

## 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](mailto:rffa@oregonmetro.gov). Applications MUST be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.

### APPLICANT INFORMATION

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

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

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

## PROJECT READINESS

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

### Project Detail

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

7. What is the RTP Project ID #? 11832

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

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

Bicycle: Regional Bikeway

Pedestrian: Pedestrian Parkway

Freight Click here to enter text.

Transit: Frequent Bus

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

SE Morrison St: SE Water Ave – SE 12th Ave. SE Belmont St: SE Water Ave – SE 13th Ave.

Pedestrian crossing improvements: SE Morrison & 9th, SE Belmont & 9th. Bikeway

enhancements: SE Belmont/SE Morrison & SE Water Ave – SE MLK Blvd. Protected bike lanes: SE

Belmont & SE MLK Blvd – SE 13th Ave; SE Morrison & SE MLK Blvd – SE 12th Ave. Bus & Turn

Lanes: SE Belmont & SE 3rd Ave – SE Grand Ave; SE Morrison & SE Grand Ave – SE 12th Ave.

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

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

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

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

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

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

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

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

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

#### Project Completeness

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

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

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

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

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

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

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

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

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

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

#### Community Support

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

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

21. Which community partners are involved?

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

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

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

#### Interagency Connections

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

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

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

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

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

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

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

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

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

#### PROJECT RISKS

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

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

28. Are there any anticipated risks for the following:

a. Right of way (ROW)

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

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

b. Utility Relocation

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

c. Stormwater considerations

- i. Water quantity Preliminary costs for stormwater disposal and treatment are included in the estimate.
  - ii. Water quality Preliminary costs for stormwater disposal and treatment are included in the estimate.
- d. Environmental and Permitting
  - i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? All projects are likely to meet the requirements for a Categorical Exclusion, documentation will be prepared during project design.
- e. Schedule Applicant General Schedule: 22 Planning and PE 23 Right of way 24 Construction
- f. Budget We have included conservative contingencies at several levels in the cost estimate.
- g. Staff availability
  - i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. The agency has a robust project management staff with extensive experience managing federally funded capital projects.

## PROJECT DESIGN

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

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

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

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

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

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

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

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

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

## PROJECT OUTCOMES

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

### Affordability/Equity

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Safety

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

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

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

See the safety countermeasures identified in the Project Design section

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

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

#### System Completion

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

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

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

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

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

#### Multimodal Travel, Mode Share, and Congestion

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

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

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

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

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

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

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

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

#### Climate Change and Environmental Impact

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

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

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

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

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

#### Freight Related Impact

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

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

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

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

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

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

#### Employment/Economic Development

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

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

#### Area Jobs in Target Industries:

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

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

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

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

#### Project Leverage

54. How does this project leverage other funding sources?

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

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

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

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

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

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

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

#### PROJECT COST ESTIMATE

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

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

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

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

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

Planning

Alternatives Identification and Evaluation

Preliminary Design

Final Design

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

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

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

a. Right of way (ROW). Included

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

c. Stormwater considerations. included

d. Environmental mitigation strategies. included if necessary

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

f. Retaining walls. included if necessary, planning level

g. Clearing and grading. included as lump sum percentage

- h. Removal of current pavement or facilities. included using preliminary quantities
  - i. Signing and pavement markings. included using preliminary quantities
  - j. Sidewalk and street furniture. Included using preliminary quantities
  - k. Street trees, landscaping, irrigation. Included using preliminary quantities
  - l. Mobilization, staging, and traffic control. Including using lump sum.
  - m. Staff availability or need for outside services included
62. Please attach your cost estimate. Verify that it includes the following items:
- a. Unit cost assumptions See attached.
  - b. Contingency assumptions. See attached.



# Project Estimate Report: Development Phase

for

## Central City in Motion: SE Belmont St and SE Morrison St

June, 2019

**Requested by:** Gabe Graff

**Prepared by:** Tim Bowers

**Location:** SE Belmont St and SE Morrison St from Grand to 12<sup>th</sup> Ave

**Description:** Reduce number of travel lanes from 4 to 2 on SE Morrison St and add additional parking on the north side of the street. Add protected bike lanes to both Belmont and Morrison St. Install new signals on SE 9<sup>th</sup> Ave at both SE Morrison and Belmont St. Modify 7 existing signals to improve synchronization through the corridor. Transit improvements to include 5 new bus curb islands.

### **Current Cross-Section:**

SE Belmont St from Grand to 12<sup>th</sup> Ave: 7' parking; 11' travel; 11' travel; 4' bike; 7' parking

SE Morrison St from Grand to 12<sup>th</sup> Ave: 9' bus only lane; 11' travel; 11' travel; 11' travel; 11' travel, 7' parking

### **Proposed Cross-Section:**

SE Belmont St from Grand to 12<sup>th</sup> Ave: 12' travel; 12' travel; 7' parking; 3' buffer; 6' bike lane

SE Morrison St from Grand to 12<sup>th</sup> Ave: 6' bike lane; 3' buffer; 8' parking; 11' bus only lane; 12' travel; 12'travel; 8' parking

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### **Issues:**

- Water – none identified
- BES (storm, sanitary, water-quality facilities) – none identified
- Signals and Street Lighting – 2 new signals, 2 major signal modifications, 5 minor signal modifications, and 4 interconnection upgrades.
- Environmental and Zoning – none identified
- Contaminated Media – none identified
- Right-of-Way Needs – Temporary Construction Easements
- Railroads (BNSF; UPRR; PTTR) – none identified
- Parks (landscaping and irrigation) – none identified
- Other Jurisdictions (counties, schools, Port, ODOT, Tri-Met) – Tri-Met bus stop consolidation

**Cost Estimate:**

(Estimates greater than \$10,000 round numbers to the nearest \$1,000; for less than \$10,000 round to the nearest \$100)

Total Construction	\$2,644,000
Project Management (5%)	\$115,000
Design Engineering (25%)	\$574,000
Construction Management (15%)	\$345,000
Right-of-Way (Cost + 30% Contingency)	\$31,000
Overhead (80.85%)	\$836,000
Total Project Contingency	\$ 1,917,000

**Total Project Estimate: \$ 6,462,000**

**Estimating Assumptions:**

(Written explanation of contingencies, variations from the base unit prices and why)

- Trimet to agree with bus stop consolidations and relocations.
- Red bus lane markings to be approved by Traffic Design.
- Remove all striping on Belmont from Grand to 12<sup>th</sup> Ave.
- Existing striping on SE Morrison St to remain.
- Bike lane buffer to include traffic delineators with candle sticks as directed by Traffic Engineer.
- All striping quantities provided from consultant.
- New inlets to connect to existing leads.
- The years of inflation for this project is 5 years.
- The estimate allowance for design refinement 20%.
- The level of confidence for this estimate is low.

