

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: Mark Lear, 503-823-7604, Mark.Lear@portlandoregon.gov
3. Funding category (check one): Active Transportation Freight Both
4. Project name: Stark/Washington Corridor Safety Improvement Project
5. Describe the project purpose. What problems or issues is the project intended to address?

Stark and Washington are both on the high crash network and currently have substandard bicycle and pedestrian infrastructure, and excess motor vehicle capacity. This project improves safety for all modes by implementing strategies to reduce vehicle speeds, provides physically protected space for people biking, and makes it easier and safer to cross the street. The project includes protected bike lanes, protected signal phasing for peds and bikes, transit islands to

improve transit operations and comfort, ped islands to shorten crossing distance, and signal controller upgrades to better manage speeds and traffic flow.

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 #? 10319
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) This is a Metro High Injury Corridor
 - Bicycle: Regional Bikeway
 - Pedestrian: Pedestrian Parkway
 - Freight Click here to enter text.
 - Transit: Frequent Bus (except SE 99th-102nd)
9. List the project beginning and ending points. What specific streets/intersections are included in the project area?

Protected bike lanes and lane reconfiguration on SE Stark St & SE Washington St: SE 92nd Ave-SE 108th Ave. Transit islands on Stark St just east of 92nd, Stark St near 106th, and Washington St near 106th. Pedestrian islands at 100th and 105th to reduce crossing distance. Right turn signal phasing added to separate vehicle right turns from peds and bikes at Stark & 103rd, Stark & I-205 on-ramp, Washington & I-205 on-ramp, Washington & 99th, Washington & 102nd, and Washington & 106th. Protected intersection design at Stark & 99th to reduce vehicle right turn speeds across bike lane, and pedestrian crosswalk restored at west leg. Signal controller upgrades along the corridor to improve signal timing operation.
10. Is the project included in an adopted local transportation safety plan or audit? Yes No
Please describe.

This project is part of PBOT's Vision Zero project list, included under the Transportation System Plan (TSP) as project #80018.
11. Describe the non-RFFA funding sources available and amounts necessary for the project to be completed. How secured is the funding for each funding source (Certain, Probable, or Competitive?)

The total project cost estimate is \$6,532,000. Local match in the amount of \$1,200,000 will be provided by system development charge revenue and/or other discretionary local funding

sources. The local match funding is Certain. The RFFA grant request is for the remaining \$5,332,000.

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

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

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

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

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

Project Completeness

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

This project has gone through the Planning stage and has undergone enough project development to have a signed engineer cost estimate and a defined scope. However, we anticipate the need for a short Alternatives Identification and Evaluation phase to verify the scope prior to starting Preliminary Engineering, particularly in regard to the interaction with ODOT facilities. ODOT will require extensive data collection, traffic analysis, and potentially design exceptions, and will require these processes to occur after we have funding and closer to the construction year.

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

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

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

In July 2017, the Growing Transit Communities plan was adopted by Portland City Council. This planning effort included the Stark/Washington project area and investigated corridor safety and recommended improvements to address these concerns. The plan is available in PDF format. Based on this planning effort and the report's recommended project list, PBOT Traffic, Civil, and Signals engineers collaborated to develop a horizontal alignment of proposed improvements on

both Stark and Washington (completed May 2019). These engineering designs are digitally available in computer-aided design (CAD) format and PDF. This will serve as the foundation of design engineering as the project advances.

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

The project is wholly contained within the public right of way with no anticipated Title 13 resource area impacts or other areas needing special permitting.

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

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

Community Support

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

During the Growing Transit Communities Plan process, PBOT focused a great deal of attention on the Stark/Washington couplet through Gateway, working with the community to identify needs that if addressed would support a greater transit orientation for the area to support increased frequencies for TriMet bus service. PBOT conducted a full needs assessment, with opportunities for community input. We heard many concerns about this corridor, including high traffic speeds, difficulty crossing the three- and four-lane streets, narrow and unprotected bike lanes being unsafe and stressful, poor-quality bus stops, unsafe signalized intersections (especially turning conflicts), and transit delays. This project will address these concerns by adding protected bike lanes, reducing the number of lanes and crossing distance, improving safety at signals through signal phasing, and addressing transit stop and delay needs using transit islands and lane striping.

21. Which community partners are involved?

The Growing Transit Communities Plan involved a wide range of community partners, including the project stakeholder advisory committee, the East Portland Action Plan, East Portland Neighborhood Office, Gateway Area Business Association, Oregon Walks, OPAL, Street Trust, and Floyd Light Middle School. These community partners and others will be involved in further project development and design if this project is funded.

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

This project has high agency and community support because it is addressing safety needs on a high crash corridor and a PedPDX priority corridor. It is also addressing needs in the adopted Growing Transit Communities Plan. The Gateway area has been a focus of investment recently, but most of that investment has been in the northern end on the Halsey/Weidler couplet. PBOT, Prosper Portland, and the Gateway community support investment in the Stark/Washington

couplet to make it a safer place for other modes beside driving, and to hopefully spur redevelopment in a very auto-oriented area. The Growing Transit Communities Plan followed best practices for equitable stakeholder engagement process, including targeted outreach to low-income and people of color communities and language-specific outreach. This approach will be used in future project phases if funded.

Interagency Connections

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

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

24. Is the project on or does it connect with a separate agency facility? Indicate all potentially involved agencies' awareness of and cooperation with the project. Potential agencies include Oregon Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland.

ODOT has been briefed on this project and has no objections to this grant application. They will coordinate with PBOT on project design and construction if the project is funded. Any changes in the area around the freeway interchange are subject to the approval of the State Traffic Roadway Engineer.

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 in the interchange influence area around I-205, particularly the ODOT-owned traffic signals at the interchange. Any changes in the area around the freeway interchange are subject to the approval of the State Traffic Roadway Engineer. We are unable to obtain such approval until we get funding for the project and can do the data collection and analysis required by ODOT. However, ODOT has signed the page included with this application and has pledged to coordinate with us on project design.

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.

b. Utility Relocation

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

c. Stormwater considerations

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

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

d. Environmental and Permitting

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

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

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

g. Staff availability

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

PROJECT DESIGN

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

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

The Stark/Washington Corridor Improvements Project includes multimodal safety and access to transit improvements in the Gateway neighborhood. Project elements include lane reconfigurations (removing one motor vehicle lane in each direction), adding protected bike lanes (parking protected and/or vertically delineated where feasible), transit islands and other transit priority treatments. Pedestrian refuge islands, Americans with Disabilities Act (ADA) ramps, and curb extensions are also included in the project scope. Safety at signalized intersections (where most crashes occur) will be improved through signal-separating heavy vehicle right turns from pedestrians and bikes, or through an island that slows down right-turning vehicles in one case. We are also restoring a currently-closed pedestrian crosswalk at one location. This corridor is on the Portland High Crash Network for all modes, is on the Metro High Injury Corridor map, and it has a high concentration of top 5% SPIS sites in the 2014-2016 time frame.

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)

This project improves safety by implementing a number of proven safety countermeasures, including the following:

- a. 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.
- b. Remove obstructions from the primary pedestrian-way or add missing curb ramps
- c. Add enhanced pedestrian crossing(s) at appropriate locations
- d. Re-open closed crosswalks
- e. Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- f. Reduced pedestrian crossing distance
- g. Narrowed travel lanes (reduces pedestrian crossing distance)
- h. Curb extensions and/or in-lane transit boarding
- i. Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- j. Add countdown heads at signals

- k. Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- l. 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)
- m. 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
- n. Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes
- o. Other bicycle priority design elements (detailed in project scope map and estimate report)
- p. Transit priority treatments (e.g. queue jumps, transit signal priority)
- q. Street trees and/or landscaping
- r. Stormwater treatments

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

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

The full scope of the project is detailed below:

Description:

- Reconfigure travel lanes on SE Washington St/SE Stark St couplet from SE 92nd Ave to SE 106th Ave to improve corridor safety.
- Reallocate one travel lane in each direction (or narrow travel lanes in some sections) to add striped, designated on street parking, designated turn pockets and protected bike lanes.
- Construct pedestrian refuge islands between bike lane and travel lanes.
- Stripe pedestrian crossing locations and bike crossing locations along the couplet.
- Construct traffic signal modifications at the I-205 on-ramp, SE 99th Ave, and SE 103rd Dr on SE Stark St.
- Construct traffic signal modifications at the I-205 on-ramp, SE 99th Ave, SE 102nd Ave, and SE 106th Ave on SE Washington St.
- Install bike signals at the I-205 on-ramp and SE 103rd Dr on SE Stark St.

- Install bike signals at the I-205 on-ramp, SE 99th Ave, SE 102nd Ave and SE 106th Ave on SE Washington St.
- Install pedestrian signal improvements at SE 99th Ave and SE 103rd Dr on SE Stark St.
- Install pedestrian signal improvements at the I-205 on-ramp, SE 99th Ave, SE 102nd Ave and SE 106th Ave on SE Washington St.

Current Cross-Section:

- SE Washington St from SE 92nd Ave to SE 94th Ave – 40' wide pavement in 50' of ROW
- SE Washington St from SE 94th Ave to SE 96th Ave – I-205 overpass, 54' wide pavement
- SE Washington St from SE 96th Ave to SE 106th Ave – 48' wide pavement in varying ROW width from 62' to 66'
- SE Stark St from SE 92nd Ave to SE 94th Ave – 66' wide pavement in 80' of ROW
- SE Stark St from SE 94th Ave to SE 96th Ave – I-205 overpass, 42' wide pavement
- SE Stark St from SE 96th Ave to SE 106th Ave – 66' wide pavement in 80' of ROW

Proposed Cross-Section:

- SE Washington St from SE 92nd Ave to SE 94th Ave – no change to current cross-section, added designated right turn only lane
- SE Washington St from SE 94th Ave to SE 96th Ave – no change to current cross-section, lane widths narrow to 10' to accommodate 6' protected bike lane. Added bus only lane.
- SE Washington St from SE 96th Ave to SE 106th Ave – no change to current cross-section, lane widths narrow to 10' and one thru lane is dropped to accommodate 6' protected bike lane, designated on-street parking, designated right turn only lanes and bus only lanes.
- SE Stark St from SE 92nd Ave to SE 94th Ave – no change to current cross-section, lane widths narrow to 10'-11' to accommodate 6' protected bike lane and designated on-street parking.
- SE Stark St from SE 94th Ave to SE 96th Ave – no change to current cross-section, lane widths narrow to 10' to accommodate 6' protected bike lane. Added designated left turn only lane.
- SE Stark St from SE 96th Ave to SE 106th Ave – no change to current cross-section, one through lane is dropped to accommodate 6' protected bike lane, designated turn lanes, designated on-street parking and bus only lanes.

