2022-2024 Regional Flexible Funds Project Application

INTRODUCTION

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

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

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

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

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

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

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

APPLICANT INFORMATION

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

   Columbia Blvd is a key link in Portland's regional freight network, connecting major freight destinations to the freeway system and the rest of the region. The intersections of Columbia Blvd at Alderwood Rd and Cully Blvd are seeing increased traffic and trucking demand from the USPS facility and airport in recent years, causing congestion that impacts freight reliability as well as contributing to dangerous conditions for all road users. This project aims to enhance freight mobility and access and ease congestion by making it easier and safer to make turns on

and off Columbia Blvd. This project was identified as a priority transportation need in the 2006 Freight Master Plan, 2010 Airport Futures Plan and the 2012 Columbia Multimodal Corridor Study, to accommodate anticipated traffic growth associated with PDX Airport.

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 #?

This project would complete project 10336 (Columbia & Cully Intersection Improvements). It would also include some project elements in 11804 (Cully to Columbia Connector) and connects to funded project 11570 (Columbia/Alderwood Intersection Improvements), with construction planned in summer/fall of 2020.

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) Columbia Blvd

☒ Bicycle: Regional Bikeway

☒ Pedestrian: Regional Pedestrian Corridor

☒ Freight: Road Connector

☐ Transit: Click here to enter text.

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

NE Cully Blvd. (~400' S of NE Columbia Blvd to the intersection at Columbia Blvd. A concurrent (funded) project will be widening Columbia between Cully and Alderwood and constructing a multi-use path on one side of Alderwood.

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

This project would fill a small gap in the Columbia Blvd Pedestrian Improvements project, which is included in the Vision Zero project list, Transportation System Plan project list (#30004), and RTP list (#10341)

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?)

Local match will be provided by system development charge revenue in amount of $1,500,000 and ODOT Rail safety funding in the amount of $150,000, for a total local match of $1,650,000. The local match funding is Certain. The estimated total cost of this project is $5,084,193 and this grant request is for $3,434,193.

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

We are requesting RFFA funding for 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.

The typical schedule would be: 2022—Preliminary Design and Final Design, 2023—Right-of-Way, and 2024—Construction. However, given the close connection between the Alderwood/Columbia signal (funded through a previous round of RFFA) and this proposed project, we will likely ask for Advance Construction or early allocation of construction funds to be able to combine the projects, aiming for construction in 2020 or 2021. Combining the project will reduce the impact to the travelling public and allow for more time and cost-efficient 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 and 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.

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?

The funded Alderwood project is acquiring right-of-way along the north and south sides of Columbia Blvd between Cully and Alderwood. The proposed Cully project will have to acquire right-of-way at the southwest corner of Cully & Columbia. Right of way acquisition will be completed by the City of Portland following all federal processes during the Right of Way phase. Coordination with ODOT rail and Union Pacific Railroad has already begun in anticipation of the improved railroad crossing across Cully.

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?

The Traffic Impact Analysis in the 2010 Airport Futures Plan identified this project as a required mitigation to address capacity needs in response to growth in annual passenger trips at PDX Airport. This project was again identified in the 2012 Columbia Multimodal Corridor Study as a key conflict point for safety and mobility needs along the broader Columbia Corridor. In addition, traffic counts and analysis have been conducted, resulting in concept designs for the Cully/Columbia intersection and completed 30% designs for Columbia/Alderwood. Crash analysis and signal warrants have also been conducted. The result of these analyses was the recommendation to upgrade signals at each intersection with separated turning phases to minimize crash risk, as well as leading pedestrian signal phases, to reduce conflict between people walking and using motor vehicles. All of this information is in digital format.

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?

This project intersects with a Union Pacific railroad line. Part of the scope of this project is to provide an updated railroad crossing where Cully Blvd intersects with the rail line. Coordination work has already begun with ODOT rail and Union Pacific Railroad, and ODOT Rail supports the project since it addresses a documented safety concern.

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

Environmental permitting is unlikely to be necessary, 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 safety, freight movement, and congestion issues expressed by community members by upgrading existing signals and pedestrian crossings, adding left turn pockets, and providing safe dedicated space for people walking and biking. Both the surrounding neighborhoods and freight community have expressed for many years now that the backups onto Alderwood, Cully, and Columbia at this major pinch point have become detrimental to their daily lives and freight operations.

21. Which community partners are involved?

This project has gained support from many impacted community partners including the Portland Freight Committee, Columbia Corridor Association, PDX Airport Community Advisory Committee, the Cully Association of Neighbors, Verde, Living Cully, and Hacienda CDC.

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

The project will improve access to many of the employment centers along the Columbia Corridor, including the Portland Airport, the new US Postal Service facility, and numerous industrial and traded sector jobs. The residential neighborhood just south of this intersection is

an Equity Focus Area, housing higher than citywide average concentrations of people of color and people with limited English proficiency. This project will improve access to opportunities for people walking, biking, taking transit, and driving between the residential neighborhood to the south and the jobs and services to the north. The community groups indicated in the previous question are all generally supportive of this project and would like to see it constructed soon.

Interagency Connections

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

There are no current bus lines or other jurisdictions that would be impacted by this project. However, Columbia serves as a vital connection to both I-5 and I-205, which serve traffic to and from Vancouver, WA. The only impact on TriMet could be on dead-heading buses going to their new bus base at NE 42nd & Columbia—however, there are alternate routes available during construction. While a transit line does not currently run on Columbia Blvd, TriMet's Service Enhancement Plan includes a change to line 11 that would direct it through the project area in the future. Capacity increases through this corridor would benefit this future transit service. TriMet has been briefed on this project and is generally supportive.

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 crosses Union Pacific Railroad and project scope includes an improved crossing of the rail line. ODOT Rail has been briefed on this project and is generally supportive of this grant application. They will coordinate with PBOT on project design and construction if the project is funded and has promised to fund a portion of the local match because this railroad crossing has been identified as a safety risk. However, while they offered to contribute local match and write a letter of support, ODOT Rail declined to sign the signature page with this application because their policy is not to sign anything related to a project that has not been designed and has not undergone the formal ODOT Rail approval process.

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, except where it intersects with railroad facilities. PBOT has been coordinating with UP Railroad and ODOT Rail. ODOT Rail supports the project and will coordinate on implementation but has declined to sign the signature page because it is their policy not to sign anything at such an early project stage. Union Pacific Railroad has also declined to sign the signature page, because it is their policy not to sign anything at such an early project stage.

PROJECT RISKS

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

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

28. Are there any anticipated risks for the following:

a. Right of way (ROW)

i. Are ROW acquisition costs included in the cost estimate? 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.

iii. PBOT always uses Uniform Act's guidelines for RW acquisition and is well staffed with individuals familiar with the process.

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. Private utilities located in City right of way are required to relocate at their own expense

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? This project is likely to meet the requirements for a Categorical Exclusion. As such, documentation will be prepared during project design.

e. Schedule General Schedule: 22 Planning and PE 23 Right of way 24 Construction; However, we may ask for Advance Construction to combine with the already-funded Alderwood signal because it would be more efficient to construct together.

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

g. Staff availability

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

PROJECT DESIGN

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

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

Most of the project elements in this scope address safety issues that currently exist in the project area. This project, combined with the funded Alderwood/Columbia project, will provide new signals and left turn pockets at two intersections on a High Crash Corridor. These signals and dedicated left turn phases will reduce risk of collision, both between motor vehicles and between motor vehicles and people walking and biking along the corridor. Leading pedestrian intervals will reduce risk of collisions between turning vehicles and people walking. Sidewalks on Cully and the south side of Columbia and a multi-use path on Alderwood and the north side of Columbia will provide safe access through these intersections to the surrounding neighborhood for people who are currently forced to walk and bike in the roadway with high-speed traffic. A new crossing of the rail tracks will also improve safety for all modes in this location, which has been identified by the railroad company as a high safety risk crossing.

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)

New sidewalks and multiuse paths will allow greater separation between pedestrians, cyclists, and motor vehicles, all who currently unsafely share an outside travel lane. Two new signals will include pedestrian crosswalks with leading pedestrian intervals that separate vehicle turning phases from pedestrian walk phases, greatly reducing crash risk. By providing updated signals with leading pedestrian intervals and new curb ramps at these locations, a few previously closed crosswalks will be opened as well. Upgraded lighting at crosswalks and along the roadway will also increase visibility of people using all modes. An upgraded railroad crossing on Cully will also reduce conflicts between all modes and rail. See Appendix C checklist for design elements.

31. 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.

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? N/A

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.

The neighborhood south of NE Columbia Blvd is within People of Color and/or Limited English Proficiency area.