**Review & Approval:**

*Jimi Joe*

June 12, 2019

*ebf*  
Reviewed by Engineer of Record

Date

*Steve Tamm*

June 12, 2019

Reviewed and Approved by Engineering Services Division Manager

Date

**Attachments:**

- Detailed estimate spreadsheet
- Site map

**CITY OF PORTLAND, OREGON**  
**BUREAU OF TRANSPORTATION**  
**PRELIMINARY ENGINEER'S ESTIMATE FOR PROJECTS GREATER THAN \$1M**  
 \*

Date: June, 2019

By: Tim Bowers

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF SE BELMONT/MORRISON FROM GRAND AVE TO 11TH AVE 12TH AVE

**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	\$ 190,433.46	\$ 190,433.46
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	0225	LS	1.00	\$ 114,260.07	\$ 114,260.07
15	STRIPE REMOVAL	0225	FOOT	3,200.00	\$ 0.85	\$ 2,720.00
16	STRIPING & STRIPE REMOVAL MOBILIZATION	0225	EACH	1.00	\$ 1,020.00	\$ 1,020.00
24	EROSION CONTROL	0280	LS	1.00	\$ 19,043.35	\$ 19,043.35
30	INLET PROTECTION	0280	EACH	12.00	\$ 118.00	\$ 1,416.00
31	POLLUTION CONTROL PLAN	0290	LS	1.00	\$ 1,904.33	\$ 1,904.33
45	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1.00	\$ 19,043.35	\$ 19,043.35
47	CLEARING AND GRUBBING	0320	LS	1.00	\$ 48,084.45	\$ 48,084.45
51	GENERAL EXCAVATION	0330	CUYD	128.00	\$ 50.00	\$ 6,400.00
98	CONCRETE INLETS, TYPE CG-2	0470	EACH	7.00	\$ 2,313.00	\$ 16,191.00
159	17 INCH ASPHALT CONCRETE PAVEMENT REPAIR	0748	SQYD	236.00	\$ 124.30	\$ 29,334.80
172	CONCRETE ISLANDS	0759	SQFT	3,860.00	\$ 25.95	\$ 100,167.00
175	CONCRETE WALKS	0759	SQFT	288.00	\$ 11.77	\$ 3,389.76
176	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	2,300.00	\$ 19.75	\$ 45,425.00
209	SURFACE MOUNTED TUBULAR MARKERS	0856	EACH	125.00	\$ 85.00	\$ 10,625.00
210	LONGITUDINAL PAVEMENT MARKING - PAINT	0860	FOOT	0.00	\$ 0.46	\$ -
211	CURB MARKINGS - PAINT	0861	FOOT	0.00	\$ 4.00	\$ -
212	THERMOPLASTIC, NON-PROFILE, 120 MILS, EXTRUDED	0865	FOOT	0.00	\$ 1.40	\$ -
213	PAVEMENT LEGEND, TYPE B: ARROWS	0867	EACH	0.00	\$ 260.00	\$ -
214	PAVEMENT LEGEND, TYPE B: "ONLY"	0867	EACH	16.00	\$ 332.00	\$ 5,312.00
215	PAVEMENT LEGEND, TYPE B: BICYCLE LANE SYMBOLS	0867	EACH	0.00	\$ 354.00	\$ -
215	PAVEMENT LEGEND, TYPE B-HS: ARROWS	0867	EACH	38.00	\$ 299.00	\$ 11,362.00
216	PAVEMENT LEGEND, TYPE B-HS: BICYCLE LANE STENCIL	0867	EACH	26.00	\$ 277.00	\$ 7,202.00
217	BUS ONLY RED MMA	0867	SQFT	7,200.00	\$ 9.00	\$ 64,800.00
218	GREEN BICYCLE MMA	0867	SQFT	19,330.00	\$ 9.00	\$ 173,970.00
219	New 3/4 full signal (includes poles, detection, lighting, etc.)	0970	EACH	2.00	\$ 275,000.00	\$ 550,000.00
220	Major Signal Modification (includes new poles/arms and detection)	0970	EACH	2.00	\$ 150,000.00	\$ 300,000.00
221	Minor Signal Modification (includes detection; excludes new poles/arms)	0970	EACH	5.00	\$ 75,000.00	\$ 375,000.00
222	Interconnection (aerial or underground TBD)	0970	EACH	4.00	\$ 50,000.00	\$ 200,000.00
TOTAL BID ITEMS						\$ 2,297,103.57

**##### ANTICIPATED ITEMS #####**

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
15	BOLI FEE PAYMENT		LS	1.00	\$ 2,297.10	\$ 2,297.10

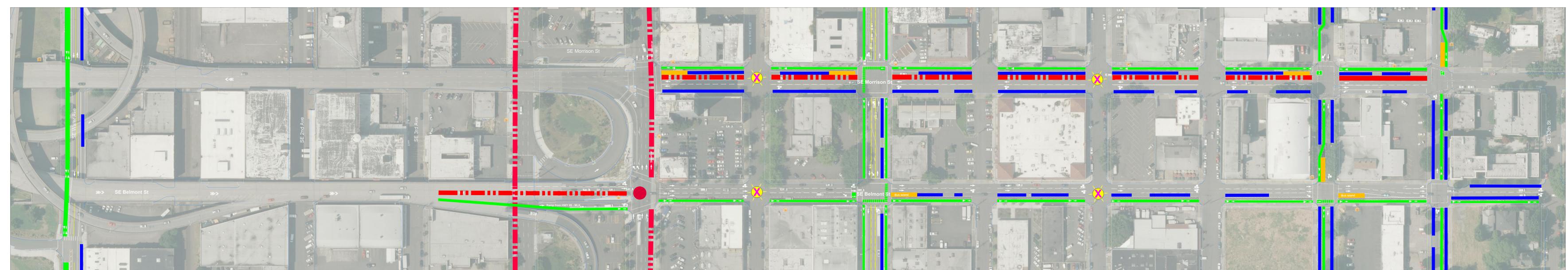
NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
16	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 229,710.36	\$ 229,710.36