PROJECT OUTCOMES

Projects will be scored in terms of their ability to create positive outcomes that align with RFFA priorities and regional goals. The following questions aim to gather details directly related to those potential

outcomes. Please provide all relevant data to support your response, using Metro-provided data or additional sources. Metro staff will provide data to the scoring committee to confirm

Affordability/Equity

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

People of Color and/or Limited English Proficiency

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

East Portland Community Center, Floyd Light City Park, Berrydale Park, Stark Street Island green space, Mall 205, Oregon DMV, Post Office, Unitus Community Credit Union, OnPoint Community Credit Union, Wells Fargo Bank, Riverview Community Bank, Floyd Light Apartments, Park Vista apartments, Pioneer Abodes

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? Click here to enter text.

a. Low-Income Population: 28940 (PBOT Equity Matrix, nearby areas scoring 4 or 5 with annual household incomes < 54,000)

b. Households with Limited-English Proficiency: 1050 (per PBOT Equity Matrix)

c. Non-White Population: 11406 (2010 Percent Communities of Color Census Data, per the census blocks within 1 mile of the project area)

d. Senior Population: 8042; Youth Population: 12439 (2017 ACS, per census blocks within 1 mile of the project area)

e. Persons with Disabilities: 12213 (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?

Lower-income households spend a higher percentage of income on daily transportation needs than higher-income households, in part due to the high cost of automobile ownership and fewer low-cost transportation options such as walking, bicycling, and transit. We also know that these communities are disproportionately impacted by unsafe streets because they have less choice over where to live and have historically not received the same level of investment as more affluent areas. The Stark/Washington project combines a package of pedestrian, bicycle, and transit improvements to make active transportation the mode of choice in the couplet area, and to make the streets safer for all users.

Additionally, investments that improve pedestrian and bicycle networks in the areas around a transit line allow transit to be used by a wider population. These investments will also help corridors meet TriMet's criteria for frequent service expansion, allowing the City to invest in bike and pedestrian access improvement to support increased transit service hours.

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: 1. Injurious Crashes (all types): 86. (Per ODOT 2012-2016 Crash Data)

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

High traffic speeds are a major cause of serious injury and fatal crashes. Several proven safety countermeasures, including reducing lanes widths and overall vehicle driving space, signal separation, physical protection for bike lanes, more and better pedestrian crossings, reduced crossing distances, and more (see Appendix C and scoping maps for additional details) are scoped into this project.

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) Click here to enter text.

Bicyclists are further removed from motor vehicle travel lanes by keeping the bike lanes against the curb, and also protected by a mix of parked cars, wide buffers with concrete traffic separators and/or vertical delineators, and pedestrian refuge islands. Approaching major intersections, bicyclists will be further protected with separate signal phasing from right turning cars. Conflict markings will also be utilized to indicate the presence of bicyclists.

For pedestrians, some crossings will be shortened using curb extensions and refuge islands. The project also includes reopening a closed crosswalk at SE 99th Avenue and SE Stark Street.

People driving will also be safer. A combination of narrower travel lanes and less driving space curb to curb due to the repurposed travel lane will help reduce vehicle speeds and crash severity.

System Completion

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

Stark and Washington are both designated as Regional Bikeways in the RTP, but both are deficient because the bike lanes are narrow, unprotected, and stressful. The project will add physical protection and additional space for people biking, removing the network deficiencies on Stark and Washington between SE 92nd and SE 106th. The pedestrian network will be improved by adding more, and safer, crossings of both Stark and Washington, enhancing north-south connectivity in the surrounding area.

In addition, PBOT has funded projects to fill the gaps on Washington west of 92nd and Stark east of 108th, so this project would address deficiencies in what will ultimately be a continuous bikeway from Mt. Tabor to the Historic Columbia River Highway.

The portion of this project that provides protected bike lanes and right-turn signal phasing on Stark and Washington through the I-205 interchange also addresses a 99th percentile high-priority combined ped/bike need in the ODOT Active Transportation Needs Inventory.

42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate? [Click here to enter text.](#)

Without a physical barrier separating bike lanes from motor vehicle travel lanes, many people do not feel safe or comfortable enough to use existing bike facilities. This project uses physical barriers between the bike facility and travel lanes to improve safety and comfort. Traffic signals will also be upgraded to separate turning vehicles from bicyclists in time. This project will also connect to a currently under construction project, East Portland Access to Employment and Education (EPAEE), which is improving the 106th and Stark intersection and extending the 100s Neighborhood Greenway.

Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability? [Click here to enter text.](#)

Scoped into the Stark/Washington Corridor Improvements project are traffic signal controller upgrades, which will make all of the signals on Stark and Washington ready for next generation traffic signal priority (TSP). As the region upgrades TSP systems, this corridor will have a head start and will be able to easily accept the new technology as it rolls out.

In addition, moving the bike lane to the curb means that transit operators will have fewer conflicts and delays waiting for a gap to pull into and out of transit stops. Finally, on Stark leading to 103rd, there will be a short BUS ONLY lane to help skip queues as the busses turn right onto 103rd.

44. How does the project improve connections to transit and employment or residential sites/areas? [Click here to enter text.](#)

Narrowing and repurposing travel lanes, in conjunction with shortening crossing distances, helps improve access to transit by reducing barriers to crossing the street to transit stops or to change bus lines. In addition, building better biking and walking facilities can extend the reach of existing transit lines by allowing more people in residential and employment areas to reach transit stops.

Mall 205, which is inside the project area, will likely redevelop in the coming years into a higher-density neighborhood with additional mixed-use development, housing, and jobs. Much of the surface parking will be converted into new buildings (per early assistance meetings with the property owner). Completing the Stark/Washington Corridor Improvement Project ahead of this redevelopment will help ensure that the increase in population will have safe active transportation options, reducing the stress on existing street infrastructure.

45. How will the project reduce vehicle trips or VMT (other than freight-related trips)? Click here to enter text.

Without a physical barrier separating bike lanes from motor vehicle travel lanes, many people do not feel safe or comfortable enough to use existing bike facilities. This project uses physical barriers between the bike facility and travel lanes to improve safety and comfort, and to reduce the dependence on single occupancy vehicles. Improving the pedestrian network with more comfortable crossings will also make walking and transit more attractive options in the project area.

46. How does the project reduce the need for throughway expansion? Click here to enter text.

Active transportation is more space efficient than single-occupancy vehicle travel. By providing more attractive active transportation options, the footprint of existing right of way becomes more efficient at moving people, reducing the need for throughway expansion. The project will be coupled with a transportation-demand management (TDM) phase post construction to help encourage road users to consider active transportation modes.

Climate Change and Environmental Impact

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

PBOT endeavors to limit and mitigate the environmental impact of all our projects. Measures we take include erosion control plans, control of discharge, responsible excess materials disposal, limited footprint of construction staging, powering down vehicles and equipment when not in use, use of warm mix instead of hot mix, compliance with forestry requirements, traffic control plans to reduce air quality impact from congestion, enforcement of permit requirements, dust control, noise prohibitions, and electronic submittals and payment processing of contractor submittals. In addition to these measures to reduce environmental impact, the project will reduce greenhouse gas emissions overall by encouraging greater use of non-motorized modes (walking, biking) as well as more efficient motorized modes (transit service).

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

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

Freight Related Impact

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

This project is not on a regional freight route and is not expected to negatively impact freight travel times or reliability.

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 was presented to the City’s Freight Committee and there were no major concerns.

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?

The scope of this project does not include specific mitigations to reduce freight delay. However, traffic studies show that vehicle travel times will be within acceptable thresholds after the project is completed.

Employment/Economic Development

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

This project serves the Montavilla and Russellville neighborhoods, and the Gateway Regional Center.

Area Jobs in Target Industries:

- Athletic & Outdoor Jobs: 49
- Clean Tech Jobs: 116
- Computer & Electronics Jobs: 0
- Health Science & Technology Jobs: 14
- Metals & Machinery Jobs: 4
- Software & Media Jobs: 59
- Total: 242

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

The project will support 116 Clean Tech jobs.

Project Leverage

54. How does this project leverage other funding sources?

This project leverages local funding sources include system development charges and general transportation revenue to provide the local match.

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

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

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

Yes, this project upgrades traffic signals and traffic signal controllers throughout the project area, getting this infrastructure ready for next-generation transit signal prioritization and communications.

New controllers and upgraded detection make the signals capable of more sophisticated signal timing plans, such as time of day plans, special event plans, emergency plans, demand-responsive timing, etc. Modern communication also means the signals can be monitored controlled and updated remotely when incidents occur rather than having to go out into the field to reprogram the controller if something needs to be changed. These upgrades also make the signals ready for next-generation transit signal priority as well as truck priority systems. An additional benefit is that at times in which PBOT makes significant changes to roadways with many traffic signals, the signals outside of the project area upstream and downstream are also typically re-timed to ensure that the projects benefits are maximized. Every time we do this, it's an opportunity to adjust the timing for current conditions, achieve better platooning and traffic flow.

