NE MLK Jr Blvd to improve pedestrian/bicycle safety and access to transit.
C	Cully/Columbia Freight Improvements	NE Cully Blvd & Columbia Blvd	Construct major intersection improvements at NE Columbia Blvd & Cully Blvd to improve freight movement, including a new traffic signal, side-by-side left turn pockets to Cully and Alderwood, right-turn pockets, and railroad crossing improvements. Project also includes sidewalks and a multi-use path to separate pedestrians and bicycles from traffic.
D	Central City in Motion: Belmont/Morrison	SE Belmont/Morrison St (Grand - 12th)	Construct pedestrian crossings, protected bike lanes, and enhanced transit improvements along the Belmont/Morrison couplet in the Central Eastside.
E	Stark/Washington Corridor Improvements	SE Stark/Washington Couplet (92nd - 108th)	Implement roadway safety redesign and construct enhanced pedestrian crossings, transit priority improvements, and protected bikeways in the Stark/Washington couplet in Gateway.
F	122nd Ave Corridor Improvements (Phase 2)	122nd Ave (Sandy - Burnside)	Construct high-priority enhanced pedestrian crossings, bikeway improvements, and enhanced transit improvements along 122nd Ave.
G	SW Taylors Ferry Walkway & Bikeway	SW Taylors Ferry (48th - Capitol Hwy)	Construct high-priority sidewalk and bikeway connections on W Taylors Ferry Rd to provide active transportation access to SW Corridor station areas.
H	Springwater to 17th Trail Connection	Springwater Corridor (13th - 17th); SE 17th Ave (Linn - St Andrews)	Extend the Springwater Trail from 13th to 17th, and extend 17th Ave Trail from St Andrews to Linn, connecting the Milwaukie 17th Ave Trail to the Springwater Corridor.

Projects in Context

This collection of projects align with the Portland Bureau of Transportation's commitment to **addressing equity, improving safety, and managing for future population growth.**

EQUITY

PBOT uses the **Equity Matrix** to analyze investments based on the comparative racial and economic demography of all areas of the City.

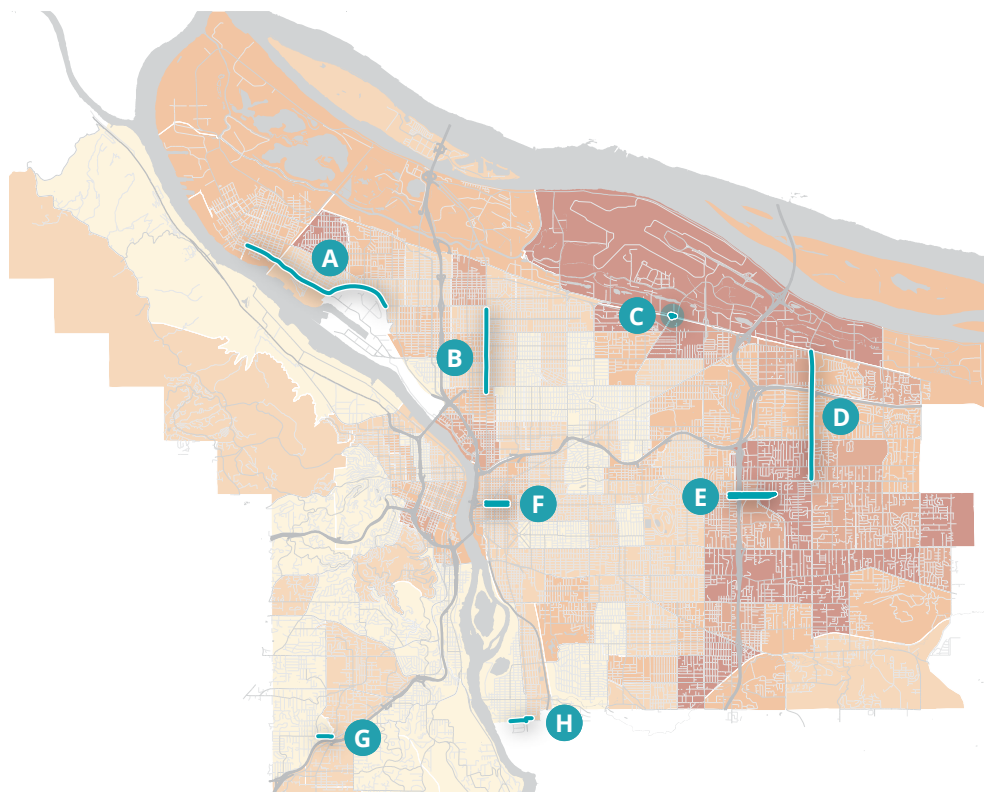
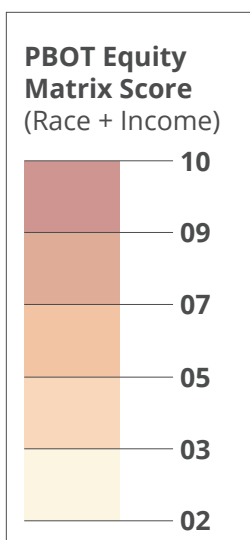
SAFETY

PBOT's *Vision Zero Action Plan* sets a goal of eliminating all transportation related deaths and serious injuries. The plan identifies a **High Crash Network** of streets where the highest rates of crashes occur.

GROWTH

Strategic investments in Comprehensive Plan **Centers and Corridors** help manage growth by giving people transportation options when traveling to and between areas of the city targeted for the most growth.