TOTAL ANTICIPATED ITEMS

\$ 232,007.46

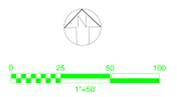
**SCHEDULE SUMMARY**

BID ITEMS					\$ 2,297,104
CONSTRUCTION CONTINGENCY				5% of Bid Items*	\$ 114,855
<b>SUBTOTAL</b>					<b>\$ 2,411,959</b>
ANTICIPATED ITEMS					\$ 232,007
<b>TOTAL CONSTRUCTION</b>					<b>\$ 2,643,966</b>
PROJECT MANAGEMENT				5% of Bid Items	\$ 114,855
DESIGN ENGINEERING				25% of Bid Items	\$ 574,276
CONSTRUCTION MANAGEMENT				15% of Bid Items	\$ 344,566
<b>SUBTOTAL</b>					<b>\$ 1,033,697</b>
PROJECT ENGINEERING & MANAGEMENT OVERHEAD				80.85% of PM, Eng, and CM	\$ 835,744
<b>TOTAL PROJECT ENGINEERING &amp; MANAGEMENT</b>					<b>\$ 1,869,441</b>
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES					\$ 23,803
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION					\$ -
RIGHT-OF-WAY CONTINGENCY				30% of Land, Improve, and Damages	\$ 7,141
<b>TOTAL PROJECT RIGHT-OF-WAY</b>					<b>\$ 30,944</b>
		Years	Inflation		
INFLATION RATE ON CONTRACT		5	4.5% of Construction		\$ 650,897
INFLATION RATE ON PERSONNEL		5	2.0% of Eng & Mgmt		\$ 194,573
ALLOWANCE FOR DESIGN REFINEMENT			20% of Const, Eng & Mgmt, and Inflation		\$ 1,071,775
<b>TOTAL PROJECT CONTINGENCY</b>					<b>\$ 1,917,245</b>
<b>TOTAL PROJECT ESTIMATE</b>					<b>\$ 6,461,597</b>



**LEGEND**

	BICYCLE PROTECTION/BUFFER
	BICYCLE FACILITY
	RECONFIGURED BUS STOP
	BUS ONLY LANE
	BUS AND TURN LANE
	BIKES INTEGRATED THROUGH BUS STOP
	RAISED CYCLE TRACK
	PARKING
	TABLED INTERSECTION
	NEW MARKED CROSSWALK
	SIGNALIZED PEDESTRIAN CROSSING
	NEW SIGNAL
	CONVERT DUAL TURN TO SINGLE TURN
	EXISTING BUS STOP



## Certificate Of Completion

Envelope Id: 57232F08BD7E46058085DB01396B1C9B	Status: Completed
Subject: Please DocuSign: Belmont Morrison RFFA estimate report.pdf	
Source Envelope:	
Document Pages: 5	Signatures: 2
Certificate Pages: 5	Initials: 1
AutoNav: Enabled	Envelope Originator:
Envelopeld Stamping: Enabled	Tim Bowers
Time Zone: (UTC-08:00) Pacific Time (US & Canada)	1120 SW 5th Avenue, Suite 800
	Portland, OR 97204
	Tim.Bowers@portlandoregon.gov
	IP Address: 74.120.152.120

## Record Tracking

Status: Original	Holder: Tim Bowers	Location: DocuSign
6/11/2019 1:04:04 PM	Tim.Bowers@portlandoregon.gov	

## Signer Events

Signer Events	Signature	Timestamp
Jimi Joe		Sent: 6/11/2019 1:08:50 PM
Jimi.joe@portlandoregon.gov		Viewed: 6/12/2019 10:32:39 AM
Security Level: Email, Account Authentication (None)		Signed: 6/12/2019 10:36:35 AM
	Signature Adoption: Pre-selected Style	
	Using IP Address: 74.120.152.116	

**Electronic Record and Signature Disclosure:**  
 Accepted: 6/12/2019 10:32:39 AM  
 ID: d6981d76-f104-475d-a182-033e22a295f6

Eva Huntsinger		Sent: 6/11/2019 1:08:49 PM
eva.huntsinger@portlandoregon.gov		Resent: 6/12/2019 10:36:37 AM
Security Level: Email, Account Authentication (None)		Viewed: 6/12/2019 11:51:09 AM
	Signature Adoption: Uploaded Signature Image	Signed: 6/12/2019 11:52:20 AM
	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		Sent: 6/11/2019 1:08:49 PM
steve.townsen@portlandoregon.gov		Resent: 6/12/2019 11:52:22 AM
City Engineer		Viewed: 6/12/2019 12:21:29 PM
City of Portland		Signed: 6/12/2019 12:21:50 PM
Security Level: Email, Account Authentication (None)	Signature Adoption: Uploaded Signature Image	
	Using IP Address: 74.120.152.116	

**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

<b>Carbon Copy Events</b>	<b>Status</b>	<b>Timestamp</b>
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<b>Witness Events</b>	<b>Signature</b>	<b>Timestamp</b>
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<b>Notary Events</b>	<b>Signature</b>	<b>Timestamp</b>
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<b>Envelope Summary Events</b>	<b>Status</b>	<b>Timestamps</b>
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Envelope Sent	Hashed/Encrypted	6/12/2019 11:52:22 AM
Certified Delivered	Security Checked	6/12/2019 12:21:30 PM
Signing Complete	Security Checked	6/12/2019 12:21:50 PM
Completed	Security Checked	6/12/2019 12:21:50 PM

<b>Payment Events</b>	<b>Status</b>	<b>Timestamps</b>
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<b>Electronic Record and Signature Disclosure</b>
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## **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](mailto: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](mailto: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](mailto: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](mailto: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.

## **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.

## 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](https://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](mailto: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)



## 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

# 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

# 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

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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

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**01 Project Candidates Summary**

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**02 Projects in Context | Equity, Safety, & Growth**

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*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