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

This project is on the Regional Emergency Transportation Network, along SE Stark St.

PBOT will be able to reduce its maintenance backlog used to fix outdated traffic signals, and these upgraded traffic signals will be more resilient. A high-quality bike network is also recognized as being a key part of any recovery from a natural disaster, as fuel supplies will be limited and many roads will be impassable.

PROJECT COST ESTIMATE

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

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

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

Engineering level: These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these

estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

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

- Planning
- Alternatives Identification and Evaluation
- Preliminary Design
- Final Design

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

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

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

- a. Right of way (ROW) Included
- b. Utility relocation or underground Only included for city owned utilities
- c. Stormwater considerations included
- d. Environmental mitigation strategies included if necessary
- e. Bridge, railroad, or major facility impacts included if necessary
- f. Retaining walls included if necessary, planning level
- g. Clearing and grading included as lump sum percentage
- h. Removal of current pavement or facilities included using preliminary quantities
- i. Signing and pavement markings included using preliminary quantities
- j. Sidewalk and street furniture Included using preliminary quantities
- k. Street trees, landscaping, irrigation Included using preliminary quantities
- l. Mobilization, staging, and traffic control Including using lump sum.
- m. Staff availability or need for outside services included

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

- a. Unit cost assumptions See attached.
- b. Contingency assumptions. See attached.

SIGNATURE PAGE

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

Applicant agency staff signatures:

Project manager *Ofici*
Engineering *Ea B. Hentsinger*
Right of Way *Ea B. Hentsinger*
Environmental *Ea B. Hentsinger*

Other agency signatures (as required):

ODOT Highway *Mandy Puhney* *4/19/19*

ODOT Rail _____

TriMet *Kerry Agos-Palencuk, Director, Planning & Policy*

SMART _____

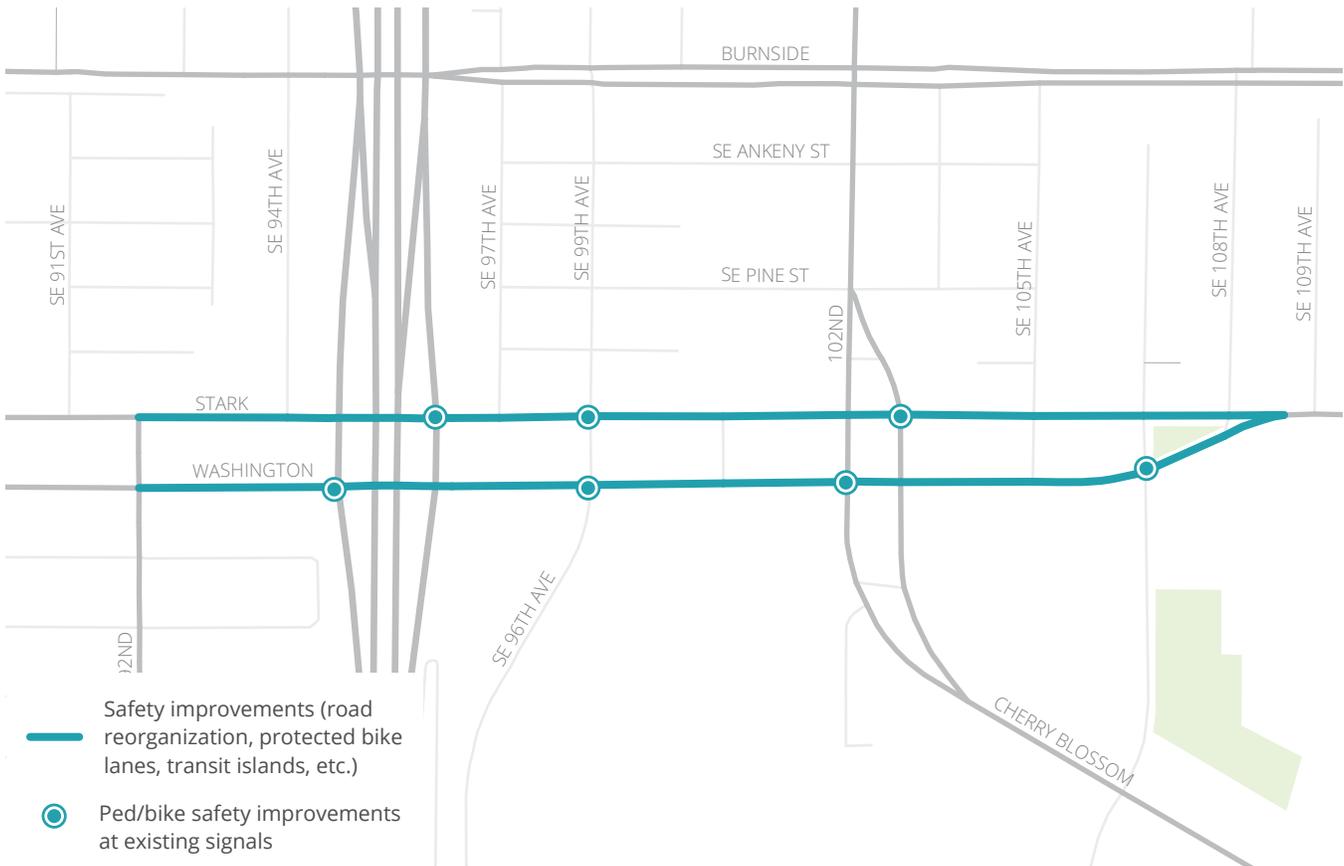
Utilities _____

Railroads _____

Other (please indicate) _____

E: Stark/Washington

Corridor Improvements



Project background and details

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

Project Cost Estimate: \$6,532,000

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

FOR MORE INFORMATION

David Backes

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

Project Estimate Report: Development Phase

for

Stark/Washington Couplet Corridor Improvements

June 2019

Requested by: David Backes, Portland Bureau of Transportation (PBOT)

Prepared by: Kaitlyn Dorr, David Evans and Associates, Inc. (DEA)

Location: SE Washington St from SE 92nd Ave to SE 106th Ave

SE Stark St from SE 92nd Ave to SE 106th Ave

Description:

1. Reconfigure travel lanes on SE Washington St/SE Stark St couplet from SE 92nd Ave to SE 106th Ave to improve corridor safety.
2. Reallocate one travel lane in each direction to add striped, designated on street parking, designated turn pockets and protected bike lanes.
3. Construct pedestrian refuge islands between bike lane and travel lanes.
4. Stripe pedestrian crossing locations and bike crossing locations along the couplet.
5. Construct traffic signal modifications at SE 94th Ave, SE 96th Ave, SE 99th Ave, SE 102nd Ave and SE 103rd Dr on SE Stark St. See attachments for summary of traffic signal modifications, provided by PBOT.
6. Construct traffic signal modifications at SE 94th Ave, SE 96th Ave, SE 99th Ave, SE 102nd Ave, SE 103rd Dr and SE 106th Ave on SE Washington St. See attachments for summary of traffic signal modifications, provided by PBOT.
7. Install bike signals at SE 96th Ave and SE 103rd Dr on SE Stark St. See attachments for summary of bike signal work, provided by PBOT.
8. Install bike signals at SE 94th Ave, SE 99th Ave, SE 102nd Ave and SE 106th Ave on SE Washington St. See attachments for summary of bike signal work, provided by PBOT.
9. Install pedestrian signal improvements at SE 96th Ave, SE 99th Ave and SE 103rd Dr on SE Stark St. See attachments for summary of pedestrian signal improvements, provided by PBOT.
10. Install pedestrian signal improvements at SE 94th Ave, SE 99th Ave, SE 102nd Ave and SE 106th Ave on SE Washington St. See attachments for summary of pedestrian signal improvements, provided by PBOT.

Current Cross-Section:

SE Washington St from SE 92nd Ave to SE 94th Ave – 40' wide pavement in 50' of ROW

SE Washington St from SE 94th Ave to SE 96th Ave – I-205 overpass, 54' wide pavement

SE Washington St from SE 96th Ave to SE 106th Ave – 48' wide pavement in varying ROW width from 62' to 66'

SE Stark St from SE 92nd Ave to SE 94th Ave – 66' wide pavement in 80' of ROW

SE Stark St from SE 94th Ave to SE 96th Ave – I-205 overpass, 42' wide pavement

SE Stark St from SE 96th Ave to SE 106th Ave – 66' wide pavement in 80' of ROW

Proposed Cross-Section:

SE Washington St from SE 92nd Ave to SE 94th Ave – no change to current cross-section, added designated right turn only lane

SE Washington St from SE 94th Ave to SE 96th Ave – no change to current cross-section, lane widths narrow to 10' to accommodate 6' protected bike lane. Added bus only lane.

SE Washington St from SE 96th Ave to SE 106th Ave – no change to current cross-section, lane widths narrow to 10' and one thru lane is dropped to accommodate 6' protected bike lane, designated on-street parking, designated right turn only lanes and bus only lanes.

SE Stark St from SE 92nd Ave to SE 94th Ave – no change to current cross-section, lane widths narrow to 10'-11' to accommodate 6' protected bike lane and designated on-street parking.

SE Stark St from SE 94th Ave to SE 96th Ave – no change to current cross-section, lane widths narrow to 10' to accommodate 6' protected bike lane. Added designated left turn only lane.

SE Stark St from SE 96th Ave to SE 106th Ave – no change to current cross-section, one thru lane is dropped to accommodate 6' protected bike lane, designated turn lanes, designated on-street parking and bus only lanes.