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

Cully Park, La Clinica de Buena Salud, Villa de Clara Vista apartments, Villa de Suenos apartments are within ¼ mile of the project. Rigler and Scott Elementary schools (Title I) are both roughly 1 mile from the project

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

- Low-Income Population: 8959 (PBOT Equity Matrix, nearby areas scoring 4 or 5 with annual household incomes < 54,000)
- Households with Limited-English Proficiency: 373 (per PBOT Equity Matrix)
- Non-White Population: 4783 (2010 Percent Communities of Color Census Data, per the census blocks within 1 mile of the project area)
- Senior Population: 1876; Youth Population: 4358 (2017 ACS, per census blocks within 1 mile of the project area)
- Persons with Disabilities: 2716 (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?

Today, these intersections pose a safety threat to people walking and biking between the residential neighborhood to the south and the jobs and services to the north. There are no safe

facilities for walking or biking and crossing at the existing intersections is dangerous. Standstill congestion at these intersections also makes it difficult for those who need to drive to get where they are going in a timely manner, and greatly impacts the regional freight network. By installing separated bike and pedestrian facilities, improved safe crossings, and adding additional turning vehicle capacity via dedicated turn lanes and signalization, this major pinch point in Portland's pedestrian, bike, motor vehicle, and freight network will be drastically improved.

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: 8. (Per ODOT 2012-2016 Crash Data) Two fatal crashes (1 pedestrian, 1 in a motor vehicle) have occurred on Columbia within ¼ mile of the project area since 2007.

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

Most of the project elements in this scope address safety issues that currently exist in the project area. This project, combined with the funded Alderwood/Columbia project, will provide new signals and left turn pockets at two intersections on a High Crash Corridor. These signals and dedicated left turn phases will reduce risk of collision, both between motor vehicles and between motor vehicles and people walking and biking along the corridor. Leading pedestrian intervals will reduce risk of collisions between turning vehicles and people walking. Sidewalks on Cully and the south side of Columbia and a multi-use path on Alderwood and the north side of Columbia will provide safe access through these intersections to the surrounding neighborhood for people who are currently forced to walk and bike in the roadway with high-speed traffic. A new crossing of the rail tracks will also improve safety for all modes in this location, which has been identified by the railroad company as a high safety risk crossing.

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)

Separated biking and walking facilities will remove conflicts between motor vehicles and people walking and biking along each of these roadways. Dedicated turn lanes and signals with leading pedestrian intervals will also separate motor vehicle movements from conflicting pedestrian, bike and vehicle movements, increasing predictability and safety. A crossing of the railroad will ensure that interactions between roadway users and rail operations are minimized.

System Completion

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

Columbia, Alderwood, and Cully are all high priorities on Portland Metro's freight, bicycle, pedestrian, and transit networks and these intersections currently pose a major barrier for all modes, both from a safety and efficiency perspective. This project will alleviate congestion for freight and motor vehicle travel, particularly on Columbia Blvd and Alderwood Rd, which are regional intermodal connectors in an employment area and industrial center. The crossing of a main rail line on Cully will improve operations of the rail line and safety of those crossing it. The sidewalks and multi-use path on Columbia (part of the already funded project) will help it serve its function as Regional Pedestrian Corridor.

All these streets serve important functions on the City of Portland pedestrian network, and adding sidewalks and paths to Cully, Columbia, and Alderwood will fill critical gaps in the Pedestrian Priority Network. Cully from Killingsworth to Columbia, Columbia between Cully and Alderwood, and Alderwood between Columbia and Cornfoot are identified as regional bikeways and as gaps in the RTP network. Combined, these projects will close roughly 75% of this gap, with a Portland Parks and Recreation project closing the remaining gap on Alderwood north to Cornfoot. While a transit line does not currently run on Columbia Blvd, TriMet's Service Enhancement Plan includes a change to line 11 that would direct it through the project area in the future. Capacity increases through this corridor would benefit this future transit service.

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

There currently exists no way for a person walking or biking to safely get from the pedestrian and bike facilities on Cully, across Columbia, and up to the sidewalks and bike lanes further north on Alderwood at Cornfoot. This project would provide much-needed connections for these modes, allowing access from the residential neighborhood to the jobs and services north of Columbia.

Multimodal Travel, Mode Share, and Congestion

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

There are currently no transit routes that run along these corridors at this location. When the line 11 eventually comes through this corridor, improved signals with transit signal priority capability and increased capacity through these intersections will be a huge benefit.

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

There currently exists no way for a person walking or biking to safely get from the pedestrian and bike facilities on Cully, across Columbia, and up to the sidewalks and bike lanes further north on Alderwood at Cornfoot. This project would provide much-needed connections for these modes, allowing access from the residential neighborhood to the jobs and services north of Columbia. While no transit service currently exists in this area, improved pedestrian facilities will make it possible for future service to exist along these roadways.

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

While primarily a freight-focused project, this project does provide crucial connections in the pedestrian and bicycle networks, allowing residents in the Cully neighborhood to safely access jobs and services north of and along Columbia Blvd that were previously inaccessible via this route.

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

This project gives traffic to and from the airport and industrial areas more options to get on and off Columbia Blvd or go north/south via Alderwood and Cully. This reduces pressure on Airport Way and I-205 interchange, by adding more connections to the network. This is the reason why this project was identified as a required capacity mitigation in the Airport Futures Plan based on the growth in number of passengers at PDX.

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 asphalt, 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.

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?

This pair of intersections is currently one of the biggest sources of congestion for freight movement in this area, both along Columbia and to and from the airport and new USPS facility on Alderwood. The funded Alderwood project will add two new through vehicle lanes on Columbia, dedicated left turn lanes traffic turning from Columbia onto Alderwood and Cully, and a dedicated right turn lane from Alderwood to Columbia westbound, easing east/west and north/south congestion. The Cully/Columbia project proposes a signal at Cully, as well as dedicated left and right turning lanes to flush traffic backed up at this intersection. The new

signals will also have a significant impact on easing congestion and making freight operations work more smoothly along all three corridors.

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?

This project is not on a Reduction Review Route, per ODOT TransGIS. This project, however, is in the Freight Master Plan and the Portland Freight Committee has supported it many times throughout the years, including when the Alderwood/Columbia project was funded.

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?

Freight traffic using Cully to get on and off Columbia have to wait a very long time to find a gap to turn right or left, leading to a lack of reliability and increase in the risk of crashes, which also cause delay. This delay can be observed both in the morning and afternoon peak hours, with queues of vehicles lined up several hundred feet waiting to turn onto Columbia from both Alderwood and Cully. A new signal and turn lanes at Cully Blvd will flush this turning traffic and allow safer, more efficient movement for freight and other vehicles along the corridor.

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 primarily serves the Cully neighborhood and the Columbia Corridor employment area, including a major FedEx facility, the Air National Guard, the US Post Office Distribution Center, the Cascade Station retail district, and the PDX passenger terminal and air freight facilities.

Area Jobs in Target Industries:

- Athletic & Outdoor Jobs: 109
- Clean Tech Jobs: 414
- Computer & Electronics Jobs: 15
- Health Science & Technology Jobs: 33
- Metals & Machinery Jobs: 331
- Software & Media Jobs: 205
- Total: 1107

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

This project is in an area with many industrial clean tech employers. By improving the flow of general and freight traffic through this part of the city, this project will improve efficiency and resiliency for these industries.

Project Leverage

54. How does this project leverage other funding sources?

This project leverages local funding sources include system development charges ($1.5M) and ODOT Rail safety funding ($150k) to provide the local match, amounting to $1,650,000. The project to widen Columbia Blvd and add capacity/a signal at Alderwood is already funded, slated for 2020 construction. If funded, our hope is to advance construct to be able to build both signals at the same time, bringing significant cost savings through economies of scale.

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

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

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

Columbia Blvd is a regional priority for fiber communications infrastructure. The new signal at Cully would include modern detection and communication technology, advancing TSMO goals by providing the basic infrastructure to leverage future TSMO work (Columbia Blvd ITS project) and help this specific set of intersections work better to manage traffic. This technology could also include freight and transit signal priority, if desired in the future.

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

Yes, this project is partially on the Regional Emergency Transportation Network (along NE Columbia Blvd.) Improving vehicle flows through these intersections will increase emergency response time. New signals and infrastructure will also be more able to withstand any other natural disasters that may occur.

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 2018 by a senior civil engineer. The estimate includes five years of construction and personnel escalation, and large contingencies for unexpected increases in costs.

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

a. Right of way (ROW) Included

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

c. Stormwater considerations included

d. Environmental mitigation strategies included if necessary

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

f. Retaining walls included if necessary, planning level

g. Clearing and grading included as lump sum percentage

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

i. Signing and pavement markings included using preliminary quantities

j. Sidewalk and street furniture Included using preliminary quantities

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

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

m. Staff availability or need for outside services included

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

a. Unit cost assumptions See attached.

b. Contingency assumptions See attached.