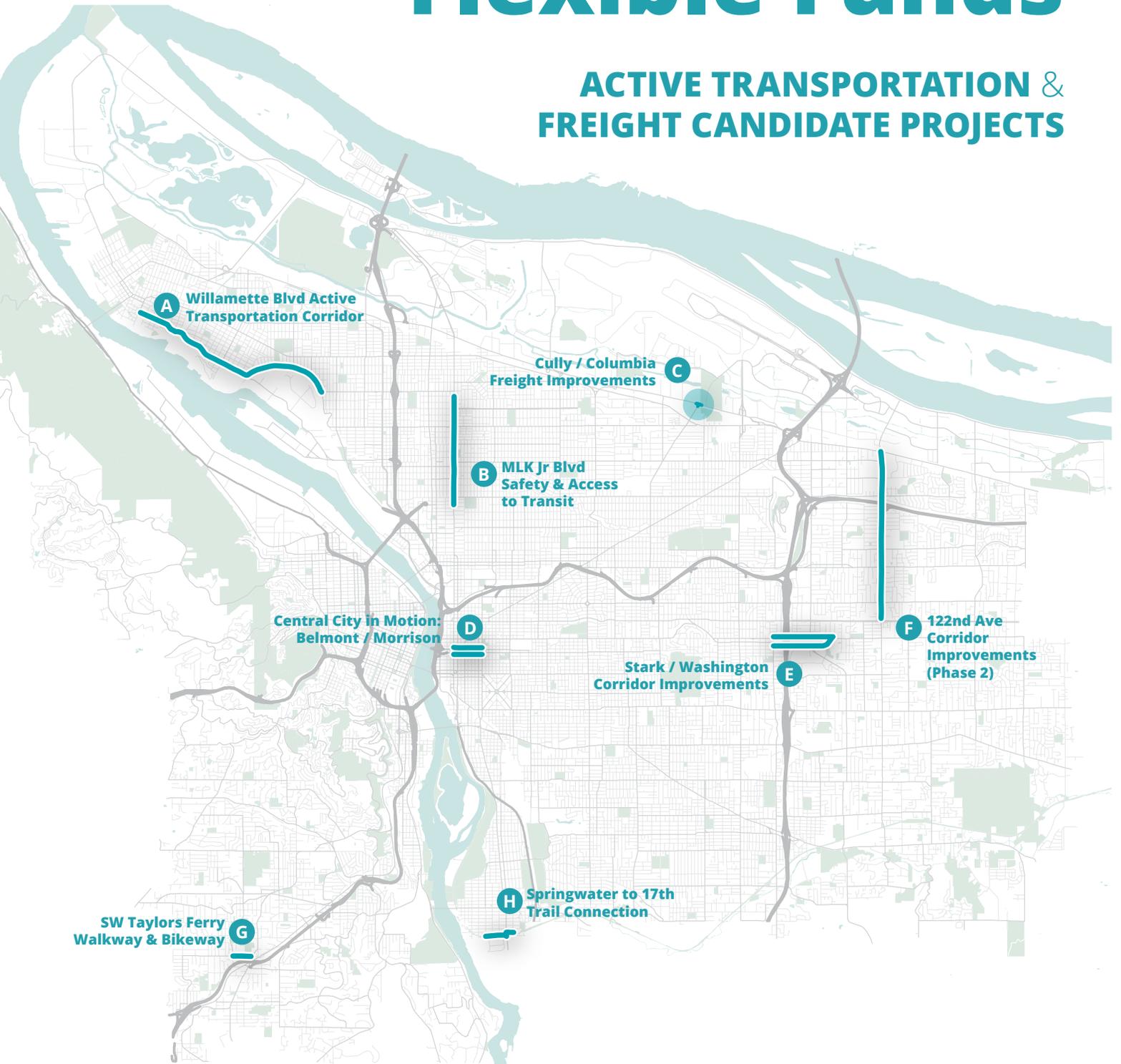
**10 F** - 122nd Ave: Safety Access & Transit

**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
<b>A</b>	<b>Willamette Blvd Active Transportation Corridor</b>	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>B</b>	<b>MLK Jr Blvd Safety &amp; Access to Transit</b>	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.
<b>C</b>	<b>Cully/Columbia Freight Improvements</b>	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.
<b>D</b>	<b>Central City in Motion: Belmont/Morrison</b>	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.
<b>E</b>	<b>Stark/Washington Corridor Improvements</b>	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.
<b>F</b>	<b>122nd Ave Corridor Improvements (Phase 2)</b>	122nd Ave (Sandy - Burnside)	Construct high-priority enhanced pedestrian crossings, bikeway improvements, and enhanced transit improvements along 122nd Ave.
<b>G</b>	<b>SW Taylors Ferry Walkway &amp; Bikeway</b>	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.
<b>H</b>	<b>Springwater to 17th Trail Connection</b>	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.

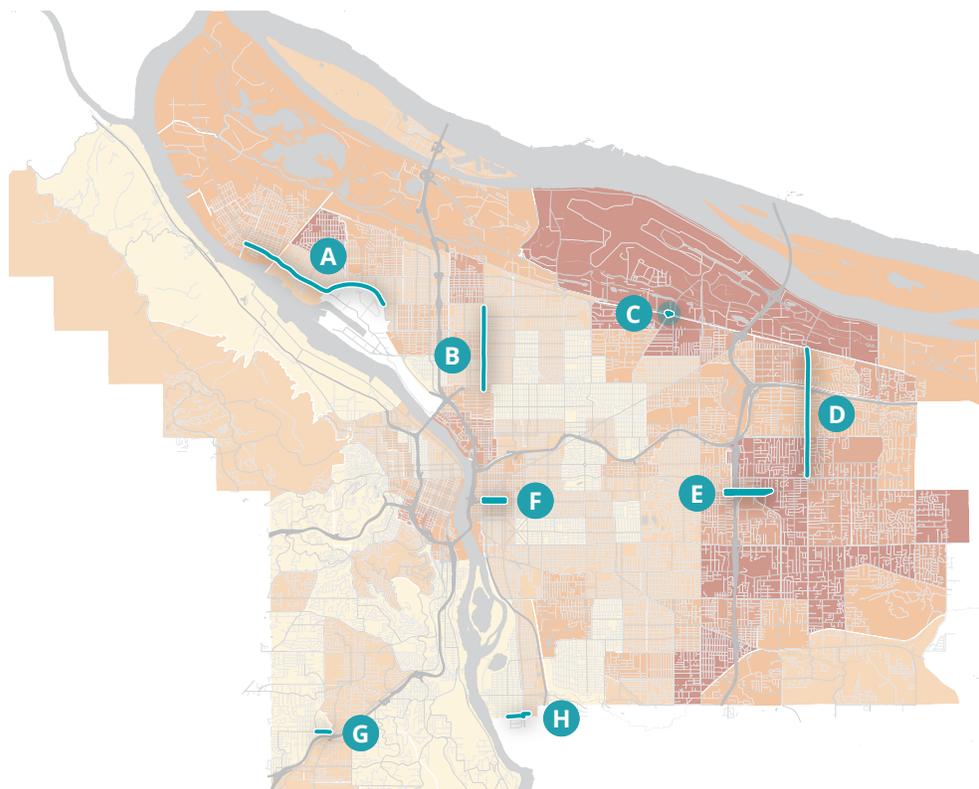
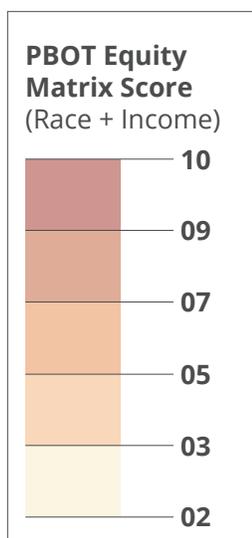
## SAFETY