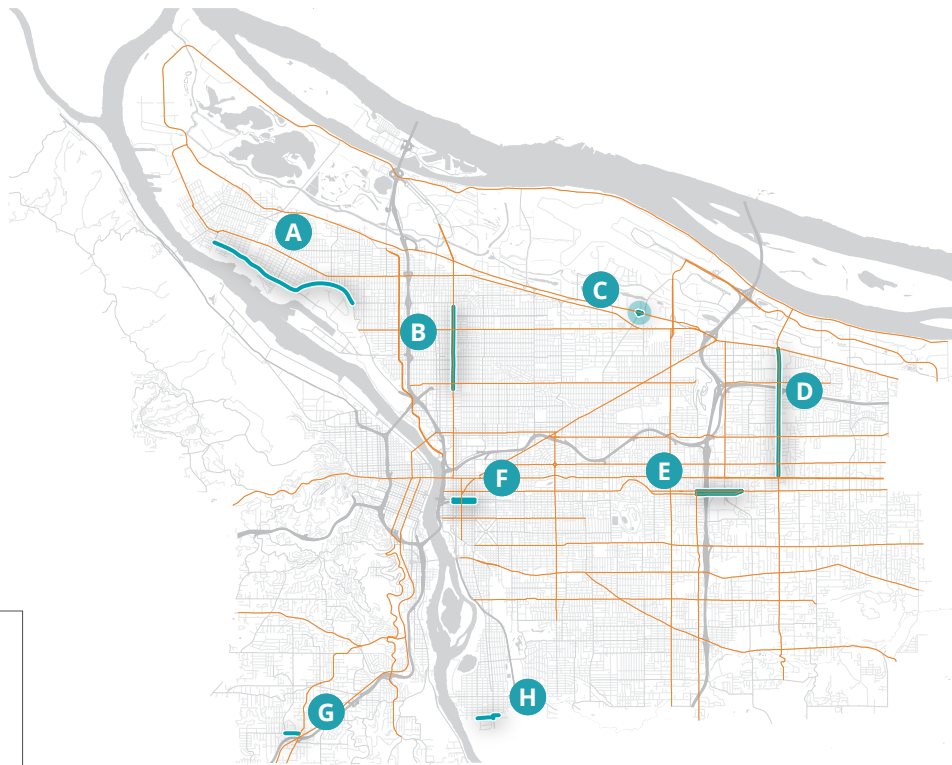
EQUITY



SAFETY

Vision Zero
High Crash Network

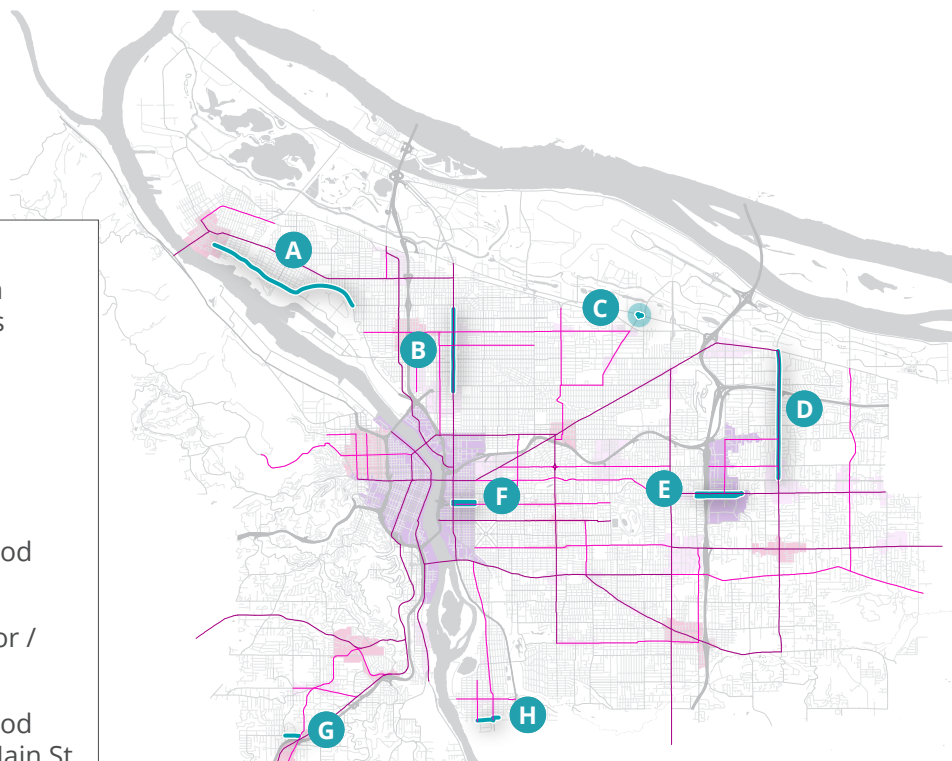
— All Modes



GROWTH

**City of Portland
Comprehensive Plan**
Centers and Corridors

- Regional Center
- Town Center
- Neighborhood Center
- Civic Corridor / Main St.
- Neighborhood Corridor / Main St.



A: N Willamette Blvd

Active Transportation Corridor



Project context and background

This project is needed to provide a major low-stress bikeway connection from the rapidly-growing St Johns Town Center to jobs, educational institutions, and other major transportation investments in the City of Portland.

This project was prioritized in the 2030 Bicycle Plan and builds on recent and upcoming improvements on Rosa Parks, Willamette, and Greeley east of the project area. North Portland is growing and residents need safe, comfortable and clearly defined travel options. An improved Willamette can serve as an active transportation 'super-highway' and help function as a primary route to connect future investments in walking and biking. By improving biking and access to transit for people in North Portland, we will give more residents the ability to choose travel options beyond single occupancy vehicles.

Project Details

The signature element of this project is a proposed world class cycle track on N Willamette between N Rosa Parks Way and the University of Portland campus. This investment would also include improved transit amenities and enhanced pedestrian crossings. From the University of Portland campus, an enhanced bikeway is envisioned connecting to the St Johns Town Center. A complementary locally funded project, would extend the connection further into the peninsula, making a low-stress connection to Pier Park.

Project Cost Estimate: \$6,106,000

Local Match: \$1,650,000; RFFA Grant Request: \$4,456,000

FOR MORE INFORMATION

Zef Wagner

Portland Bureau of Transportation - Transportation Planner
zef.wagner@portlandoregon.gov | 503.823.7164

NE MLK Jr Blvd

Safety & Access to Transit

Project context and background

NE MLK Jr Blvd already has one of Portland's highest concentrations of affordable housing, and a great deal more is in the pipeline. As more and more people live on this corridor, pedestrian and commercial activity is increasing, which leads to conflicts with the high volumes of high speed traffic on this major thoroughfare.