SIGNATURE PAGE

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

Applicant agency staff signatures:

Project manager _____

Engineering Lea B. Hunsinger

Right of Way Lea B. Hunsinger

Environmental Lea B. Hunsinger

Other agency signatures (as required):

ODOT Highway _____

ODOT Rail _____

TriMet Kerry Ayers-Palencik, Director, Planning & Police

SMART _____

Utilities _____

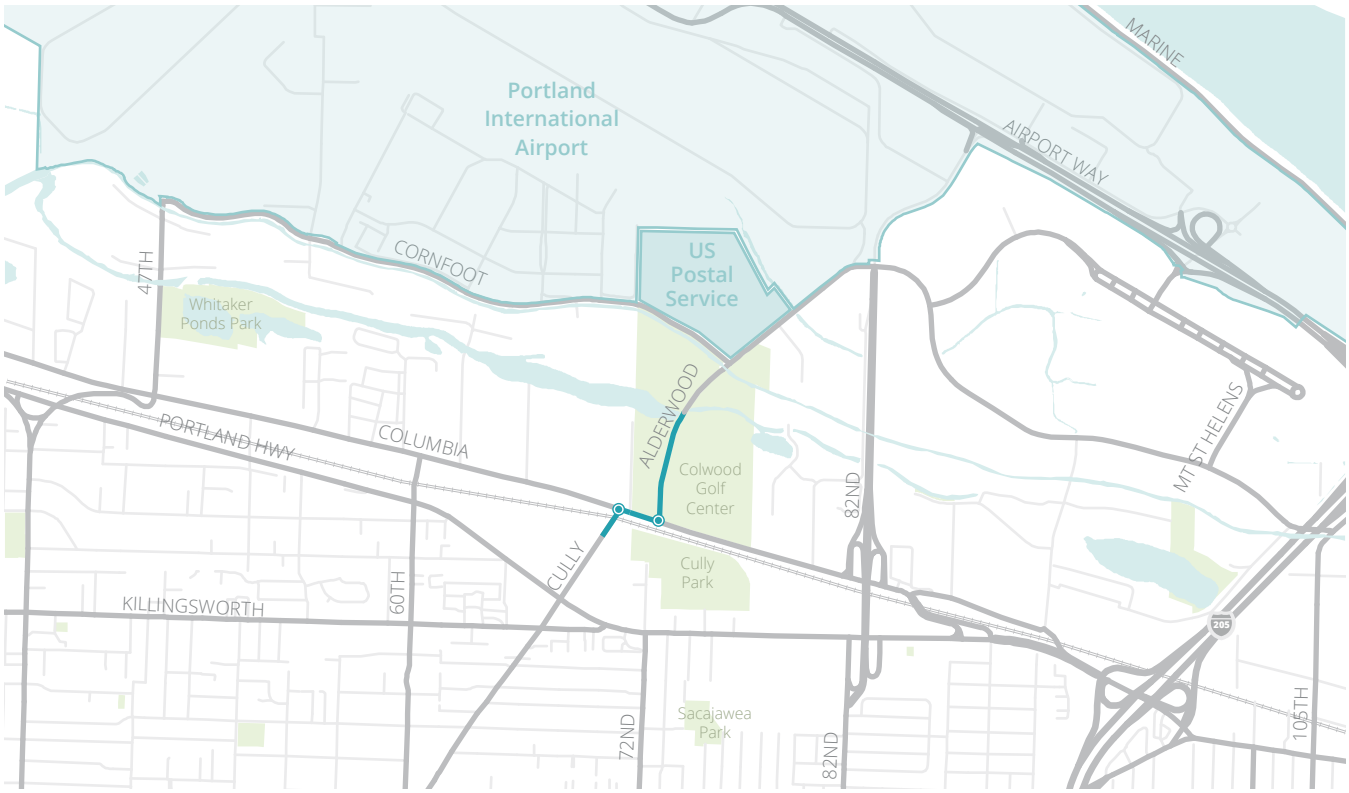
_____

_____

Railroads _____

Other (please indicate) _____

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

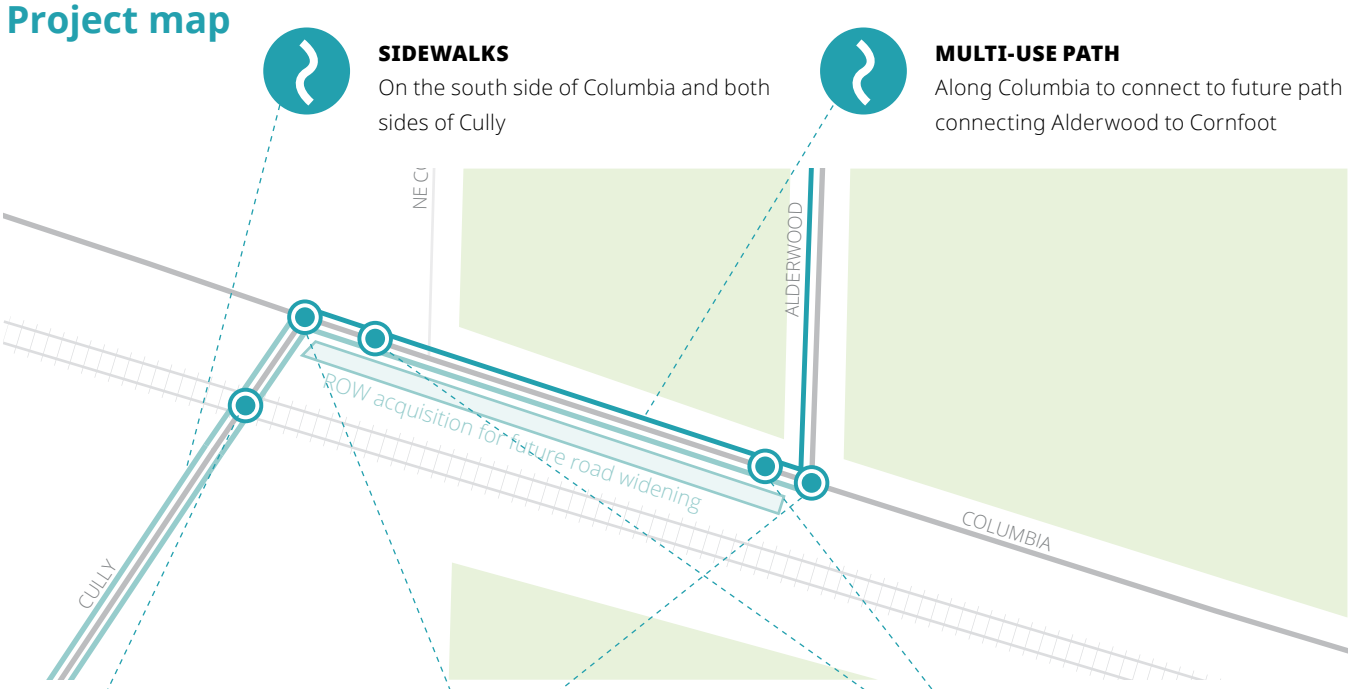
FOR MORE INFORMATION

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



SIDEWALKS
On the south side of Columbia and both sides of Cully

MULTI-USE PATH
Along Columbia to connect to future path connecting Alderwood to Cornfoot

RAILROAD CROSSING
A new railroad crossing on Cully will make it safer for people crossing over the rail tracks

NEW TRAFFIC SIGNALS
Signals and rebuilt curb ramps at Alderwood and Cully will make turning movements safer and easier.