Issues:

- *Water* – None identified
- *BES (storm, sanitary, water-quality facilities)* – Existing inlets are impacted by curb ramp replacement work and pedestrian refuge islands at the following locations along the corridor: SE Washington & SE 99th, SE Washington & SE 100th, SE Washington & SE 102nd, SE Washington & SE 105th, SE Washington & SE 106th, SE Stark & SE 96th, SE Stark & SE 99th and SE Stark & SE 105th. Proposed curb reconfiguration and curb ramp at east end of Bioswale on SE Stark & SE 99th.
- *Signals and Street Lighting* – None identified
- *Environmental and Zoning* – None identified
- *Contaminated Media* – None identified

- *Right-of-Way Needs* – For approximately 320' along three parcels of SE Stark between SE 99th and SE 102nd the north 1-3' of sidewalk is on private property. Additional needs are required to install curb ramps at SE Stark & SE 100th. Temporary construction easements (TCE) are required at proposed curb ramp replacements and driveways. Proposed curb and parking lot re-striping at SE Stark & SE 100th requires a TCE. See site map attachment for TCE locations.
- *Railroads (BNSF; UPRR; PTTR)* – None identified
- *Parks (landscaping and irrigation)* – None identified
- *Other Jurisdictions (counties, schools, Port, ODOT, TriMet)* – Signals at SE Washington & SE 94th (SB I-205 on ramp), SE Washington & SE 96th (NB I-205 off ramp), SE Stark & SE 94th (SB I-205 off ramp), and SE Stark & SE 96th (NB I-205 on ramp) are under ODOT jurisdiction. Proposed signal work at these locations adds infrastructure to ODOT's system.

Cost Estimate:

- **Stark/Washington Corridor Cost Estimate:**

Total Construction	\$ 2,500,000
Project Management (5%)	\$ 109,000
Design Engineering (25%)	\$ 543,000
Construction Management (15%)	\$ 326,000
Right-of-Way (Cost + 30% Contingency)	\$ 451,000
Overhead (80.85%)	\$ 790,000
Total Project Contingency	\$ 1,813,000

Total Project Estimate: \$ 6,532,000

Estimating Assumptions:

- The "Stark/Washington Corridor Cost Estimate" includes the civil and signal improvements for the SE Stark/SE Washington corridor from SE 92nd Ave to SE 106th Ave, excluding signal/illumination costs associated with the four enhanced pedestrian crossings. The signal/illumination costs associated with the four enhanced pedestrian crossings can be found in the "Stark/Washington Couplet Enhanced Crossing Signal & Illumination Improvements" estimate report. Signal improvements include; replace existing controller with ATC, install new bike signals and bike signal signs, install pedestrian posts, install right turn signal head, install "NO TURN ON RED" sign, install pedestrian pushbuttons, install new pedestrian signals, revise existing loop detection, revise existing photo enforcement loop detection and modify existing signal heads along span/mast arm.
- Existing conditions are based on GIS and Google Street view. A site visit to observe existing conditions was completed on Tuesday, May 21st, 2019.
- PCDP Cost Estimate Template (Project >\$1M) is used for the "Stark/Washington Corridor Cost Estimate".
- Civil and signal work at SE Stark & SE 106th is quantified with PBOT's "East Portland Access to Employment & Education" project under the sub-project "100s Neighborhood Greenway Extension" from SE Bush St to NE Knott. Costs associated with this work are not included in this estimate report.
- Quantity of concrete island bid item includes total area of traffic separators.

- SE Stark St and SE Washington St are busy streets as defined by PBOT standard drawing P-506. Where concrete islands and curb ramps are to be installed, assumed a sawcut line 5' from face of curb to center of travel lane. An average lane width of 10' is assumed. Assumed full depth pavement removal from face of curb to sawcut line. The assumed pavement section to be replaced is 9" asphalt over 8" aggregate base as defined by PBOT standard drawing P-518. Where "floating" concrete islands are proposed, assumed 6" of concrete surfacing will be installed in the bike lane. Assumed the asphalt pavement section will be installed from the face of curb on the "floating" concrete island to the sawcut line.
- All curb ramps at an intersection will be replaced if signal work affects one curb ramp. The intersections where all curb ramps are assumed to be replaced where line work is not shown on the site map are: SE Washington & SE 94th, SE Washington & SE 99th, SE Washington & SE 102nd, SE Washington & SE 106th, SE Stark & SE 96th, the NW corner at SE Stark & SE 99th and SE Stark & SE 103rd. The replaced footprint matches the existing curb return alignment.
- Approximately 10' of additional sidewalk, beyond point of tangency at each curb ramp, will need to be replaced in order to tie in to existing sidewalk grades.
- Existing inlets will be adjusted to match the required grade where there is proposed curb ramp and island work at the following locations: SE Stark & SE 96th, SE Washington & SE 99th, SE Washington & SE 100th, SE Washington & SE 102nd, SE Washington & SE 105th, SE Stark & SE 105th (SE corner) and SE Washington & SE 106th.
- Existing inlets will be removed and new inlets will be installed with new sedimentation/sump systems where curb ramp work impacts drainage facilities at the following locations: SE Stark & SE 99th and SE Stark & SE 105th.
- 20' of 12" pipe will be installed with the installation of an inlet and sedimentation/sump system.
- Curb reconfiguration at SE Stark & SE 99th near Bioswale will not affect functionality of Bioswale. No costs are associated with Bioswale.
- The proposed improvements on the Stark/Washington corridor do not trigger BES stormwater treatment. Therefore, costs associated with stormwater treatment work are not included in this estimate report.
- Signal costs were provided by PBOT.
- Costs for corridor lighting are not included.
- Cost of "Pavement Legend, Type B-HS: Green Bicycle Lane Markings" is 10% more than unit price of "Pavement Legend, Type B" due to green color.
- "Temporary Work Zone Traffic Control, Complete" is to be estimated as a complete 10% lump sum percentage. The lump sum percentage assumes that temporary traffic control devices, flaggers and a Traffic Control Supervisor are included.
- Signing to be estimated as a lump sum. A 1% lump sum percentage of the cost of construction bid items is used for a planning level estimate.
- Temporary construction easements (TCE) for curb ramps are 2' from the back of walk and are 5' from the back of walk for driveways. The ratio of area taken by a TCE, compared to the entire area of a parcel, is compared to the property market value to estimate the cost of each TCE. Locations of TCEs are noted on attached site map.
- ROW acquisition costs along SE Stark between SE 99th and SE 102nd for the 1-3' of sidewalk on private property are not included in this estimate report. It is assumed that the civil improvements for the proposed pedestrian crossing at SE Stark & SE 100th and future PBOT sidewalk maintenance purposes would require a dedication from the property owner. For the curb and striping work shown in the parking lot at 10015 SE

Stark St, Portland, OR 97216, a TCE is assumed around a 2' offset from the work footprint.

- The east leg of the proposed pedestrian crossing at SE Stark & SE 100th closes one of the driveways providing access to the retail store at 10015 SE Stark St, Portland, OR 97216 (property ID R319508), owned by Hall Family LLC. The driveway closure needs to be further evaluated.
- The years of inflation for this project is 5 years.
- The estimate contingency is 5% on construction bid items and 20% for allowance of design refinement, which is based on total construction, project engineering & management and inflation contingencies.
- The level of confidence for this estimate is low.

Review & Approval:

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

Attachments:

- Signal modifications outline (provided by PBOT)
- Detailed estimate spreadsheet
- Site map

	Stark (WB)									Washington (EB)							
	94th (SB I-205 off ramp)	96th (NB I-205 on ramp)	99th	100th	102nd	103rd	105th	106th		94th (SB I-205 on ramp)	96th (NB I-205 off ramp)	99th	100th	102nd	103rd	105th	106th
Replace Existing Controller w/ ATC	X	X	X		X	X			Work to be addressed by T00455 - EPAEE	X	X	X		X		X	
Install new Bike Signals (2), Bike Signal Signs (2), and new Ped Post (1)		X				X				X		X					X
Install Right Turn Signal Head and NO TURN ON RED Sign (1 ea.)		X				X				X		X					X
Install Pedestrian Pushbuttons (2)		X				X				X		X					X
Install new Pedestrian Signals (2), Pedestrian Pushbuttons (2), and Ped Posts (2) for new crosswalk			X														
Revise Existing Loop Detection (1 Approach)		X				X				X		X					X
Revise Existing Photo Enforcement Loop Detection (1 Approach)			X		X										X		
Modify Existing Signal Heads along Span or Mast Arm (1 Approach)												X		X			

NOTE: Orange columns represent ODOT-owned signals

CITY OF PORTLAND, OREGON
BUREAU OF TRANSPORTATION
PRELIMINARY ENGINEER'S ESTIMATE FOR PROJECTS GREATER THAN \$1M
Stark/Washington Corridor Estimate Date: June, 2019 By: David Evans and Associates, Inc.