The PBOT Safe Routes to School Plan also identified several crossing needs along the corridor. This project will focus on providing enhanced pedestrian crossings at regular spacing along MLK Jr Blvd to ensure safety and access to transit.

NE Martin Luther King Jr Blvd is a major destination and business hub for Black Portlanders. This project would not only seek to direct investments in crossing and transit amenities, but would also include streetscape improvements such as pedestrian scale lighting and a community-driven process to further develop the corridor's identity to celebrate NE MLK Jr Blvd as a vibrant business district.

Project details



SIGNAL UPGRADE

(add protected signal phase for vehicles turning onto NE Martin Luther King Jr Blvd)



NEW ENHANCED CROSSING

(existing marked crossing exists, project will upgrade)



FUNDED CROSSING IMPROVEMENT



EXISTING SIGNALIZED INTERSECTION



EXISTING OR FUTURE BIKEWAY CONNECTION

Project Cost Estimate: \$4,723,000

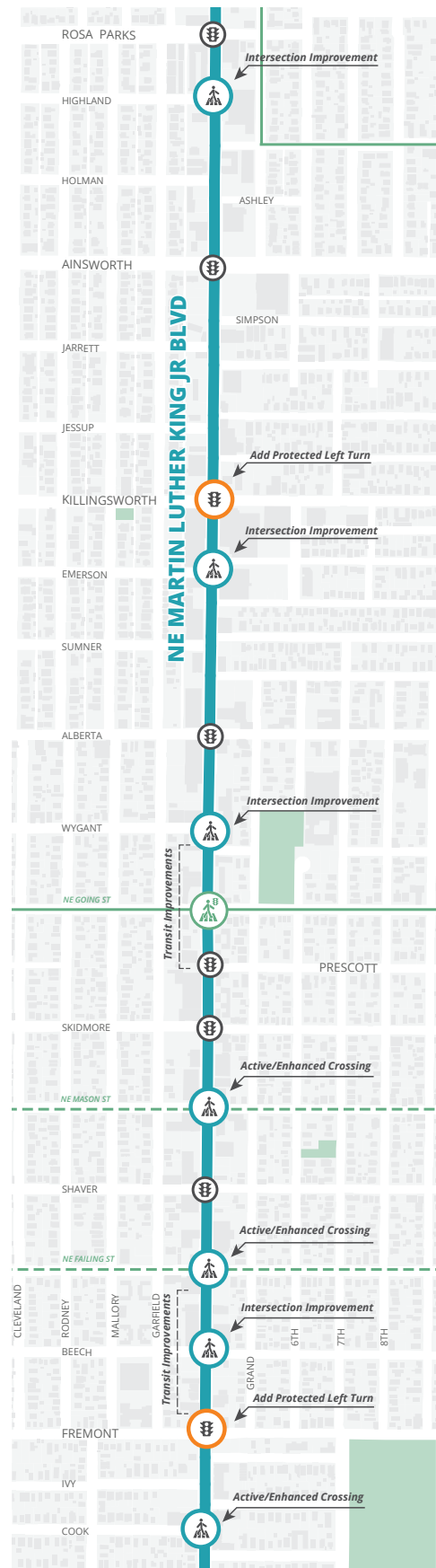
Local Match: \$600,000; RFFA Grant Request: \$4,123,000

FOR MORE INFORMATION

Shane Valle

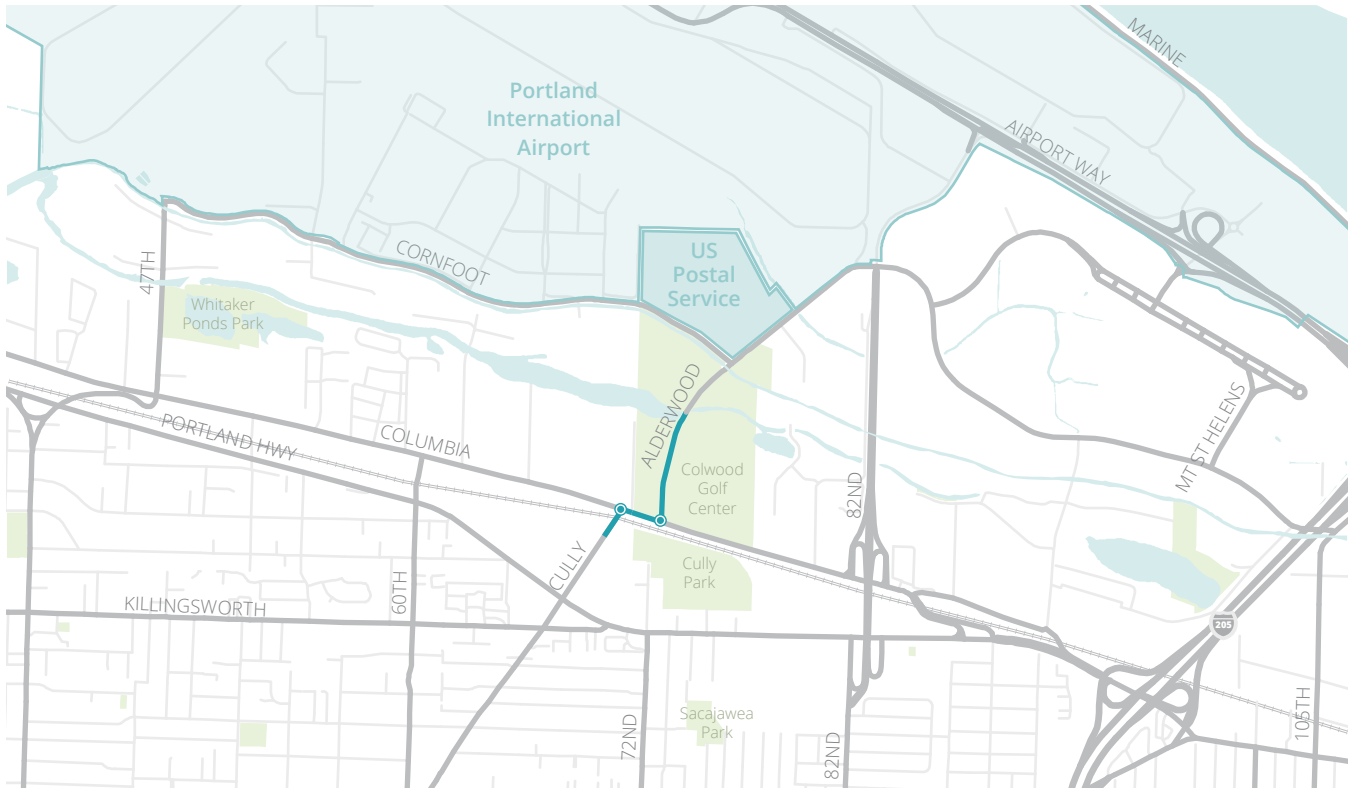
Portland Bureau of Transportation - Transportation Planner