LEFT TURN LANES
Added left turn lanes for vehicles turning onto Alderwood and Cully will ease traffic and increase safety

CITY OF PORTLAND, OREGON
BUREAU OF TRANSPORTATION
PRELIMINARY ENGINEER'S ESTIMATE

N Columbia Blvd & N Alderwood Rd **Date: August 8, 2018** **By: Ryan Webb**

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF N COLUMBIA BLVD AT N ALDERWOOD RD

VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	LS	1.00	$ 118,420.34	$ 118,420.34
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	LS	1.00	$ 35,526.10	$ 35,526.10
3	TEMPORARY SIGNS	SQFT	600.00	$ 20.00	$ 12,000.00
4	TEMPORARY BARRICADES, TYPE II	EACH	10.00	$ 100.00	$ 1,000.00
5	TEMPORARY BARRICADES, TYPE III	EACH	6.00	$ 150.00	$ 900.00
9	PEDESTRIAN CHANNELIZING DEVICES	FOOT	200.00	$ 35.00	$ 7,000.00
11	TEMPORARY PLASTIC DRUMS	EACH	100.00	$ 52.00	$ 5,200.00
18	SEQUENTIAL ARROW SIGNS	EACH	2.00	$ 3,000.00	$ 6,000.00
19	PORTABLE CHANGEABLE MESSAGE SIGNS	EACH	2.00	$ 4,330.00	$ 8,660.00
20	FLAGGERS	HOUR	1,280.00	$ 52.50	$ 67,200.00
21	TRAFFIC CONTROL SUPERVISOR	HOUR	320.00	$ 69.00	$ 22,080.00
24	EROSION CONTROL	LS	1.00	$ 11,842.03	$ 11,842.03
30	INLET PROTECTION	EACH	10.00	$ 118.00	$ 1,180.00
31	POLLUTION CONTROL PLAN	LS	1.00	$ 1,184.20	$ 1,184.20
44	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LS	1.00	$ 47,368.13	$ 47,368.13
46	CLEARING AND GRUBBING	LS	1.00	$ 30,789.29	$ 30,789.29
50	GENERAL EXCAVATION	CUYD	1,138.00	$ 50.00	$ 56,900.00
54	12 INCH SUBGRADE STABILIZATION	SQYD	140.10	$ 34.50	$ 4,833.45
59	SUBGRADE GEOTEXTILE	SQYD	1,401.00	$ 1.30	$ 1,821.30
73	STORMWATER PLANTERS	SQFT	754.00	$ 40.00	$ 30,160.00
81	12 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	FOOT	525.00	$ 143.50	$ 75,337.50
89	CONCRETE MANHOLES, 48 INCH, 0-8 FT DEPTH	EACH	3.00	$ 4,582.00	$ 13,746.00
93	CONCRETE MANHOLES, SEDIMENTATION	EACH	3.00	$ 6,000.00	$ 18,000.00
94	CONCRETE MANHOLES, SUMP	EACH	3.00	$ 15,600.00	$ 46,800.00
95	SUMP CAPACITY TEST	EACH	3.00	$ 1,690.00	$ 5,070.00
101	CONCRETE INLETS, TYPE G-2	EACH	4.00	$ 2,366.00	$ 9,464.00
104	CONCRETE INLETS, TYPE METAL	EACH	10.00	$ 886.00	$ 8,860.00
115	FILLING ABANDON STRUCTURES	EACH	3.00	$ 2,400.00	$ 7,200.00
141	COLD PLANE PAVEMENT REMOVAL, 3 INCHES DEEP	SQYD	2,710.00	$ 5.00	$ 13,550.00
146	AGGREGATE BASE, 6 INCHES THICK	SQYD	1,136.00	$ 11.60	$ 13,177.60
147	AGGREGATE BASE, 10 INCHES THICK	SQYD	1,401.00	$ 15.00	$ 21,015.00
150	LEVEL 3, 1/2 INCH DENSE, MWMAC MIXTURE	TON	1,475.00	$ 82.00	$ 120,950.00
165	CONCRETE CURBS, STANDARD CURB	FOOT	1,046.00	$ 33.00	$ 34,518.00

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
171	CONCRETE WALKS	SQFT	410.00	$ 8.10	$ 3,321.00
172	MONOLITHIC CURB AND SIDEWALKS	SQFT	2,705.00	$ 18.20	$ 49,231.00
239	POLE FOUNDATIONS	LS	1.00	$ 10,000.00	$ 10,000.00
240	LIGHTING POLES, FIXED BASE	LS	1.00	$ 10,000.00	$ 10,000.00
241	LIGHTING POLE ARMS	LS	1.00	$ 5,000.00	$ 5,000.00
242	LUMINAIRES, LAMPS AND BALLASTS	LS	1.00	$ 5,000.00	$ 5,000.00
243	SWITCHING, CONDUIT AND WIRING	LS	1.00	$ 10,000.00	$ 10,000.00
245	TRAFFIC SIGNAL INSTALLATION	LS	1.00	$ 405,000.00	$ 405,000.00
248	INTERCONNECT SYSTEM (underground)	LS	1.00	$ 6,000.00	$ 6,000.00
250	TRAFFIC CAMERA INSTALLATION	LS	1.00	$ 10,000.00	$ 10,000.00
252	LAWN SEEDING	SQYD	570.00	$ 11.60	$ 6,612.00
253	TOPSOIL	CUYD	95.00	$ 61.10	$ 5,804.50
256	DECIDUOUS TREES, 2-1/2 INCH CALIPER	EACH	42.00	$ 822.00	$ 34,524.00
270	ADDITIONAL ESTABLISHMENT PERIOD	YEAR	1.00	$ 11,088.00	$ 11,088.00
TOTAL BID ITEMS					$ 1,429,333.44

ANTICIPATED ITEMS

NO.	ITEMS OF WORK AND MATERIALS	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	RIGHT OF WAY MONUMENTATION	LS	0.00	$ -	$ -
2	RELOCATE WATER FACILITIES - FIRE HYDRANT	EACH	1.00	$ 20,000.00	$ 20,000.00
3	RELOCATE WATER FACILITIES - METER	EACH	3.00	$ 12,000.00	$ 36,000.00
4	STREET LIGHTING - UPGRADE LUMINAIRES	EACH	0.00	$ 600.00	$ -
5	STREET LIGHTING - INSTALL ARMS AND LUMINAIRES	EACH	0.00	$ 5,000.00	$ -
6	CONNECT CONTRACTOR INSTALLED TRAFFIC SIGNAL LOOPS TO CONTROLLER BY MO	EACH	0.00	$ 1,000.00	$ -
7	PLANT TREES AND ESTABLISHMENT BY OTHERS	EACH	0.00	$ 1,000.00	$ -
8	STORMWATER PLANTINGS AND PLANT ESTABLISHMENT	SQFT	678.60	$ 20.00	$ 13,572.00
9	STORMWATER OFFSITE MANAGEMENT FEE	SQFT	0.00	$ 3.70	$ -
10	RAILROAD GATES & SIGNAL	LS	1.00	$ 750,000.00	$ 750,000.00
11	RAILROAD FLAGGERS	HOUR	500.00	$ 100.00	$ 50,000.00
12	RAILROAD TRACK ACCESS PANELS	FT	100.00	$ 1,000.00	$ 100,000.00
13	FUEL ESCALATION	LS	1.00	$ 5,000.00	$ 5,000.00
14	TESTING CONTAMINATED MEDIA	LS	0.00	$ 5,000.00	$ -
15	BOLI FEE PAYMENT	LS	1.00	$ 1,429.33	$ 1,429.33
16	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)	LS	1.00	$ 142,933.34	$ 142,933.34
TOTAL ANTICIPATED ITEMS					$ 1,118,934.68

SCHEDULE SUMMARY

BID ITEMS	$ 1,429,333

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
	CONSTRUCTION CONTINGENCY		3.5%	of Bid Items*	$ 50,027
	SUBTOTAL				$ 1,479,360
	ANTICIPATED ITEMS				$ 1,118,935
	TOTAL CONSTRUCTION				**$ 2,598,295**
	PROJECT MANAGEMENT		5%	of Bid Items	$ 71,467
	DESIGN ENGINEERING		25%	of Bid Items	$ 357,333
	CONSTRUCTION MANAGEMENT		15%	of Bid Items	$ 214,400
	SUBTOTAL				$ 643,200
	PROJECT ENGINEERING & MANAGEMENT OVERHEAD		76.07%	of PM, Eng, and CM	$ 489,282
	TOTAL PROJECT ENGINEERING & MANAGEMENT				**$ 1,132,482**
	RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES				$ 167,753
	RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION				$ 47,350
	RIGHT-OF-WAY CONTINGENCY		30%	of Land, Improve, and Damages	$ 50,326
	TOTAL PROJECT RIGHT-OF-WAY				**$ 265,429**
		Years	*Inflation*		
	INFLATION RATE ON CONTRACT	2	4.5%	of Construction	$ 239,108
	INFLATION RATE ON PERSONNEL	2	2.0%	of Eng & Mgmt	$ 45,752
	ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE		20%	of Const, Eng & Mgmt, and Inflation	$ 803,127
	TOTAL PROJECT CONTINGENCY				**$ 1,087,987**
	TOTAL PROJECT ESTIMATE				**$ 5,084,193**

LS* Unit Price shown is on Pound, Each, or Foot Basis as applicable

Remove * and change unit to 1 in the Bid Form

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. Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at daniel.kaempff@oregonmetro.gov or 503-813-7559.