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF SE STARK ST FROM SE 92ND AVE TO SE 106TH AVE AND SE WASHINGTON ST FROM SE 92ND AVE TO SE 106TH AVE
VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	0210	LS	1.00	\$ 170,832.26	\$ 170,832.26
2	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	0225	LS	1.00	\$ 170,832.26	\$ 170,832.26
3	EROSION CONTROL	0280	LS	1.00	\$ 17,083.23	\$ 17,083.23
4	POLLUTION CONTROL PLAN	0290	LS	1.00	\$ 1,708.32	\$ 1,708.32
5	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1.00	\$ 68,332.91	\$ 68,332.91
6	CLEARING AND GRUBBING	0320	LS	1.00	\$ 17,083.23	\$ 17,083.23
7	GENERAL EXCAVATION	0330	CUYD	1,207.00	\$ 50.00	\$ 60,350.00
8	12 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	0445	FOOT	40.00	\$ 143.50	\$ 5,740.00
9	CONCRETE MANHOLES, SEDIMENTATION	0470	EACH	2.00	\$ 6,000.00	\$ 12,000.00
10	CONCRETE MANHOLES, SUMP	0470	EACH	2.00	\$ 15,600.00	\$ 31,200.00
11	CONCRETE INLETS, TYPE G-2	0470	EACH	2.00	\$ 2,366.00	\$ 4,732.00
12	ADJUSTING INLETS	0490	EACH	15.00	\$ 837.00	\$ 12,555.00
13	AGGREGATE BASE	0640	TON	1,352.00	\$ 36.90	\$ 49,888.80
14	LEVEL 3, 1/2 INCH DENSE, MWMAC MIXTURE	0744	TON	990.00	\$ 110.00	\$ 108,900.00
15	CONCRETE CURBS, STANDARD CURB	0759	FOOT	150.00	\$ 37.25	\$ 5,587.50
16	CONCRETE ISLANDS	0759	SQFT	10,690.00	\$ 25.95	\$ 277,405.50
17	CONCRETE DRIVEWAYS	0759	SQFT	210.00	\$ 17.00	\$ 3,570.00
18	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	16,680.00	\$ 19.75	\$ 329,430.00
19	6 INCH CONCRETE SURFACING	0759	SQFT	5,600.00	\$ 21.20	\$ 118,720.00
20	PAVEMENT LINE REMOVAL	0851	FOOT	25,271.00	\$ 0.73	\$ 18,447.83
21	SURFACE MOUNTED TUBULAR MARKERS	0856	EACH	188.00	\$ 85.00	\$ 15,980.00
22	THERMOPLASTIC, NON-PROFILE, 120 MILS, EXTRUDED	0865	FOOT	26,360.00	\$ 1.40	\$ 36,904.00
23	PAVEMENT LEGEND, TYPE B: ARROWS	0867	EACH	23.00	\$ 260.00	\$ 5,980.00
24	PAVEMENT LEGEND, TYPE B-HS: GREEN BICYCLE LANE MARKINGS	0867	SQFT	1,116.00	\$ 10.00	\$ 11,160.00
25	PAVEMENT LEGEND, TYPE B-HS: BICYCLE LANE STENCIL	0867	EACH	20.00	\$ 277.00	\$ 5,540.00
26	PAVEMENT BAR, TYPE B	0867	SQFT	3,890.00	\$ 8.80	\$ 34,232.00
27	SIGNING	N/A	LS	1.00	\$ 17,083.23	\$ 17,083.23
28	SIGNAL IMPROVEMENT COST, EXCLUDING PHBS (PBOT PROVIDED)	N/A	LS	1.00	\$ 560,000.00	\$ 560,000.00
TOTAL BID ITEMS						\$ 2,171,278.07

ANTICIPATED ITEMS

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	BOLI FEE PAYMENT		LS	1.00	\$ 2,171.28	\$ 2,171.28
2	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 217,127.81	\$ 217,127.81
TOTAL ANTICIPATED ITEMS						\$ 219,299.09

SCHEDULE SUMMARY

BID ITEMS			\$	2,171,278
CONSTRUCTION CONTINGENCY		5% of Bid Items*	\$	108,564
SUBTOTAL			\$	2,279,842
ANTICIPATED ITEMS			\$	219,299
TOTAL CONSTRUCTION			\$	2,499,141
PROJECT MANAGEMENT		5% of Bid Items	\$	108,564
DESIGN ENGINEERING		25% of Bid Items	\$	542,820
CONSTRUCTION MANAGEMENT		15% of Bid Items	\$	325,692
SUBTOTAL			\$	977,076
PROJECT ENGINEERING & MANAGEMENT OVERHEAD		80.85% of PM, Eng, and CM	\$	789,966
TOTAL PROJECT ENGINEERING & MANAGEMENT			\$	1,767,042
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES			\$	346,400
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION			\$	-
RIGHT-OF-WAY CONTINGENCY		30% of Land, Improve, and Damages	\$	103,920
TOTAL PROJECT RIGHT-OF-WAY			\$	450,320
	<i>Years</i>	<i>Inflation</i>		
INFLATION RATE ON CONTRACT	5	4.5% of Construction	\$	615,243
INFLATION RATE ON PERSONNEL	5	2.0% of Eng & Mgmt	\$	183,915
ALLOWANCE FOR DESIGN REFINEMENT		20% of Const, Eng & Mgmt, and Inflation	\$	1,013,068
TOTAL PROJECT CONTINGENCY			\$	1,812,226
TOTAL PROJECT ESTIMATE			\$	6,528,729

LS* Unit Price shown is: Pound, Each, or Foot Basis as applicable
 Remove * and change unit to 1 in the Bid Form

SE STARK ST/SE WASHINGTON ST CORRIDOR IMPROVEMENTS MAP FROM SE 92ND AVE TO SE 106TH AVE



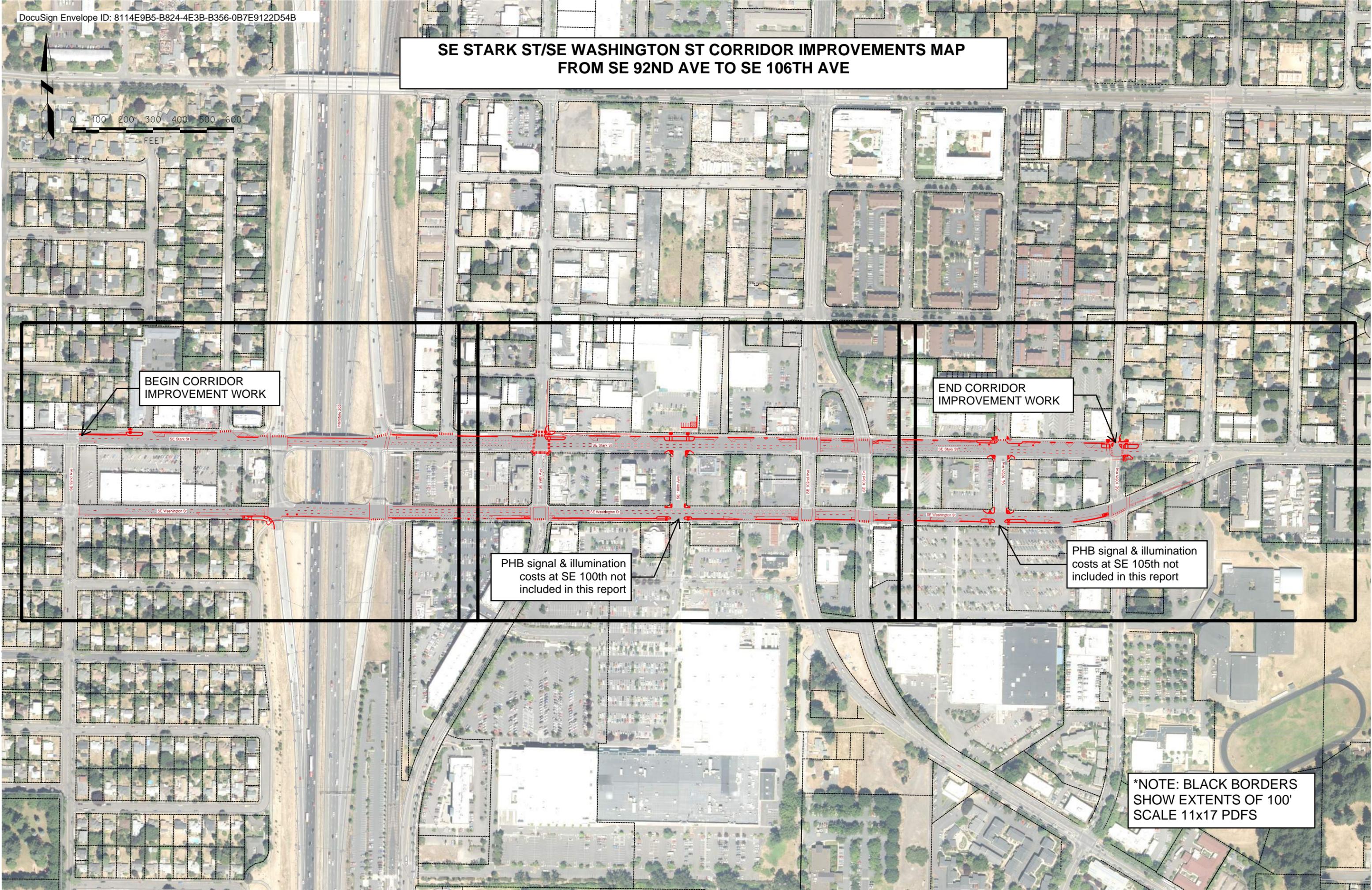
BEGIN CORRIDOR IMPROVEMENT WORK

END CORRIDOR IMPROVEMENT WORK

PHB signal & illumination costs at SE 100th not included in this report

PHB signal & illumination costs at SE 105th not included in this report

*NOTE: BLACK BORDERS SHOW EXTENTS OF 100' SCALE 11x17 PDFS



SE STARK ST/SE WASHINGTON ST FROM SE 92ND AVE TO SE 96TH AVE



SE Stark St

SE 92nd Ave

SE Washington St

Interstate 205

Proposed Signal Work:
Replace existing controller
with ATC

Assume rebuilding
sidewalk 10' beyond PTs at
each curb ramp in order to
tie in to existing grade

Assume adjustment of
existing inlet due to curb
ramp rebuild

9350 SE Washington St

Assume NW ADA ramp to be
replaced at SE Washington & SE
94th due to proposed signal work

TCE

Proposed Signal Work: Replace
existing controller with ATC, install
new bike signals (2), bike signal
signs (2) and new pedestrian post
(1), install right turn signal head (1),
NO TURN ON RED sign (1), install
pedestrian pushbuttons (2), revise
existing loop detection (1 approach)

Assume adjustment of
existing inlet due to curb
ramp rebuild

Proposed Signal Work: Replace
existing controller with ATC, install
1 new bike signals (2), bike signal
signs (2) and new pedestrian post
(1), install right turn signal head (1),
NO TURN ON RED sign (1), install
pedestrian pushbuttons (2), revise
existing loop detection (1 approach)

SE Stark & SE 96th:
Assume ADA ramps to be
replaced at all 3 corners due
to proposed signal work

TCE

9346 SE
Washington St

Assume rebuilding
sidewalk 10' beyond PTs at
each curb ramp in order to
tie in to existing grade

Assume SE ADA ramp to be
replaced at SE Washington & SE
94th due to proposed signal
work.