shane.valle@portlandoregon.gov | 503.823.7736



C: Cully/Columbia

Intersection Improvements



Project context and background

The Columbia corridor is a key link in Portland's regional freight network, connecting major freight destinations, including the airport and USPS facilities, to the I-5 and I-205 freeways and the rest of the region. The intersections of Columbia Blvd at Alderwood Rd and at Cully Blvd are seeing increased traffic and trucking demand from the US Postal Service facility and airport in recent years, causing congestion that impacts freight reliability as well as contributing to dangerous conditions for all road users. In addition to increased freight and vehicular traffic, this area is seeing much more pedestrian and bicycle traffic due to job growth along the Columbia corridor, as well as popularity of several Parks facilities nearby. The Columbia/Cully/Alderwood

projects were identified as a transportation need in the Airport Futures Plan, to accommodate anticipated traffic growth associated with PDX Airport. They aim to enhance freight mobility and access by making it easier to make left turns onto and off of Columbia Blvd, while also improving safety for all road users.

Project Cost Estimate: \$5,084,193

Local Match: \$1,650,000; RFFA Grant Request: \$3,434,193

FOR MORE INFORMATION

Winston Sandino

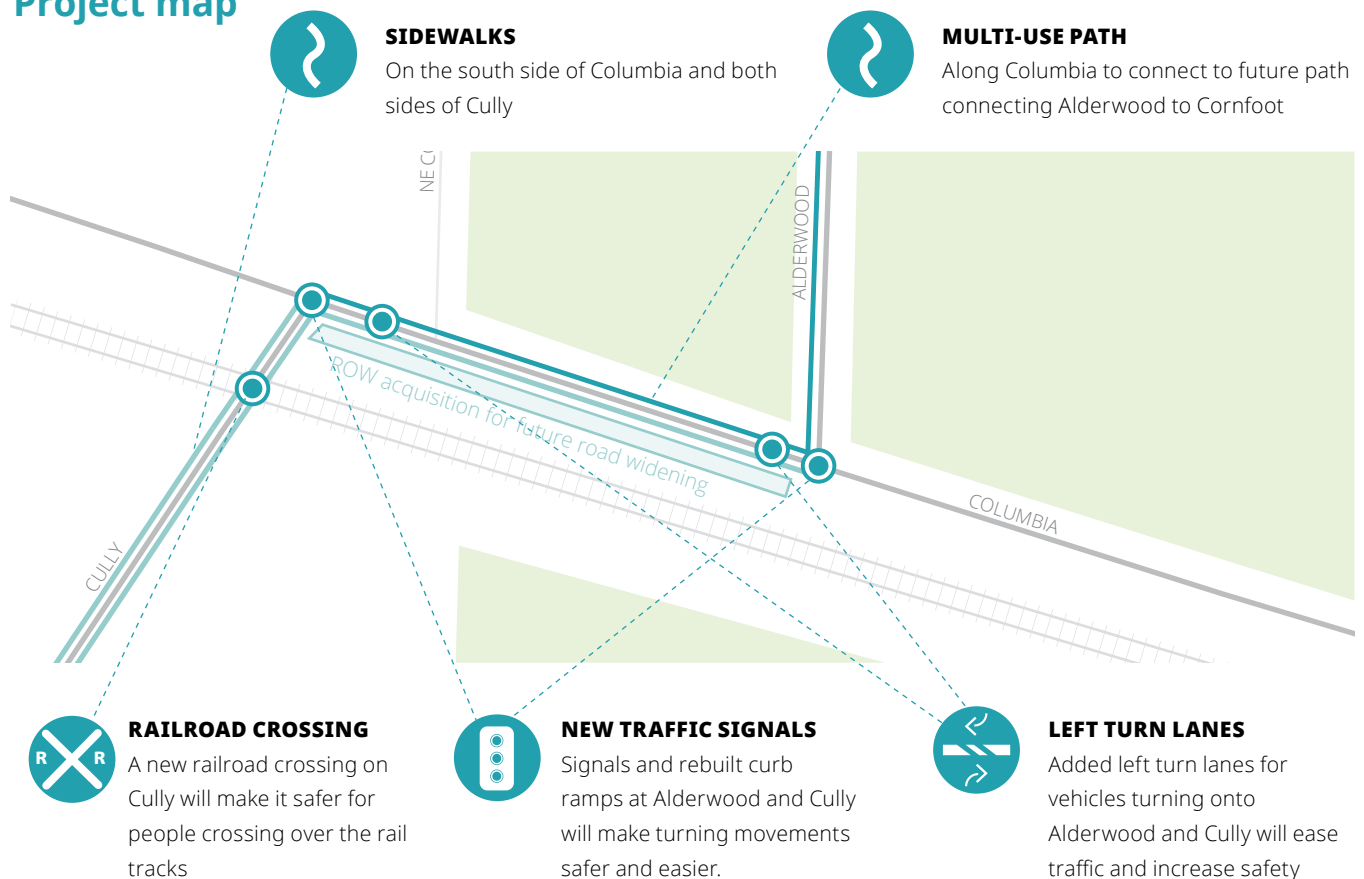
Portland Bureau of Transportation - Project Manager
winston.sandino@portlandoregon.gov | 503.823.5767

Project details

A funded project slated for construction in 2020 will reconstruct the intersection of Alderwood Rd at NE Columbia Blvd, install a permanent traffic signal at this intersection, construct sidewalks along the south side of NE Columbia Blvd from Alderwood Rd to Cully Blvd and a multi-use path on the north side of Columbia Blvd between Cully and Alderwood that continues north on Alderwood. Operations will be improved with an exclusive right turn lane from Alderwood to westbound Columbia and dual side by side left turn pockets on Columbia Blvd between Alderwood and Cully. PBOT is also applying for funding to construct sidewalks on Cully, improve the intersection of Cully and Columbia with a left turn lane and signal, and use previously acquired right-of-way to widen the road along Columbia between Cully and Alderwood.