1. Checklist

Transportation or service plan development (from which the applicant project was drawn)

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

Retained records: public engagement plan and/or procedures

☒ During the development of the agency's transportation system, topical, modal, subarea or transit service plan, a jurisdiction-wide demographic analysis was completed to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating jurisdiction-wide demographic analysis

☒ Public notices included a statement of non-discrimination (Metro can provide a sample).

Retained records: public engagement reports including/or dated copies of notices

☒ Throughout the process, timely and accessible forums for public input were provided.

Retained records: public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results

☒ Throughout the process, appropriate interested and affected groups were identified and contact information was maintained in order to share project information, updates were provided for key decision points, and opportunities to engage and comment were provided.

Retained records: public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list

☒ Throughout the process, focused efforts were made to engage underrepresented populations such as communities of color, limited English proficient and low-income populations, disabled, seniors and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, which may include translation of key materials, using a telephone language line service to respond to questions or take input in different languages and providing interpretation at meetings or events.

Retained records: public engagement reports including/or list of community organizations and/or diverse community members with whom coordination occurred; description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summary of key findings

☒ Public comments were considered throughout the process, and comments received on the staff recommendation were compiled, summarized and responded to, as appropriate.

Retained records: public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments

☒ Adequate notification was provided regarding final adoption of the plan or program, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included information and instructions for how to testify, if applicable.

Retained records: public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list

Project development

This part of the checklist is provided in past tense for applications for project implementation (construction) funding where the project development has been completed. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.

☒ At the beginning of project development, a public engagement plan was (shall be) developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

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

Retained records: summary of or maps illustrating demographic analysis

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

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

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

Retained records: public documents, including meeting agendas and reports

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

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

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

Retained records: list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list (may be included in retained public engagement reports)

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

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

☑ Throughout – and with an analysis at the end of – project development, consideration was (shall be) given to potential inequitable impacts of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

Retained records: description of identified populations and information about and analysis of potential inequitable impacts of the project for them in relation to other residents (may be included in retained public engagement reports)

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

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

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

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

2. Summary of non-discriminatory engagement

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

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

3. Certification statement

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

As attested by:

[signature] Taylor Phillips, Transportation Planner

(signature) (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

Regional Flexible Funds

ACTIVE TRANSPORTATION & FREIGHT CANDIDATE PROJECTS

PBOT
PORTLAND BUREAU OF TRANSPORTATION

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

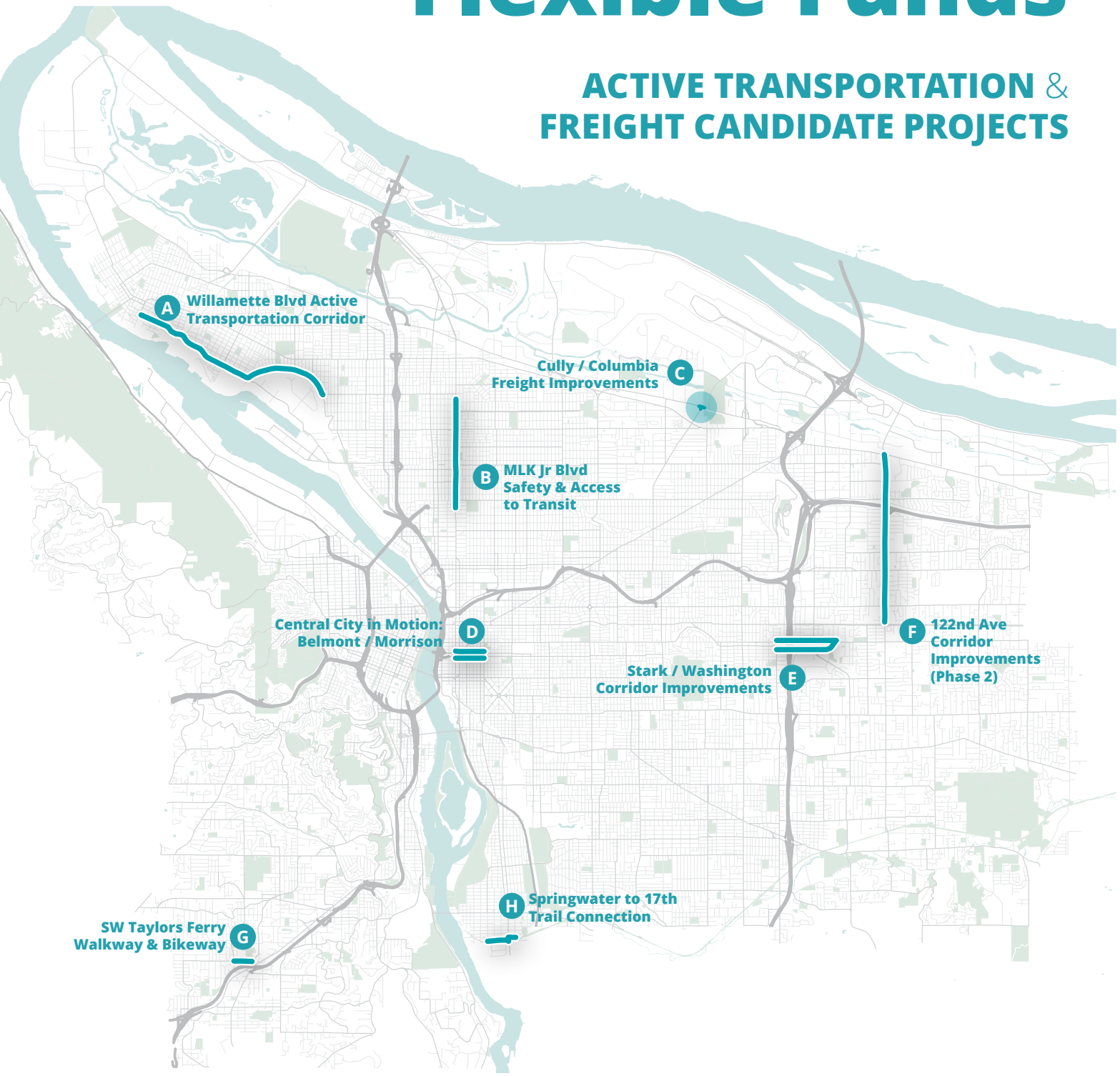
Regional Flexible Funds

ACTIVE TRANSPORTATION & FREIGHT CANDIDATE PROJECTS

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Regional Flexible Funds

ACTIVE TRANSPORTATION & FREIGHT CANDIDATE PROJECTS



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Project candidates summary

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

Projects in Context

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

EQUITY

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

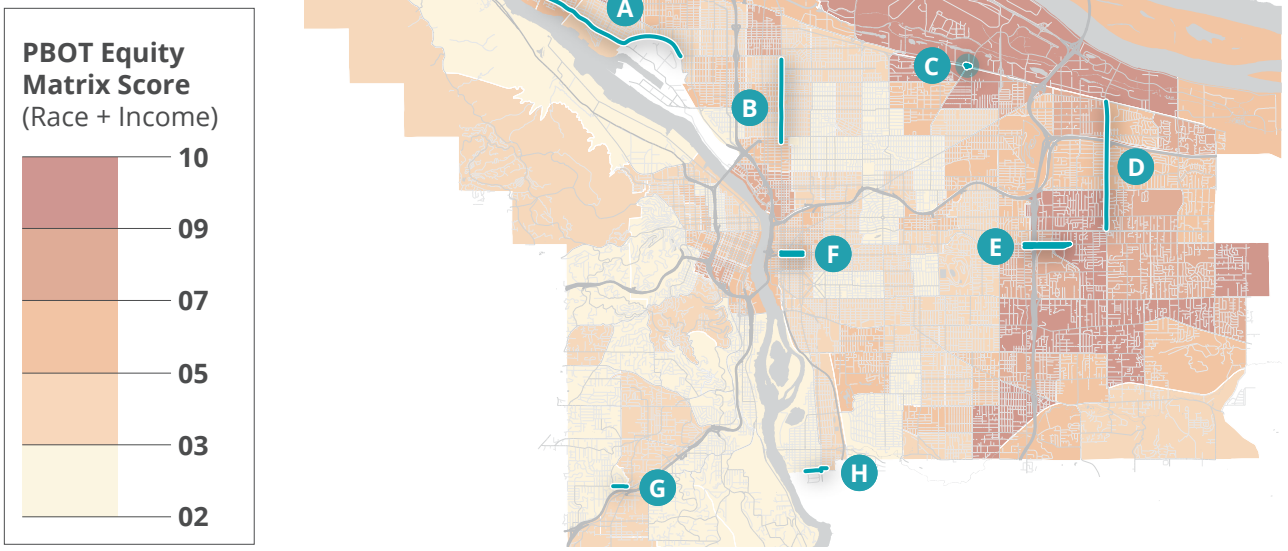
SAFETY

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

GROWTH

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

EQUITY



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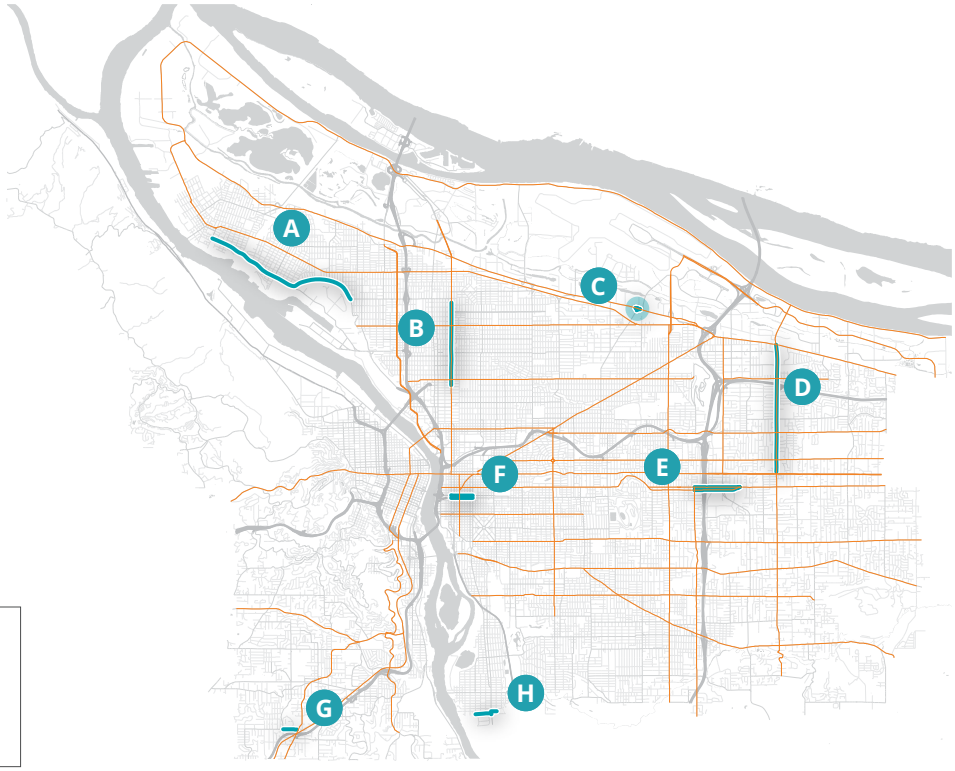
SAFETY

Vision Zero
High Crash Network

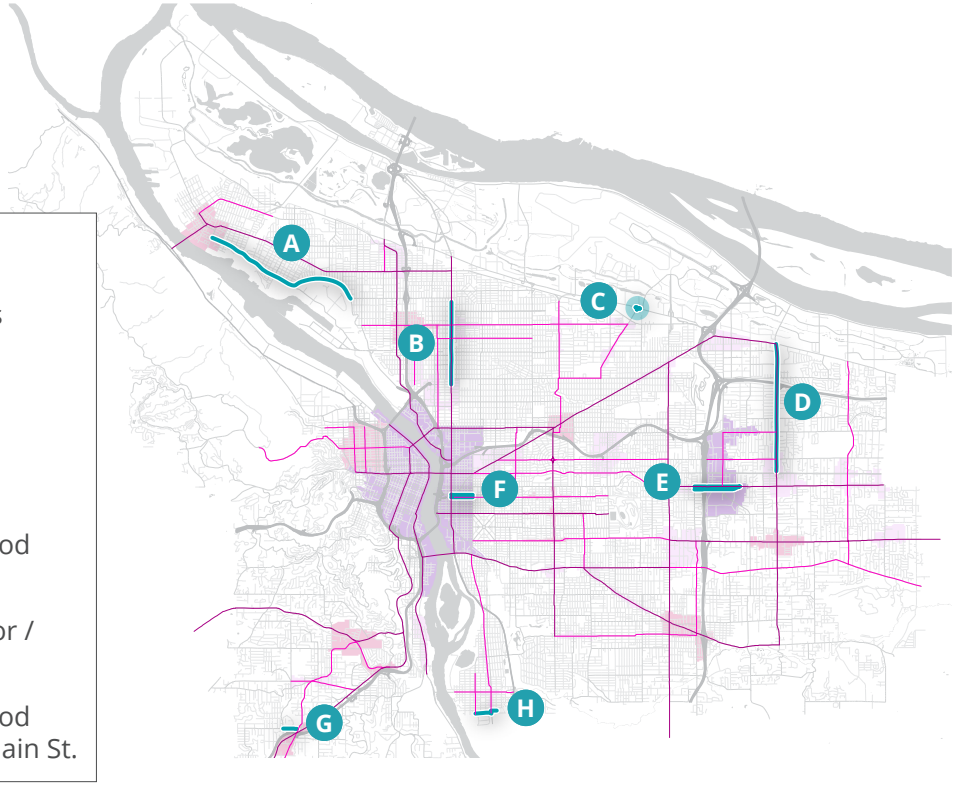
All Modes



GROWTH

City of Portland Comprehensive Plan
Centers and Corridors

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



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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 futher 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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PBOT
PORTLAND BUREAU OF TRANSPORTATION

**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

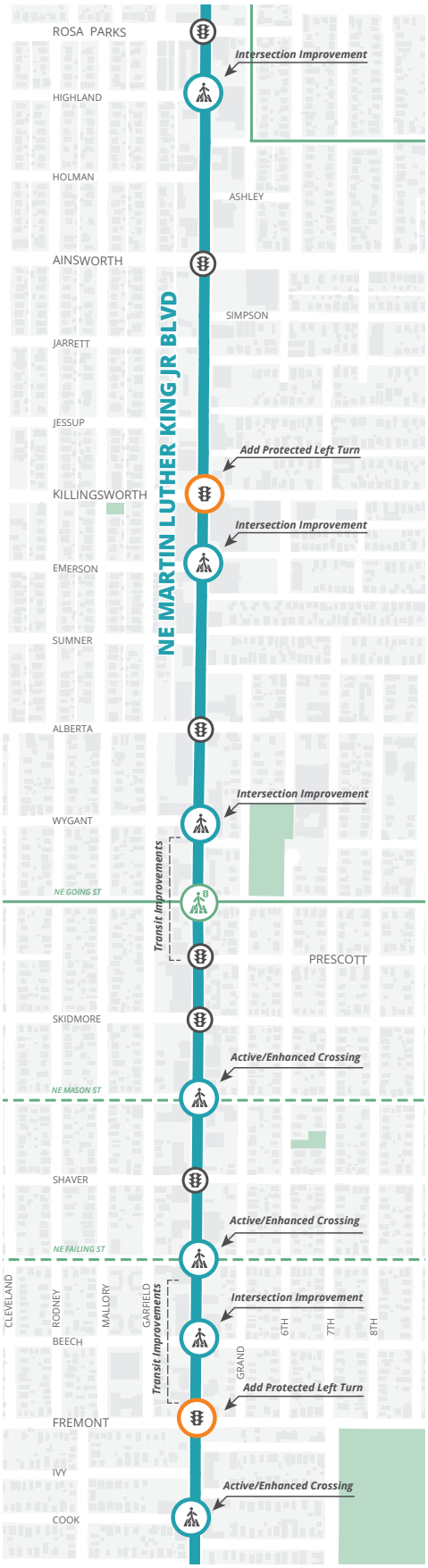
SIGNAL UPGRADE
(add protected signal phase for vehicles turning onto NE Martin Luther King Jr Blvd)