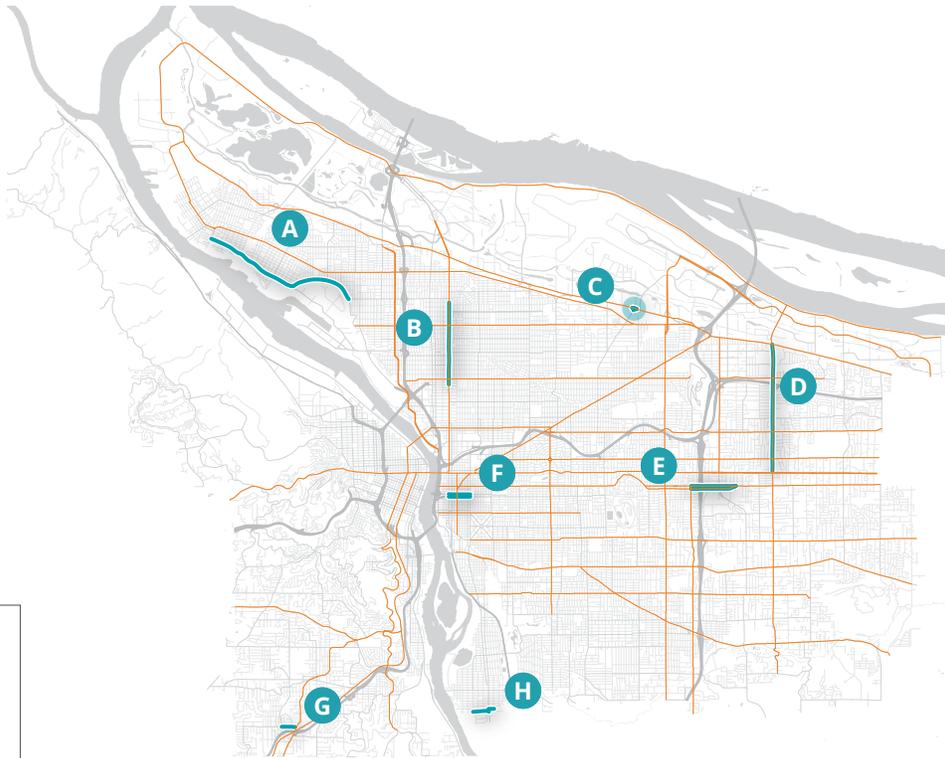
PBOT's *Vision Zero Action Plan* sets a goal of eliminating all transportation related deaths and serious injuries. The plan identifies a **High Crash Network** of streets where the highest rates of crashes occur.

## 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

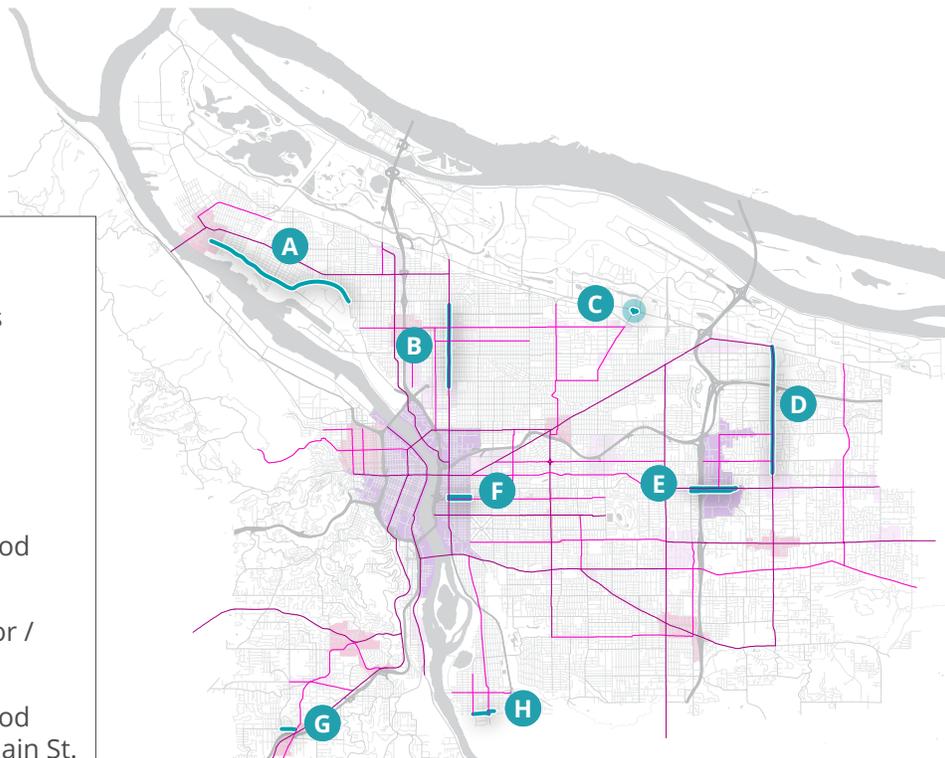




**SAFETY**

**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**

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 Portland Bureau of Transportation - Transportation Planner  
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\*Cost estimates are based on preliminary project scopes and are subject to change as projects are further refined.