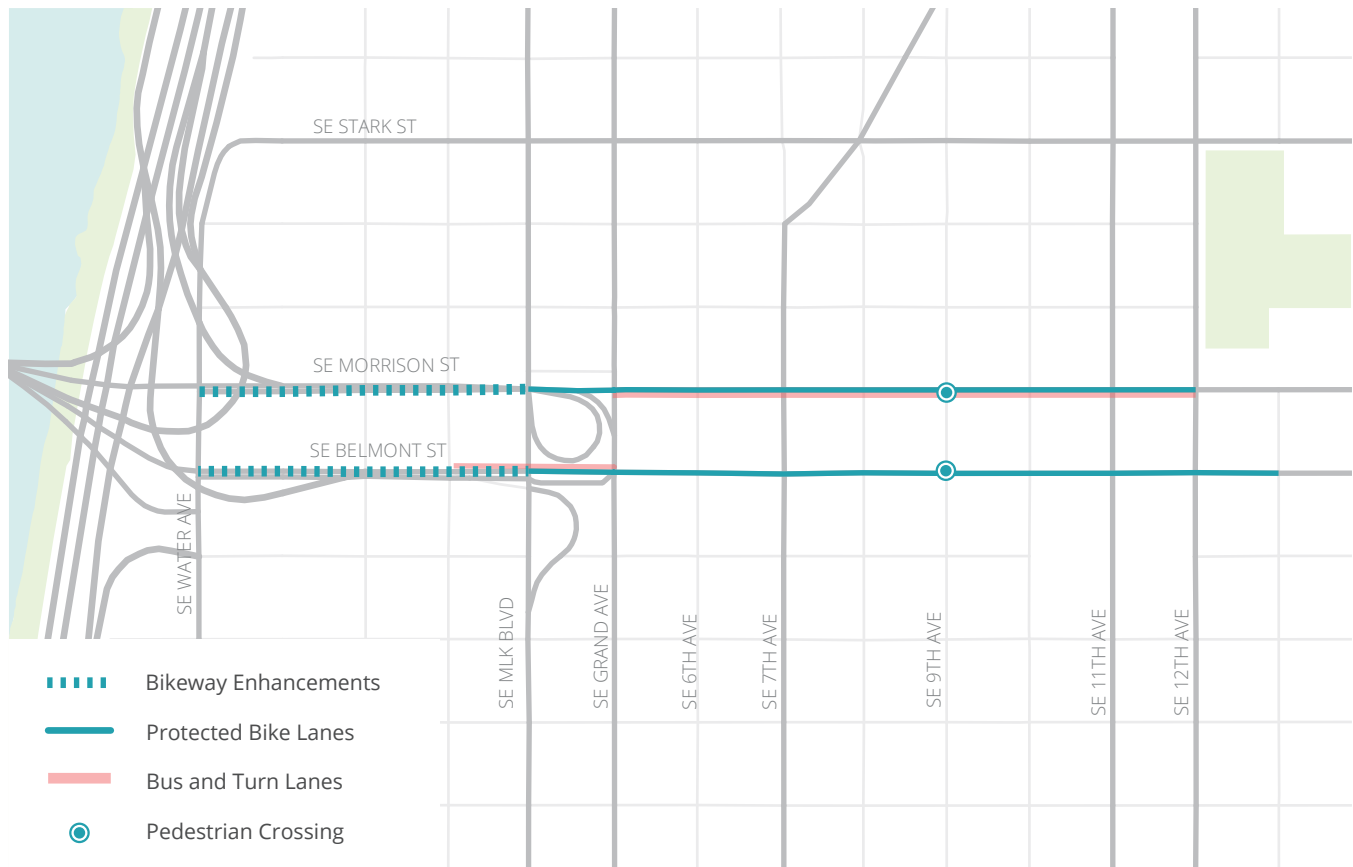


Project map



D: SE Belmont & SE Morrison

Transit and Bike Improvements



Project background and details

Belmont and Morrison are key east/west connections in the Central Eastside, providing important retail, freight, and transit access. This project is included in the recently adopted Central City in Motion Plan and improves transit access and speed with new transit islands and bus and turn (BAT) lanes, improves pedestrian crossings, and provides protected bike lanes.

Note: Bikeway enhancements west of SE MLK Jr Blvd are located beneath the viaducts, providing a connection for people biking to SW Water Ave.