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

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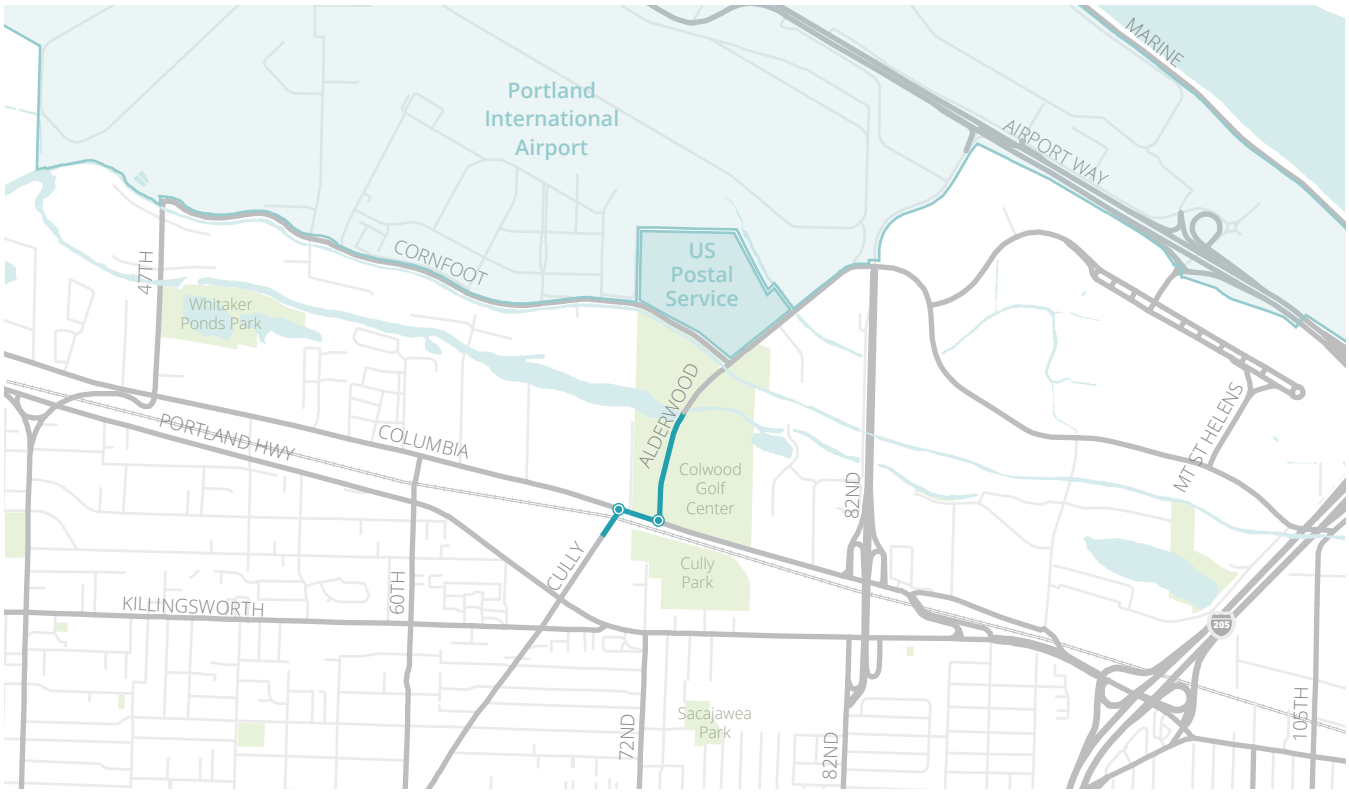
C: **Cully/Columbia**
Intersection Improvements



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

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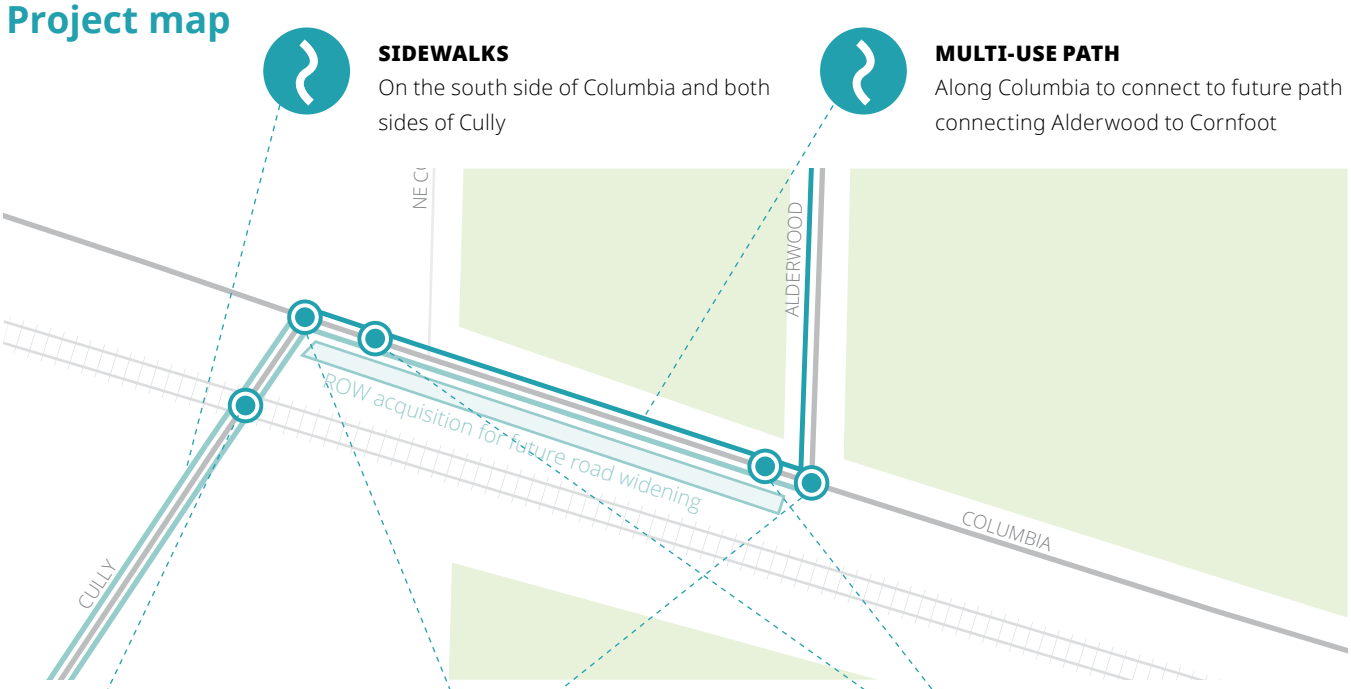
Project details

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



SIDEWALKS
On the south side of Columbia and both sides of Cully

MULTI-USE PATH
Along Columbia to connect to future path connecting Alderwood to Cornfoot

RAILROAD CROSSING
A new railroad crossing on Cully will make it safer for people crossing over the rail tracks

NEW TRAFFIC SIGNALS
Signals and rebuilt curb ramps at Alderwood and Cully will make turning movements safer and easier.

LEFT TURN LANES
Added left turn lanes for vehicles turning onto Alderwood and Cully will ease traffic and increase safety

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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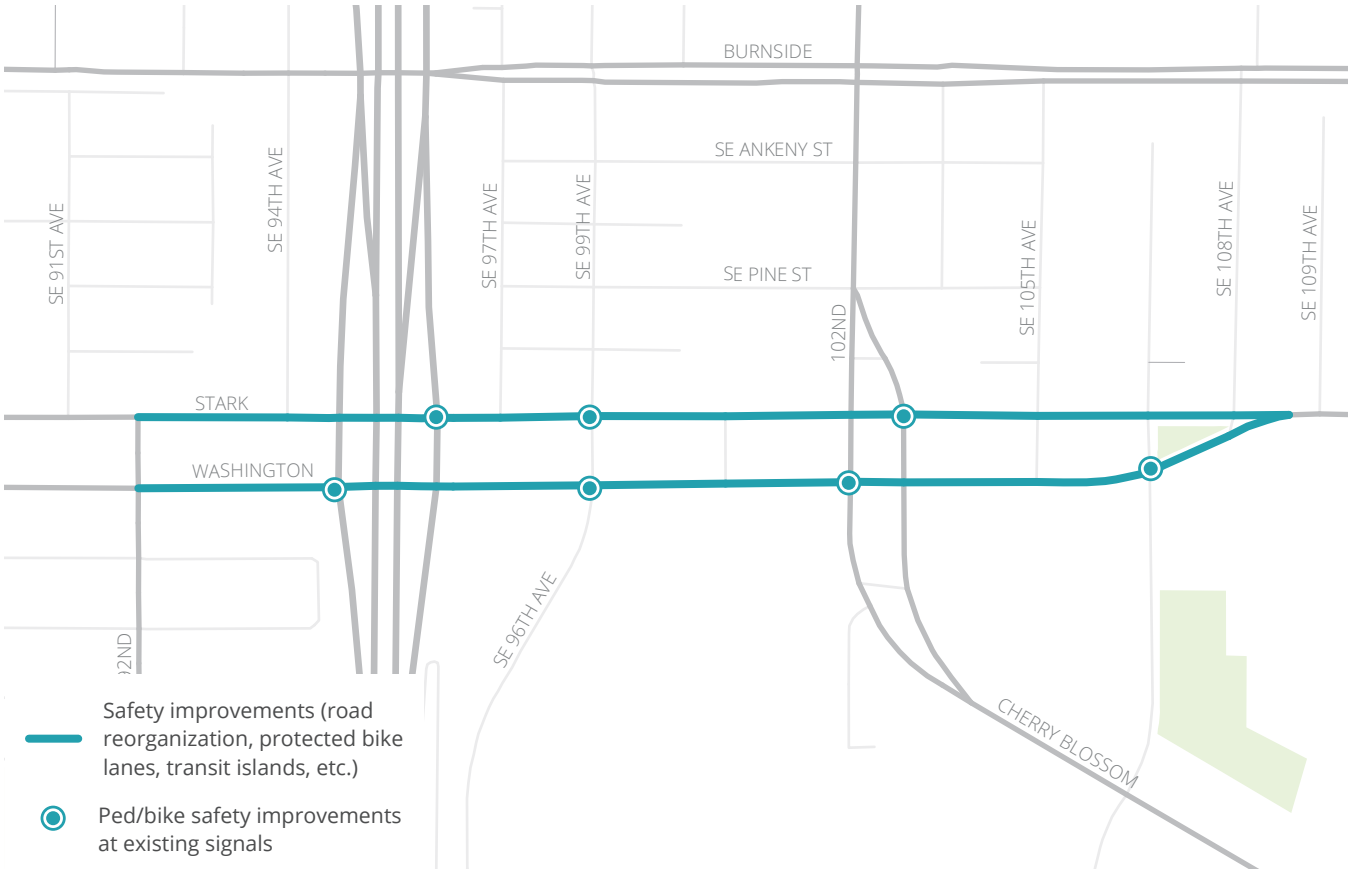
**Cost estimates are based on preliminary project scopes and are subject to change as projects are further refined.*