Proposed Signal Work:
Replace existing controller
with ATC

SE STARK ST/SE WASHINGTON ST FROM SE 96TH AVE TO SE 103RD DR



Assume NW ADA ramp to be replaced at SE Stark & SE 99th due to proposed signal and civil work

Assume rebuilding sidewalk 10' beyond PTs at each curb ramp in order to tie in to existing grade

Assume relocation of inlet and construction of new sedimentation and sump system due to curb ramp rebuild

Assumed dedication from property owner is required to complete civil improvements

Proposed Signal Work: Replace existing controller with ATC, revise existing photo enforcement loop detection (1 approach)

Proposed Signal Work: Replace existing controller with ATC, install new bike signals (2), bike signal signs (2) and new pedestrian post (1), install right turn signal head (1), NO TURN ON RED sign (1), install pedestrian pushbuttons (2), revise existing loop detection (1 approach)

Assume rebuilding sidewalk 10' beyond PTs at each curb ramp in order to tie in to existing grade

Proposed Signal Work: Replace existing controller with ATC, install new pedestrian signals (2), pedestrian pushbuttons (2) and pedestrian posts (2), revise existing photo enforcement loop detection (1 approach)

Proposed Signal Work: Replace existing controller with ATC, install new bike signals (2), bike signal signs (2) and new pedestrian post (1), install right turn signal head (1), NO TURN ON RED sign (1), install pedestrian pushbuttons (2), revise existing loop detection (1 approach), modify existing signal heads along span or mast arm (1 approach)

Assume rebuilding sidewalk 10' beyond PTs at each curb ramp in order to tie in to existing grade

SE Washington & SE 102nd: Assume ADA ramps to be replaced at all 4 corners due to proposed signal work

SE Stark & SE 103rd: Assume ADA ramps to be replaced at all 4 corners due to proposed signal work

SE Washington & SE 99th: Assume ADA ramps to be replaced at all 4 corners due to proposed signal work

Assume rebuilding sidewalk 10' beyond PTs at each curb ramp in order to tie in to existing grade

Assume adjustment of existing inlets due to curb ramp rebuild

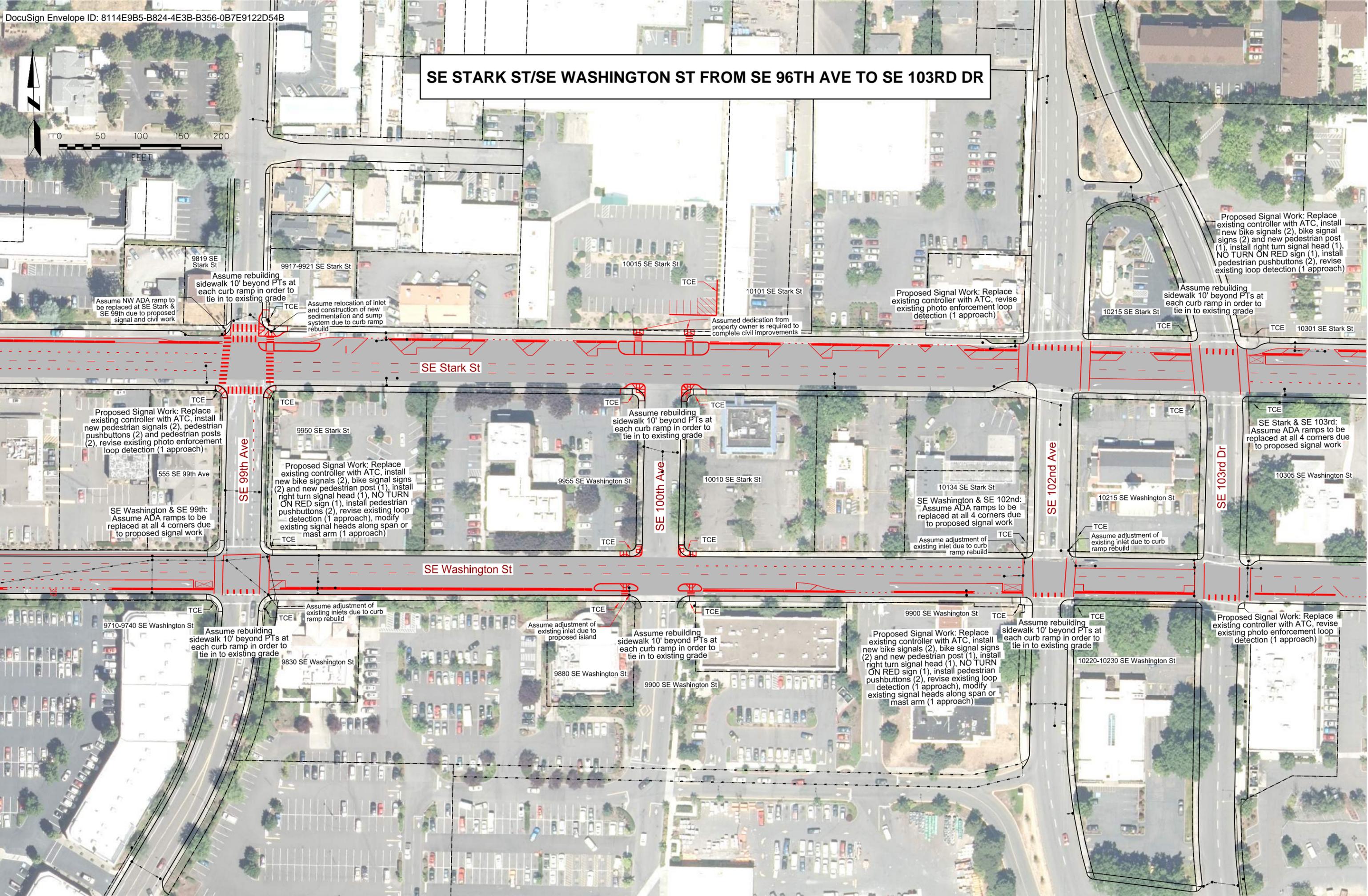
Assume adjustment of existing inlet due to proposed island

Assume rebuilding sidewalk 10' beyond PTs at each curb ramp in order to tie in to existing grade

Proposed Signal Work: Replace existing controller with ATC, install new bike signals (2), bike signal signs (2) and new pedestrian post (1), install right turn signal head (1), NO TURN ON RED sign (1), install pedestrian pushbuttons (2), revise existing loop detection (1 approach), modify existing signal heads along span or mast arm (1 approach)

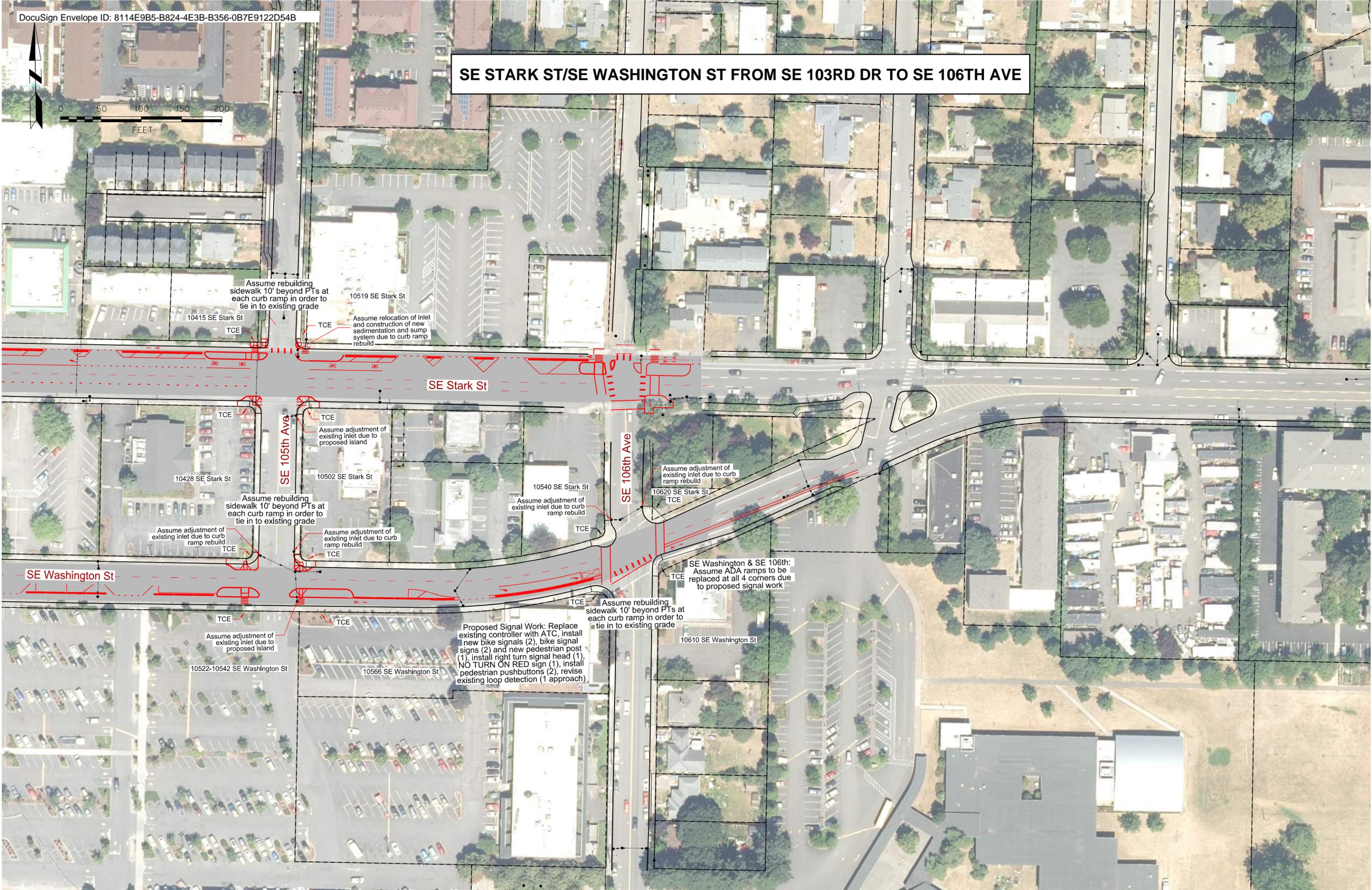
Assume rebuilding sidewalk 10' beyond PTs at each curb ramp in order to tie in to existing grade