Project Cost Estimate: \$6,462,000

Local Match: \$1,938,600; RFFA Grant Request: \$4,523,400

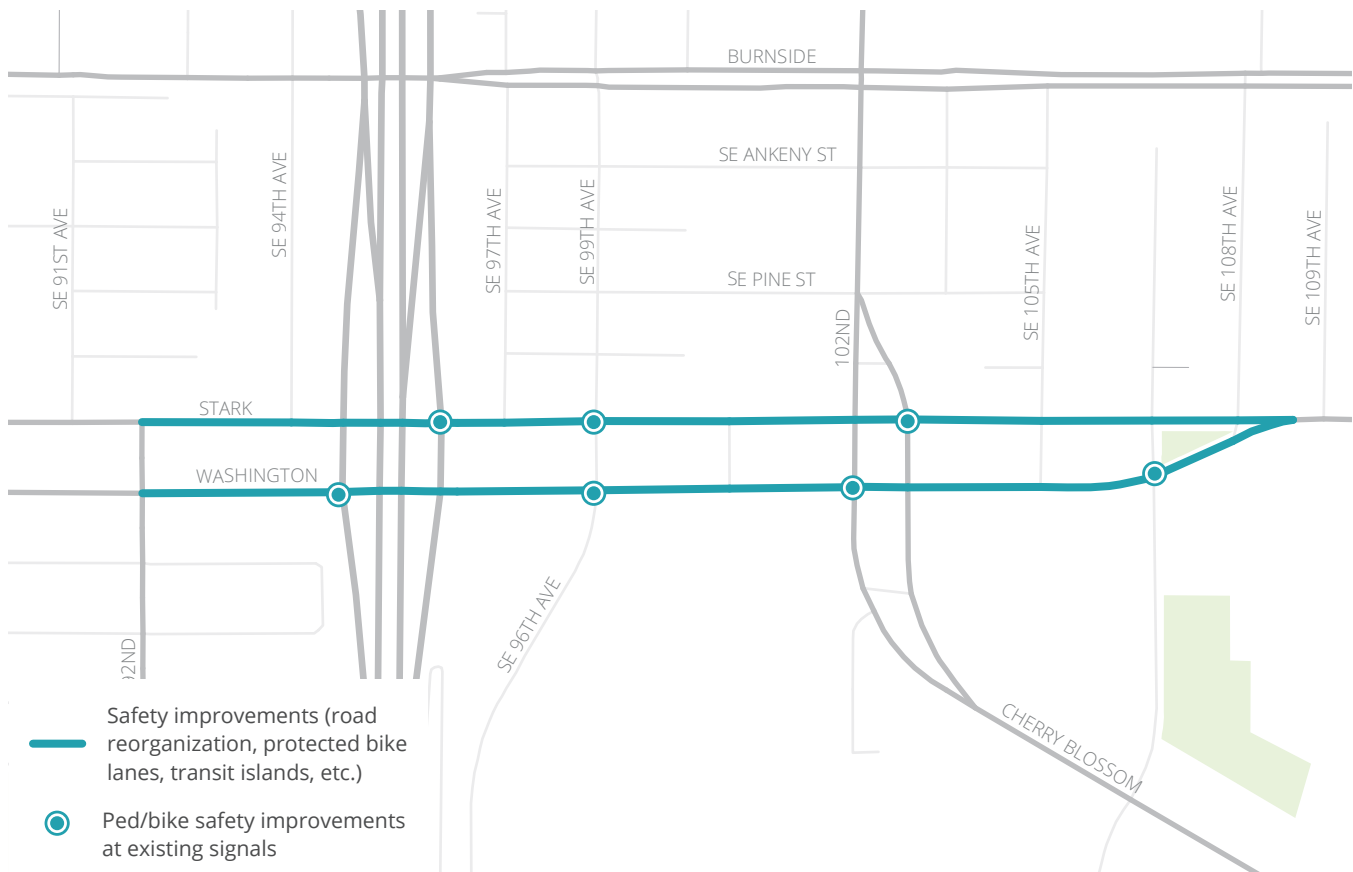
FOR MORE INFORMATION

Gabriel Graff

Portland Bureau of Transportation - Project Manager
gabriel.graff@portlandoregon.gov | 503.823.5291

E: Stark/Washington

Corridor Improvements



Project background and details

The Stark/Washington couplet is one of the major business hubs in Gateway, but is currently very auto-oriented and sees high rates of crashes, with three to four lanes in each direction, difficult pedestrian crossings, and narrow sidewalks and bike lanes. This project will transform this area into a more ped/bike/transit oriented hub for East Portland, with safety improvements ranging from protected bike lanes to bus lanes and transit islands to enhanced crossings. This is a Vision Zero project on a High Crash Corridor and serves a high equity need. This project was also prioritized in the Growing Transit Communities Plan, adopted in 2017.

Project Cost Estimate: \$6,532,000

Local Match: \$1,200,000; RFFA Grant Request: \$5,332,000

FOR MORE INFORMATION

David Backes

Portland Bureau of Transportation - Project Manager
david.backes@portlandoregon.gov | 503.823.5811

F: 122nd Ave

Safety, Access & Transit

Project context and background

Currently, 122nd Ave is a High Crash Corridor that does not adequately serve all modes. Five of the City's thirty highest crash intersections are along 122nd Ave. Since 2010, there have been over 400 people injured while traveling on 122nd, including 127 people walking and biking. Nine people have died in the past 8 years.

122nd Ave is a stressful environment to walk, bike, cross the street and access transit. The street is typically a five-lane arterial with on-street parking and narrow bike lanes that becomes turn lanes at major signalized intersection. The sidewalks are often narrow and substandard. Most of 122nd Avenue does not meet the City's new guidelines for marked crosswalk spacing. Buses experience delay, including slow average speeds, high dwell time at stops and significant travel speed variability during peak travel times.

PBOT is developing a plan to identify improvements on 122nd Ave, between SE Foster and NE Marine Dr., with the goal to increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes, identify improvements to help eliminate serious injuries and fatalities, and remove 122nd Ave from the Vision Zero High Crash Corridor network.

Project details

PBOT's RFFA application scope draws from staff recommendations and public stakeholder feedback on elements of the draft 122nd Ave Plan: Safety, Access and Transit. The improvements proposed to be included in the RFFA project scope include new enhanced and marked crossings in the vicinity of **NE Beech, NE Sacramento/Brazee (dependent on funding/actual costs), NE Broadway/Hancock, and NE Wasco/Multnomah.**