# 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**

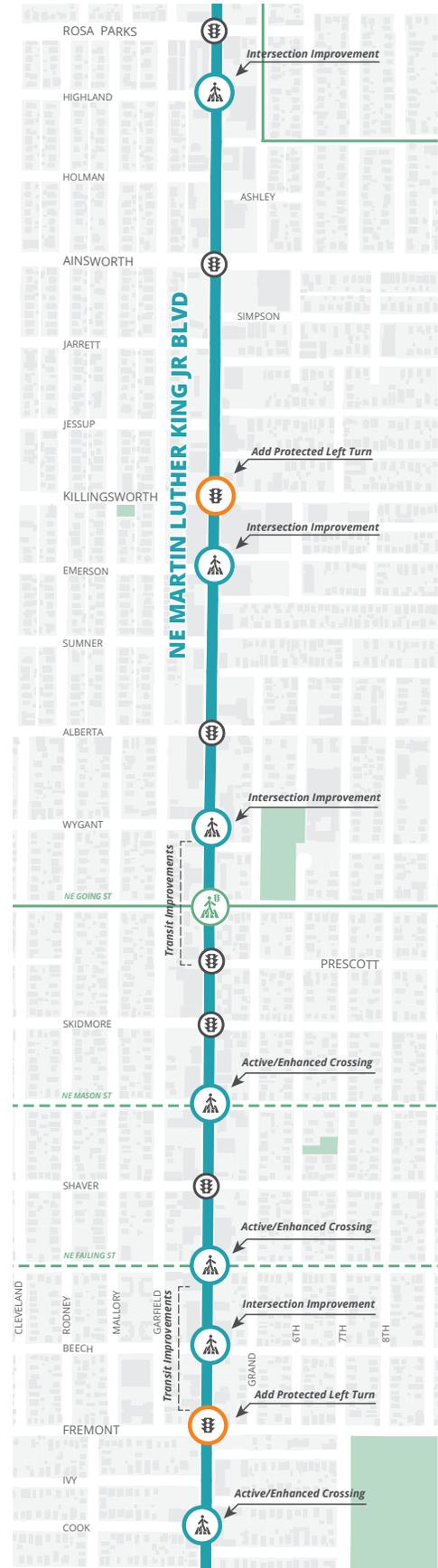
**Project Cost Estimate: \$4,723,000**

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

#### FOR MORE INFORMATION

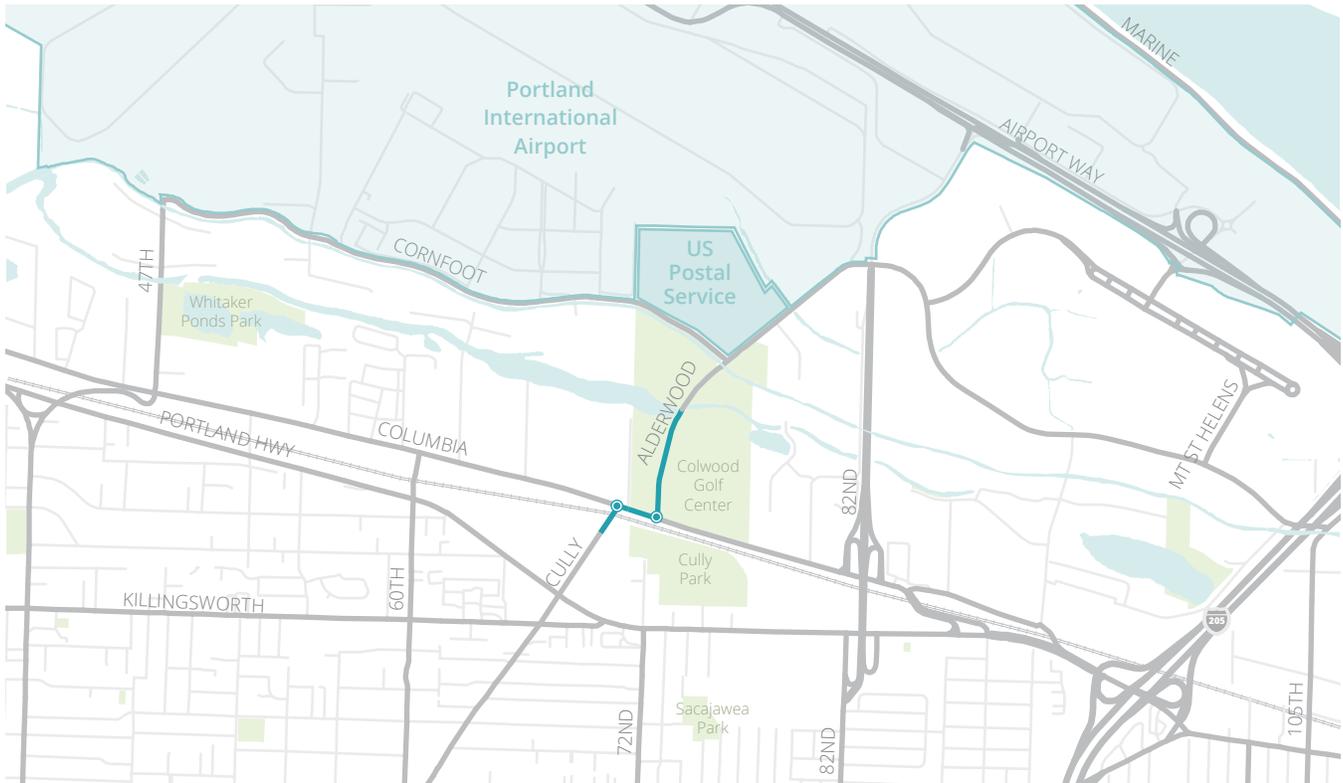
**Shane Valle**

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**

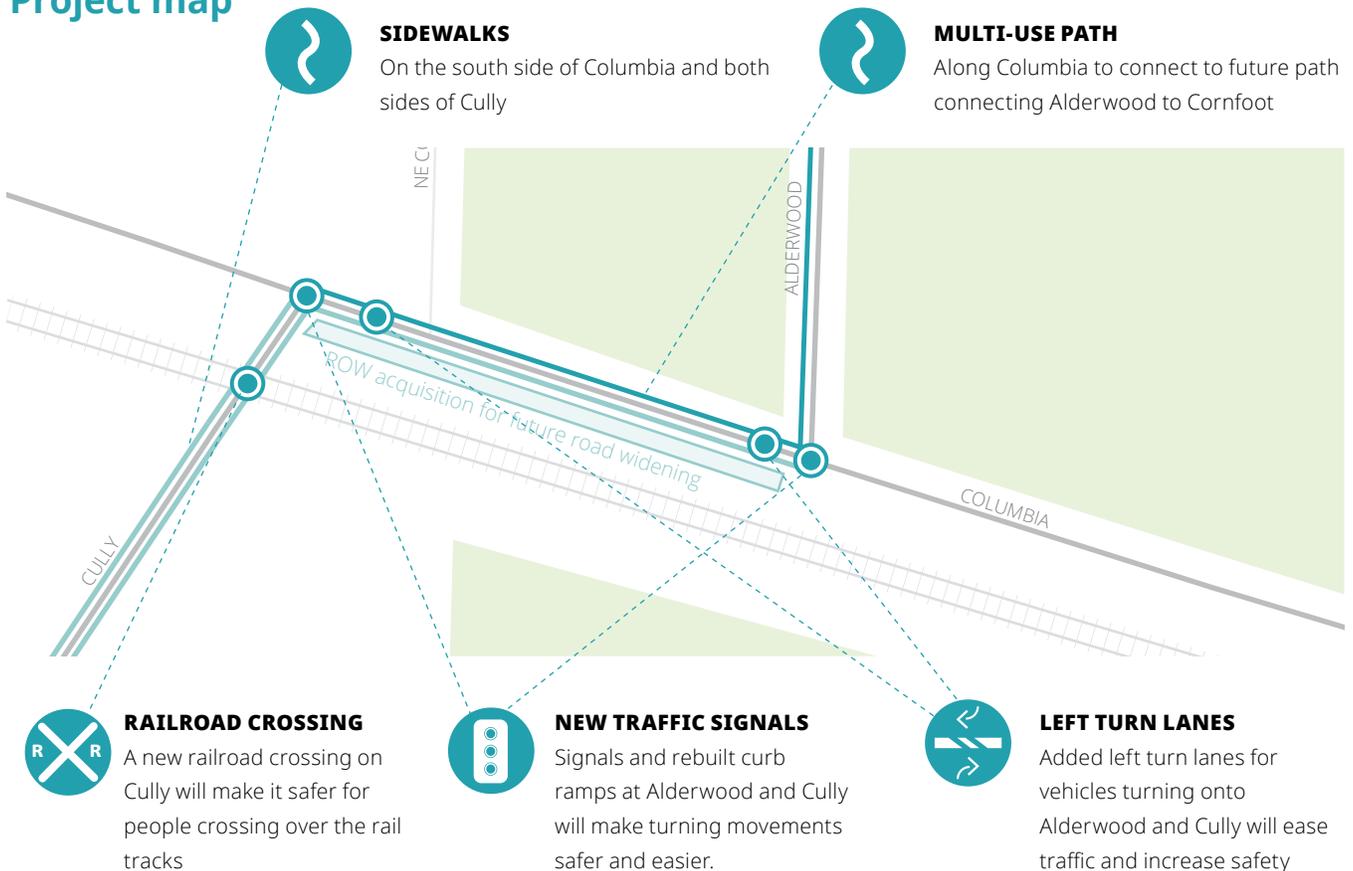
Portland Bureau of Transportation - Project Manager  
winston.sandino@portlandoregon.gov | 503.823.5767