Proposed Signal Work: Replace existing controller with ATC, revise existing photo enforcement loop detection (1 approach)





SE STARK ST/SE WASHINGTON ST FROM SE 103RD DR TO SE 106TH AVE



Assume rebuilding sidewalk 10' beyond PTs at each curb ramp in order to tie in to existing grade

Assume relocation of inlet and construction of new sedimentation and sump system due to curb ramp rebuild

Assume adjustment of existing inlet due to curb ramp rebuild

Assume adjustment of existing inlet due to proposed island

Assume adjustment of existing inlet due to curb ramp rebuild

Proposed Signal Work: Replace existing controller with ATC, install new bike signals (2), bike signal signs (2) and new pedestrian post (1), install right turn signal head (1), NO TURN ON RED sign (1), install pedestrian pushbuttons (2), revise existing loop detection (1 approach)

Assume rebuilding sidewalk 10' beyond PTs at each curb ramp in order to tie in to existing grade

Assume adjustment of existing inlet due to curb ramp rebuild

SE Washington & SE 106th: Assume ADA ramps to be replaced at all 4 corners due to proposed signal work

10415 SE Stark St

10519 SE Stark St

10428 SE Stark St

10502 SE Stark St

10540 SE Stark St

10620 SE Stark St

10522-10542 SE Washington St

10566 SE Washington St

10610 SE Washington St

SE 105th Ave

SE 106th Ave

SE Washington St

SE Stark St

TCE

Certificate Of Completion

Envelope Id: 8114E9B5B8244E3BB3560B7E9122D54B	Status: Completed
Subject: Please DocuSign: RFFA Estimate Report - Stark_Washington Corridor.pdf	
Source Envelope:	
Document Pages: 12	Signatures: 2
Certificate Pages: 5	Initials: 1
AutoNav: Enabled	Envelope Originator:
Envelopeld Stamping: Enabled	Tim Bowers
Time Zone: (UTC-08:00) Pacific Time (US & Canada)	1120 SW 5th Avenue, Suite 800
	Portland, OR 97204
	Tim.Bowers@portlandoregon.gov
	IP Address: 74.120.152.120

Record Tracking

Status: Original 6/20/2019 9:35:20 AM	Holder: Tim Bowers Tim.Bowers@portlandoregon.gov	Location: DocuSign
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Signer Events

Signer Events	Signature	Timestamp
Kim Roske kim.roske@portlandoregon.gov Security Level: Email, Account Authentication (None)	 Signature Adoption: Pre-selected Style Using IP Address: 74.120.152.116	Sent: 6/20/2019 9:39:51 AM Viewed: 6/20/2019 9:45:06 AM Signed: 6/20/2019 9:45:23 AM

Electronic Record and Signature Disclosure:
Accepted: 7/30/2018 2:53:12 PM
ID: 6d27ed9b-a5a5-4c04-a35c-2f2372b315cd

Eva Huntsinger eva.huntsinger@portlandoregon.gov Security Level: Email, Account Authentication (None)	 Signature Adoption: Uploaded Signature Image Using IP Address: 74.120.152.117	Sent: 6/20/2019 9:45:26 AM Viewed: 6/20/2019 10:20:23 AM Signed: 6/20/2019 10:20:55 AM
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Electronic Record and Signature Disclosure:
Accepted: 6/22/2017 12:42:00 PM
ID: 601049b1-22a3-4ab3-8399-73096be19367

Steve Townsen steve.townsen@portlandoregon.gov City Engineer City of Portland Security Level: Email, Account Authentication (None)	 Signature Adoption: Uploaded Signature Image Using IP Address: 74.120.152.116	Sent: 6/20/2019 10:20:57 AM Viewed: 6/20/2019 11:04:56 AM Signed: 6/20/2019 11:06:06 AM
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Electronic Record and Signature Disclosure:
Not Offered via DocuSign

In Person Signer Events

Signature

Timestamp

Editor Delivery Events

Status

Timestamp

Agent Delivery Events

Status

Timestamp

Intermediary Delivery Events

Status

Timestamp

Certified Delivery Events

Status

Timestamp

Carbon Copy Events	Status	Timestamp
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Witness Events	Signature	Timestamp
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Notary Events	Signature	Timestamp
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Envelope Summary Events	Status	Timestamps
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Envelope Sent	Hashed/Encrypted	6/20/2019 10:20:57 AM
Certified Delivered	Security Checked	6/20/2019 11:04:56 AM
Signing Complete	Security Checked	6/20/2019 11:06:06 AM
Completed	Security Checked	6/20/2019 11:06:06 AM

Payment Events	Status	Timestamps
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Electronic Record and Signature Disclosure

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

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

Consequences of changing your mind

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

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

electronically from us.

How to contact City of Portland Bureau of Transportation:

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

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

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

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

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To request paper copies from City of Portland Bureau of Transportation

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

To withdraw your consent with City of Portland Bureau of Transportation

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

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

Required hardware and software

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

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

Acknowledging your access and consent to receive materials electronically

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

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- I can access and read this Electronic CONSENT TO ELECTRONIC RECEIPT OF ELECTRONIC CONSUMER DISCLOSURES document; and
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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

(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

PORTLAND CITY COUNCIL

Ted Wheeler, Mayor

Chloe Eudaly, Commissioner in Charge

Amanda Fritz

Nick Fish

Jo Ann Hardesty

PROJECT TEAM

Zef Wagner

Project Development Lead

Mark Lear

Resource Manager

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Project Development

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Project Development

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

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

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

Regional Flexible Funds

ACTIVE TRANSPORTATION & FREIGHT CANDIDATE PROJECTS

01 Project Candidates Summary

02 Projects in Context | Equity, Safety, & Growth

Project Summary Sheets

04 **A** - N Willamette Blvd: Active Transportation Corridor

05 **B** - MLK Jr Blvd: Safety & Access to Transit

06 **C** - Columbia/Cully/Alderwood Intersection Improvements

08 **D** - SE Belmont & SE Morrison Transit & Bike Improvements

09 **E** - SE Stark & SE Washington Corridor Improvements

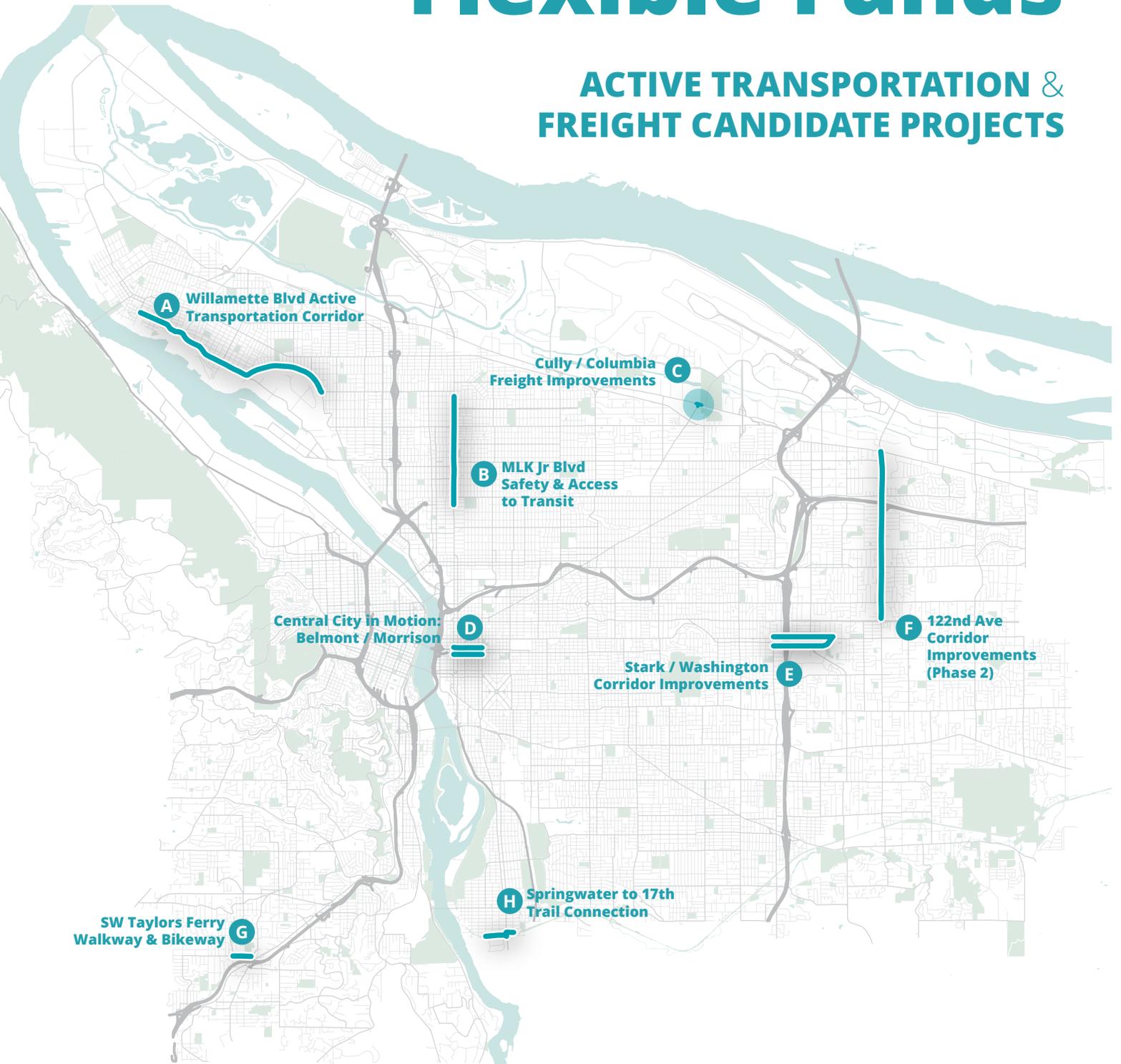
10 **F** - 122nd Ave: Safety Access & Transit