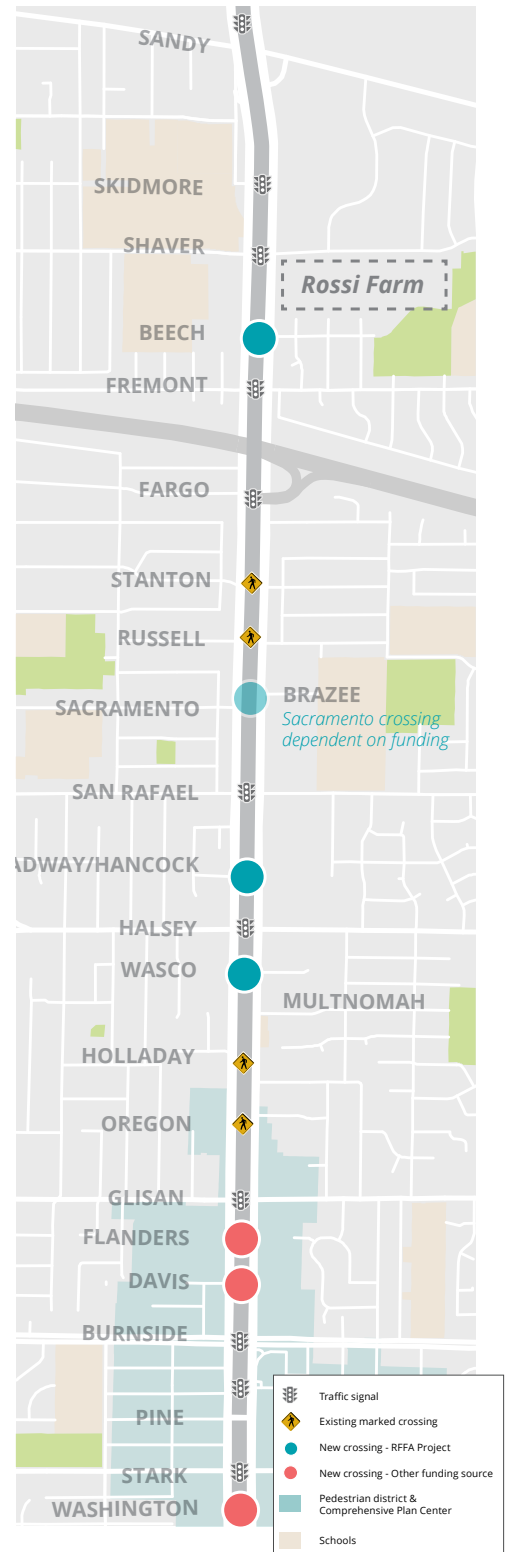
Project Cost Estimate: \$6,491,000

Local Match: \$1,947,300; RFFA Grant Request: \$4,543,700

FOR MORE INFORMATION

April Bertelsen

Portland Bureau of Transportation - Transit Coordinator
April.Bertelsen@portlandoregon.gov | 503.823.6177



G: SW Taylors Ferry Rd

Walkway and Bikeway Connection



Project context and background

SW Taylors Ferry Rd from SW 49th to SW Capitol Hwy is the only route to the Barbur Transit Center and other community destinations for neighbors living west of Capitol Hwy and Interstate 5. Today the street lacks bicycle facilities and has a degraded, substandard walkway on one side of the street..

The project would build upon and connect to funded complete street upgrades of Capitol Hwy, extending the reach of those investments. The project implements the 2035 Comprehensive plan by making connections to and through the West Portland Town Center, an important growth area in Southwest Portland.

SW Taylors Ferry Road is designated as a City Bikeway and City Walkway in the Portland Transportation System Plan. The project is on the Primary Investment Route for Markham Elementary School in the Portland Safe Routes to School plan (2018). TriMet identified this project as Tier 1 priority to improve access to the Barbur Boulevard Transit Center as a part of the TriMet Bike Plan (2016).

Project details

This project will construct a sidewalk and widen the roadway to provide bicycle lanes on SW Taylors Ferry Rd between SW Capitol Hwy and SW 49th Ave. Retaining walls may be needed to address grades, maintain access to properties and provide necessary width for these improvements. Project staff will collaborate with the Bureau of Environmental Services to understand opportunities to extend the culvert at Woods Creek.

Project Cost Estimate: \$4,276,000

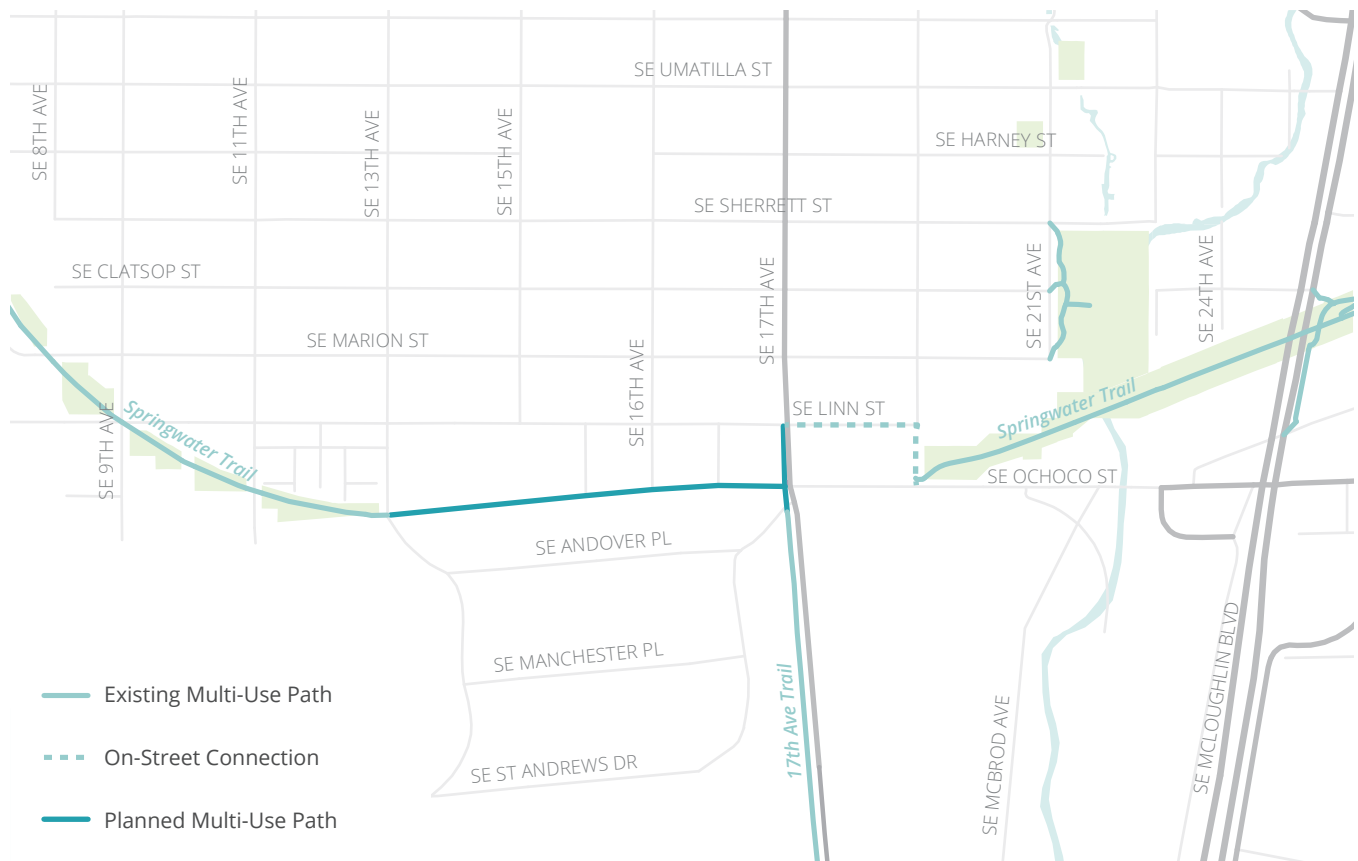
Local Match: \$600,000; RFFA Grant Request: \$3,676,000