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

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**Cost estimates are based on preliminary project scopes and are subject to change as projects are further refined.*

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

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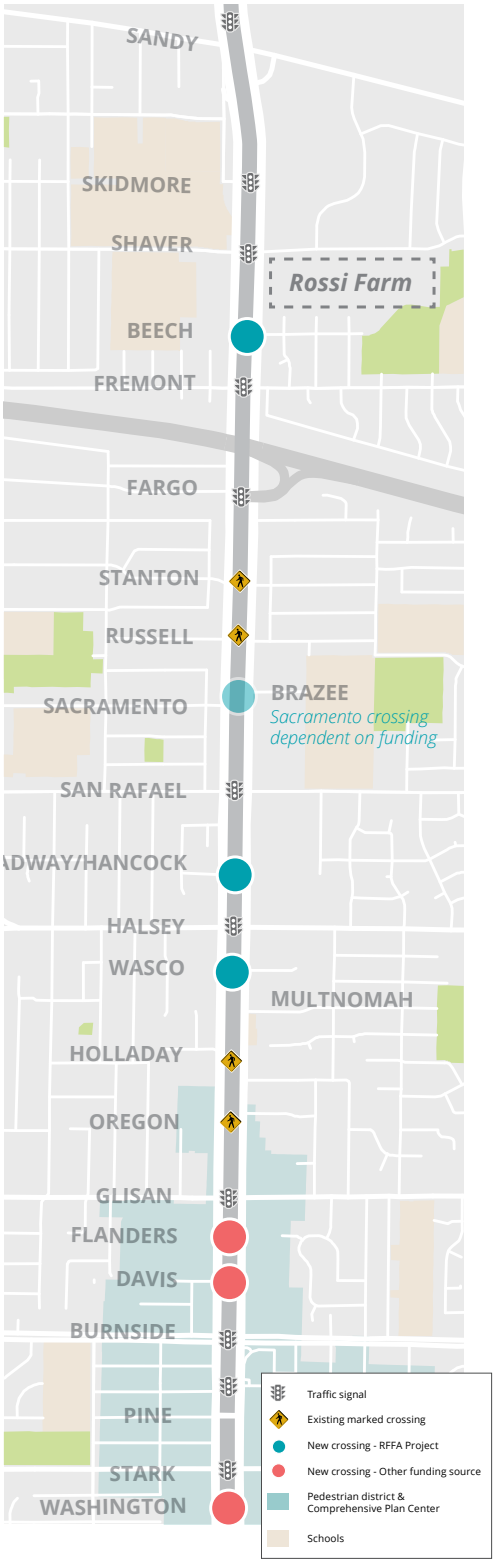

**Cost estimates are based on preliminary project scopes and are subject to change as projects are further refined.*

G: **SW Taylors Ferry Rd**
Walkway and Bikeway Connection

Project context and background

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

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

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

Project details

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

Project Cost Estimate: $4,276,000

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

FOR MORE INFORMATION

Nick Falbo

Portland Bureau of Transportation - Senior Planner

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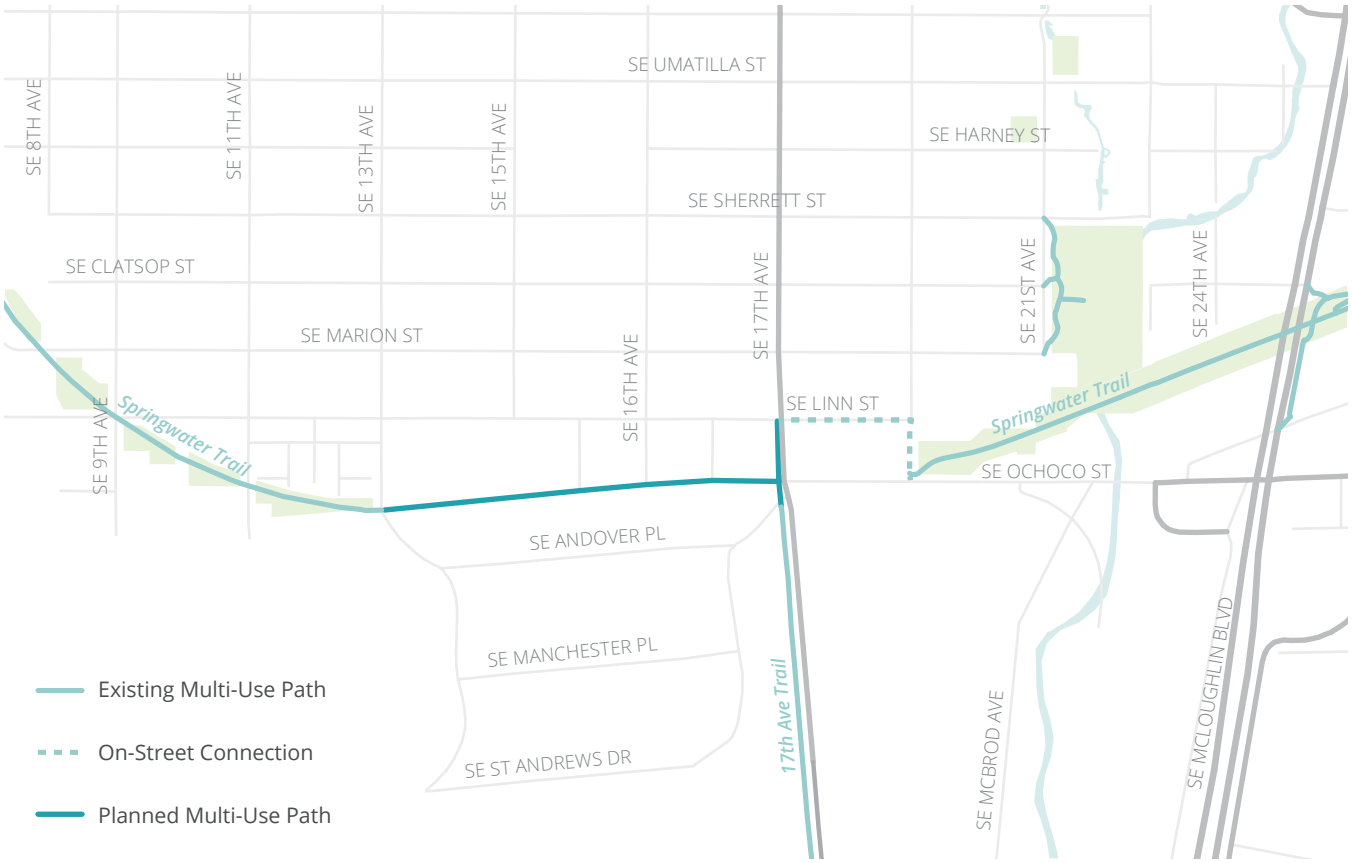
**Cost estimates are based on preliminary project scopes and are subject to change as projects are further refined.*

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

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**Cost estimates are based on preliminary project scopes and are subject to change as projects are further refined.*

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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.
Ordinance NO. 189555
Title

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

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

AGENDA
TIME CERTAIN ☐ **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	✓	
2. Fish	2. Fish	✓	
3. Hardesty	3. Hardesty	✓	
4. Eudaly	4. Eudaly	✓	
Wheeler	Wheeler	✓	