## 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

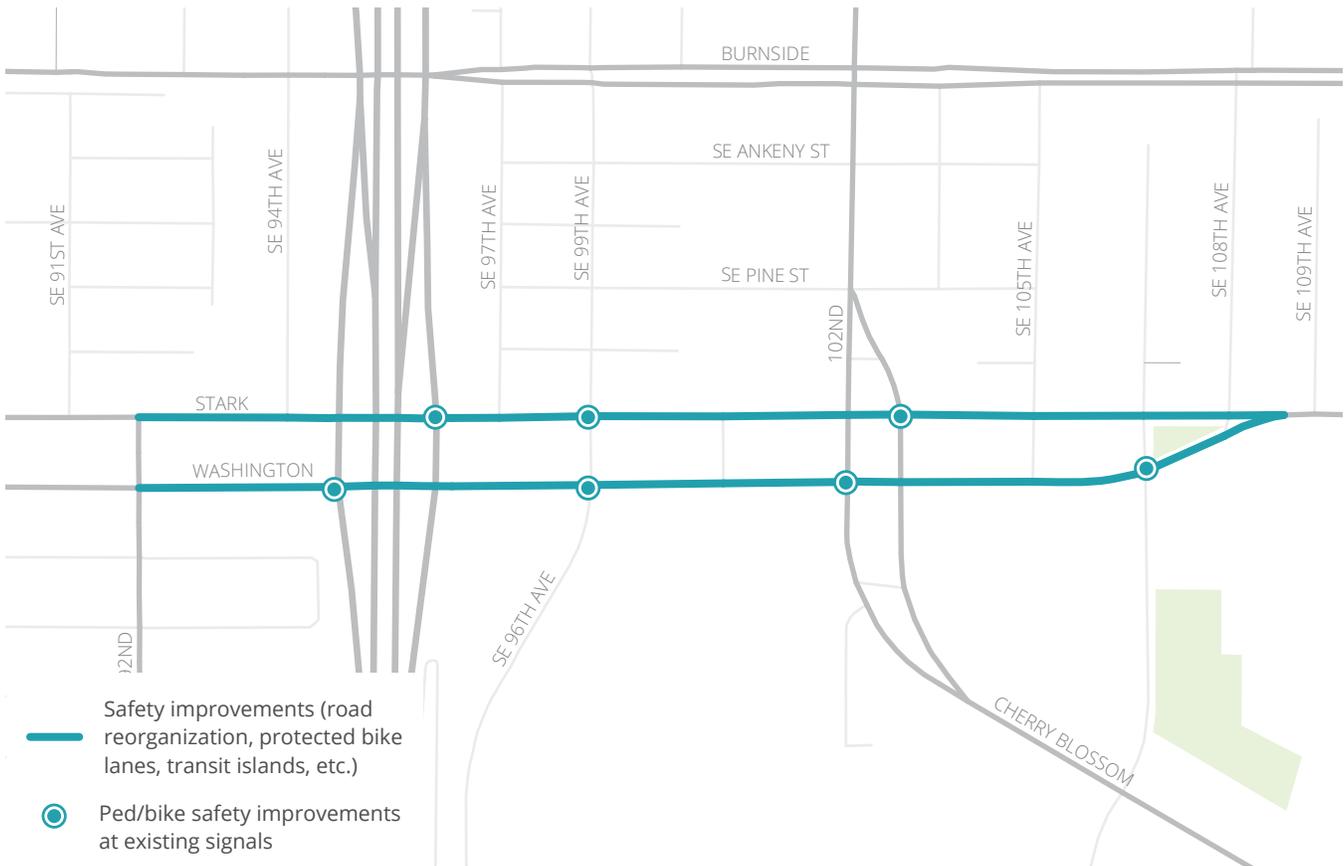
#### FOR MORE INFORMATION

**Gabriel Graff**

Portland Bureau of Transportation - Project Manager  
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# 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**