FOR MORE INFORMATION

Nick Falbo

Portland Bureau of Transportation - Senior Planner
Nick.Falbo@portlandoregon.gov | 503.823.6452

H: Springwater to 17th Trail Connection



Project background and details

There exists a major gap between the Springwater Corridor Trail and Milwaukie's 17th Ave Trail that limits their attractiveness as major commute routes to downtown Portland. Once connected, people will be able to ride from Oregon City to downtown Portland on a low-stress bikeway using the Trolley Trail, 17th Ave Trail, and Springwater Trail. This project will fill this gap, and will also make progress toward filling the gap in the Springwater Trail to the east.

Project Cost Estimate: \$6,534,000

Local Match: \$1,000,000; RFFA Grant Request: \$5,534,000

FOR MORE INFORMATION

Maya Agarwal

Portland Parks & Recreation

maya.agarwal@portlandoregon.gov | 503-823-2507



ORDINANCE No. 189555

*Authorize application to the Metropolitan Transportation Improvement Program Regional Flexible Funds for 2022-24 for 8 grants up to \$36 million (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. Metro is responsible for the application and programming of federal transportation funding for the Portland Metropolitan Planning Organization.
2. In this cycle, Metro anticipates allocating approximately \$142 million, comprised of federal Surface Transportation Block Grant (STBG) and Congestion Mitigation/Air Quality (CMAQ) program funds, to be obligated in the 2022-2024 timeframe.
3. This process allocates money both to region-wide investments that make our communities more livable and give people choices in how they travel, and to individual projects planned and built by local transportation agencies.
4. Following the adoption of the 2018 Regional Transportation Plan (RTP), JPACT and the Metro Council decided that Regional Flexible Funds for individual projects should be focused on achieving the four primary RTP investment priorities: advancing Equity; improving Safety; implementing the region's Climate Smart Strategy; and, managing Congestion.
5. City staff used the recently adopted 2018 Regional Transportation Plan (RTP) to develop a candidate list of projects for the 2022-24 Regional Flexible Funds Process using the equity, safety, climate, and congestion priorities.
6. The candidate list of projects was reviewed with the Portland Pedestrian, Bicycle, Freight, and Bureau advisory committees. In addition, the candidate projects were reviewed and approved for submission by the Portland Transportation Coordination Committee.
7. Federal-aid projects require a minimum of 10.27% local match. Local match of up to \$9,000,000 will be provided by System Development Charge funding and/or General Transportation revenue already set aside for local match of federally funded projects in the 2022 to 2024 timeframe.

NOW, THEREFORE, The Council directs:

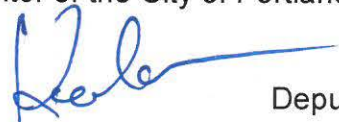
- a. The Commissioner-in-Charge is hereby authorized to make application to Metro for eight grants of up to a total amount of \$36,000,000.
- b. The Commissioner-in-Charge is authorized to provide such information and assurances as are required for the grant period.
- c. The OMF Grants Office is authorized 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 applications are due to Metro by June 21, 2019; therefore, this ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council, JUN 12 2019

Commissioner Chloe Eudaly
Prepared by: Mark Lear; CB
Date Prepared: May 20, 2019

MARY HULL CABALLERO
Auditor of the City of Portland
By

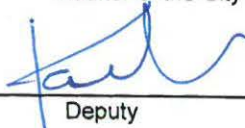


Deputy

Agenda No. **189555**
Ordinance NO.
 Title

*Authorize application to the Metropolitan Transportation Improvement Program Regional Flexible Funds for 2022-24 (Ordinance)

for 8 grants up to \$36 million

INTRODUCED BY Commissioner/Auditor: Chloe Eudaly	CLERK USE: DATE FILED <u>JUN 04 2019</u>
COMMISSIONER APPROVAL Mayor—Finance & Administration – Wheeler Position 1/Utilities - Fritz Position 2/Works - Fish Position 3/Affairs - Hardesty Position 4/Safety - Eudaly	Mary Hull Caballero Auditor of the City of Portland By:  Deputy
BUREAU APPROVAL Bureau: PBOT Group: Policy, Planning and Projects Group Manager: Art Pearce Director: Chris Warner Prepared by: Mark Lear; CB Supervisor: Kristin Hull Date Prepared: May 20, 2019	ACTION TAKEN:
Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
City Auditor Office Approval: required for Code Ordinances	
City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan	
Council Meeting Date June 12, 2019	

AGENDA TIME CERTAIN <input type="checkbox"/> Start time: _____ Total amount of time needed: _____ (for presentation, testimony and discussion)
CONSENT <input checked="" type="checkbox"/>
REGULAR <input type="checkbox"/> Total amount of time needed: _____ (for presentation, testimony and discussion)

Revised 8/2017

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	<input checked="" type="checkbox"/>	
2. Fish	<input checked="" type="checkbox"/>	
3. Hardesty	<input checked="" type="checkbox"/>	
4. Eudaly	<input checked="" type="checkbox"/>	
Wheeler	<input checked="" type="checkbox"/>	