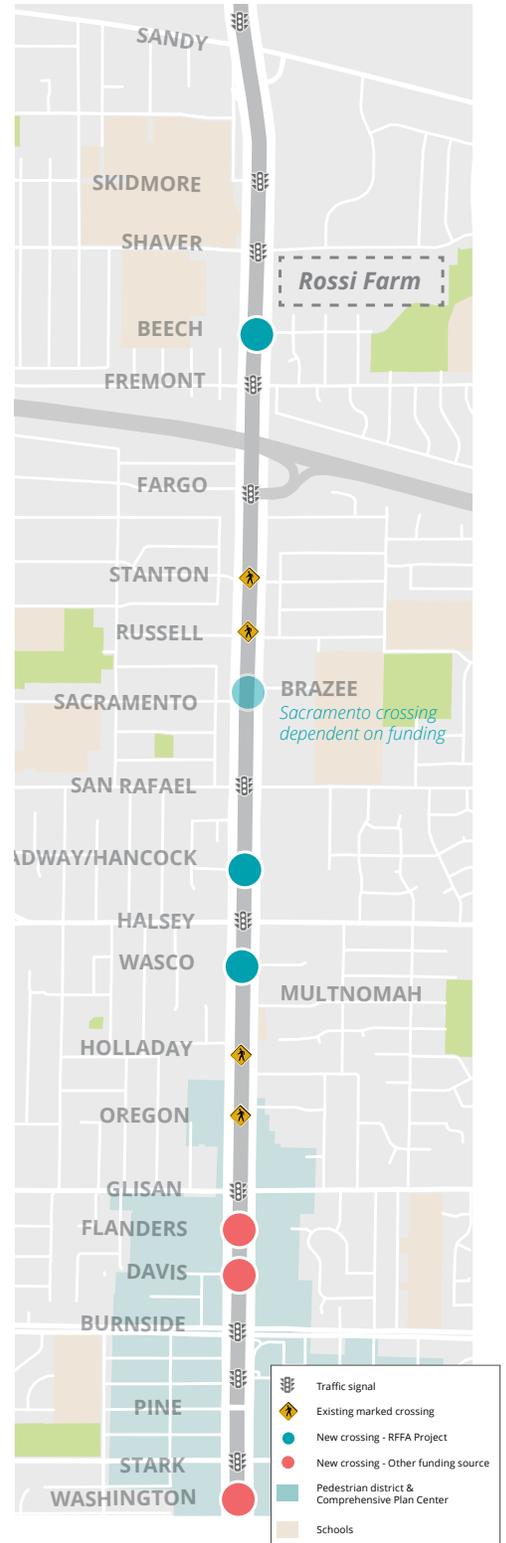
Local Match: \$1,947,300; RFFA Grant Request: \$4,543,700

#### 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

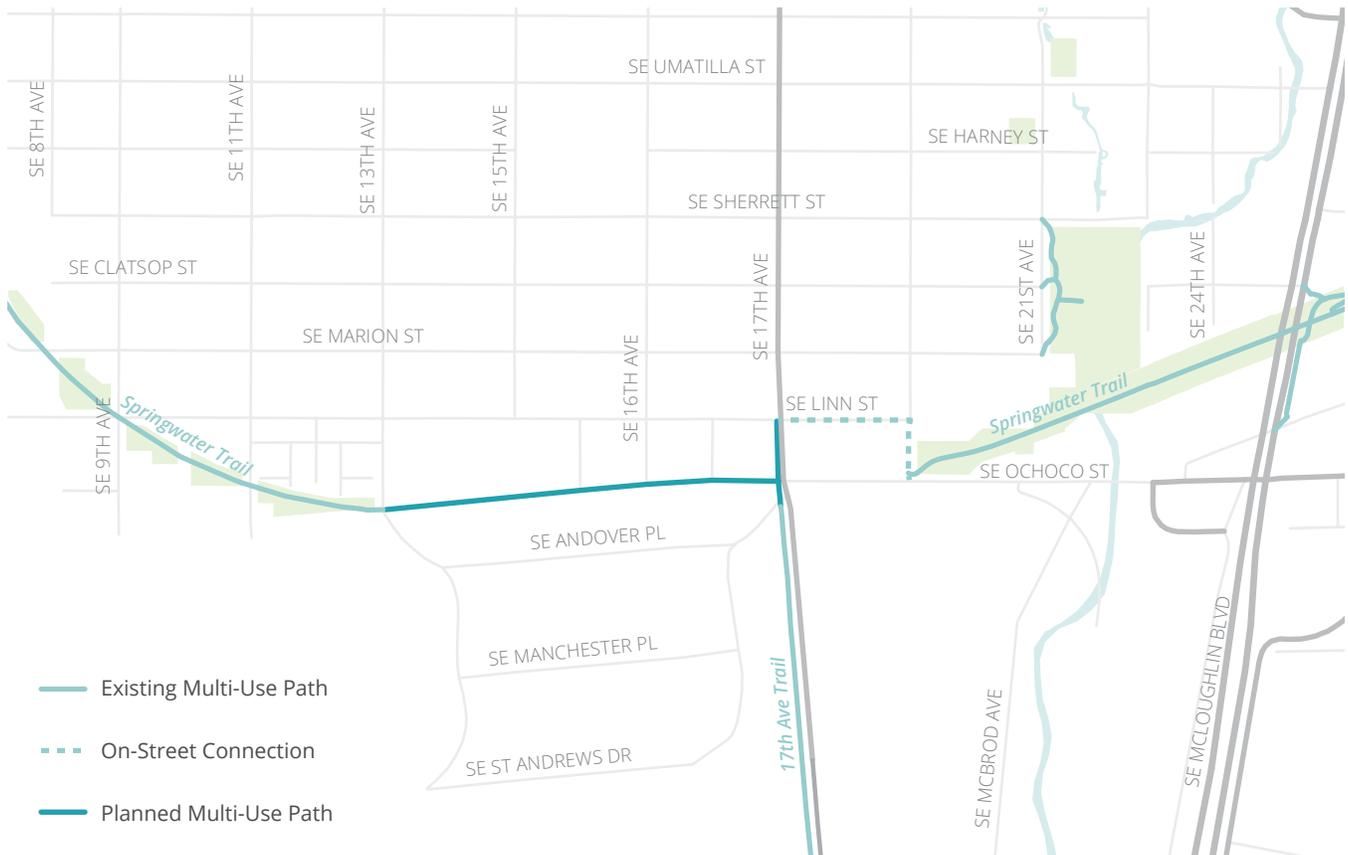
Local Match: \$600,000; RFFA Grant Request: \$3,676,000

#### FOR MORE INFORMATION

##### Nick Falbo

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 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:

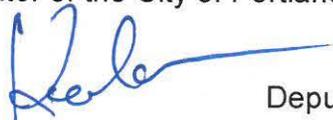
- a. The Commissioner-in-Charge is hereby authorized to make application to Metro for eight grants of up to a total amount of \$36,000,000.
- b. The Commissioner-in-Charge is authorized to provide such information and assurances as are required for the grant period.
- c. The OMF Grants Office is authorized 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*

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

**AGENDA**

**TIME CERTAIN**

Start time: \_\_\_\_\_  
 Total amount of time needed: \_\_\_\_\_  
 (for presentation, testimony and discussion)

**CONSENT**

**REGULAR**

Total amount of time needed: \_\_\_\_\_  
 (for presentation, testimony and discussion)

Revised 8/2017

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