11 **G** - SW Taylors Ferry Rd Walkway & Bikeway

12 **H** - Springwater to SE 17th Trail Connection

Regional Flexible Funds

ACTIVE TRANSPORTATION & FREIGHT CANDIDATE PROJECTS



Project candidates summary

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

Projects in Context

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

EQUITY

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

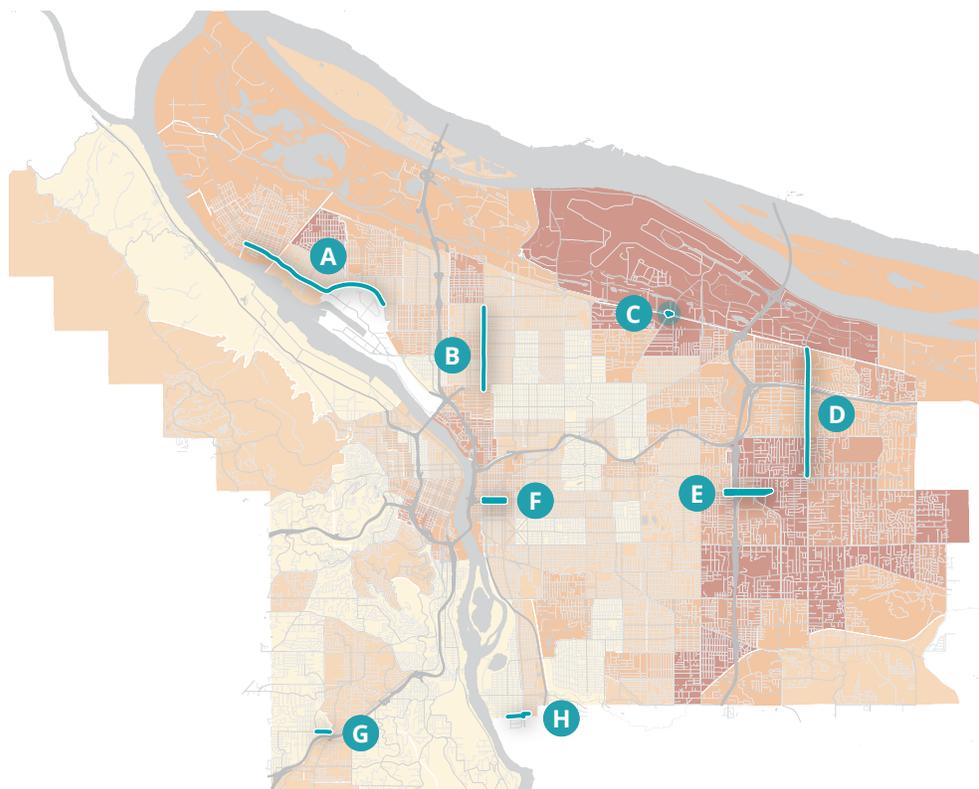
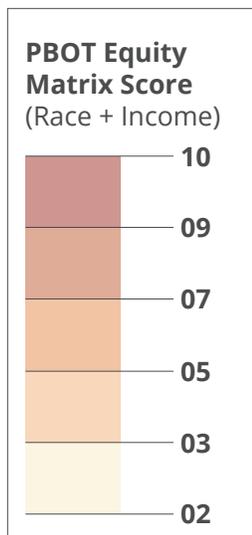
SAFETY

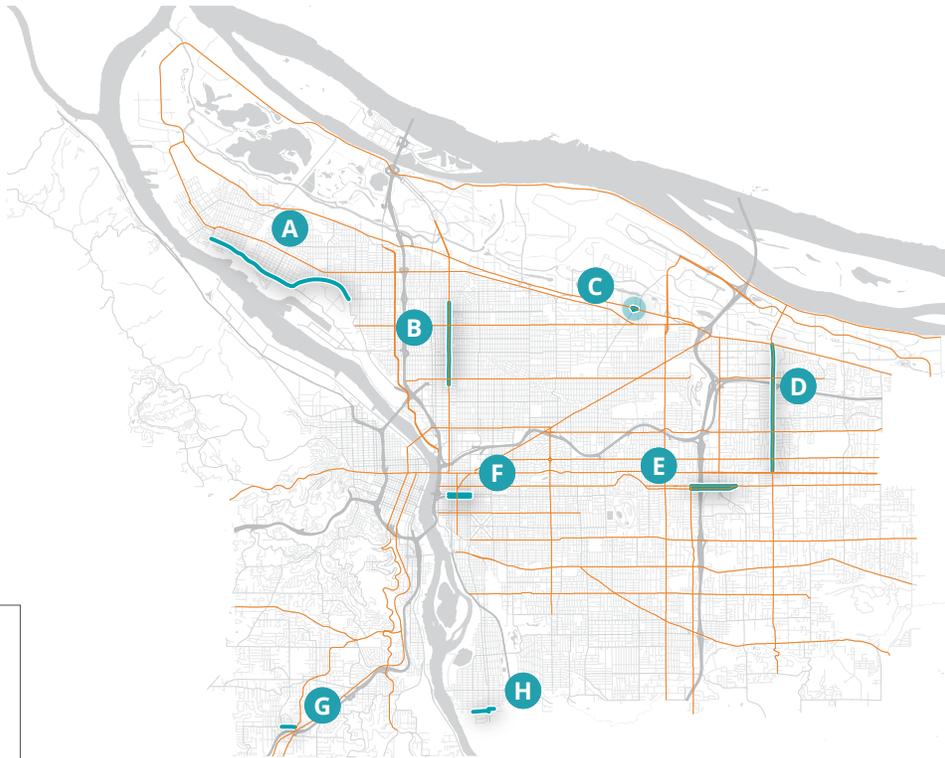
PBOT's *Vision Zero Action Plan* sets a goal of eliminating all transportation related deaths and serious injuries. The plan identifies a **High Crash Network** of streets where the highest rates of crashes occur.

GROWTH

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

EQUITY

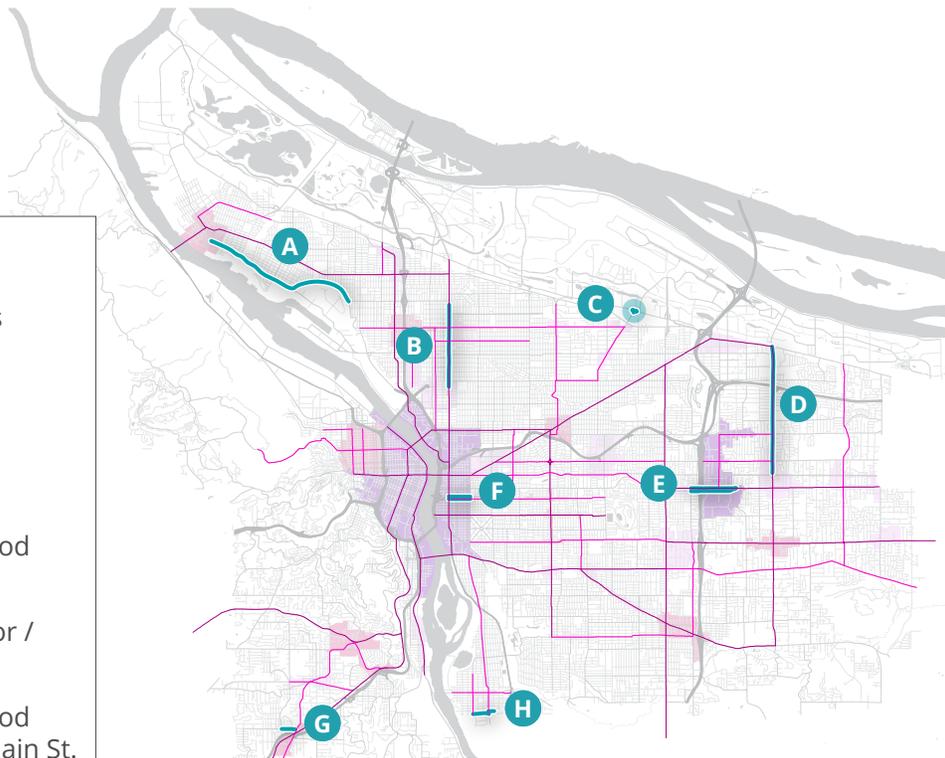




SAFETY

Vision Zero
High Crash Network

— All Modes



GROWTH

City of Portland
Comprehensive Plan
Centers and Corridors

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

A: N Willamette Blvd

Active Transportation Corridor



Project context and background

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

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

Project Details

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

Project Cost Estimate: \$6,106,000

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

FOR MORE INFORMATION

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NE MLK Jr Blvd

Safety & Access to Transit

Project context and background

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

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

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

Project details

-  **SIGNAL UPGRADE**
(add protected signal phase for vehicles turning onto NE Martin Luther King Jr Blvd)
-  **NEW ENHANCED CROSSING**
(existing marked crossing exists, project will upgrade)
-  **FUNDED CROSSING IMPROVEMENT**
-  **EXISTING SIGNALIZED INTERSECTION**
-  **EXISTING OR FUTURE BIKEWAY CONNECTION**

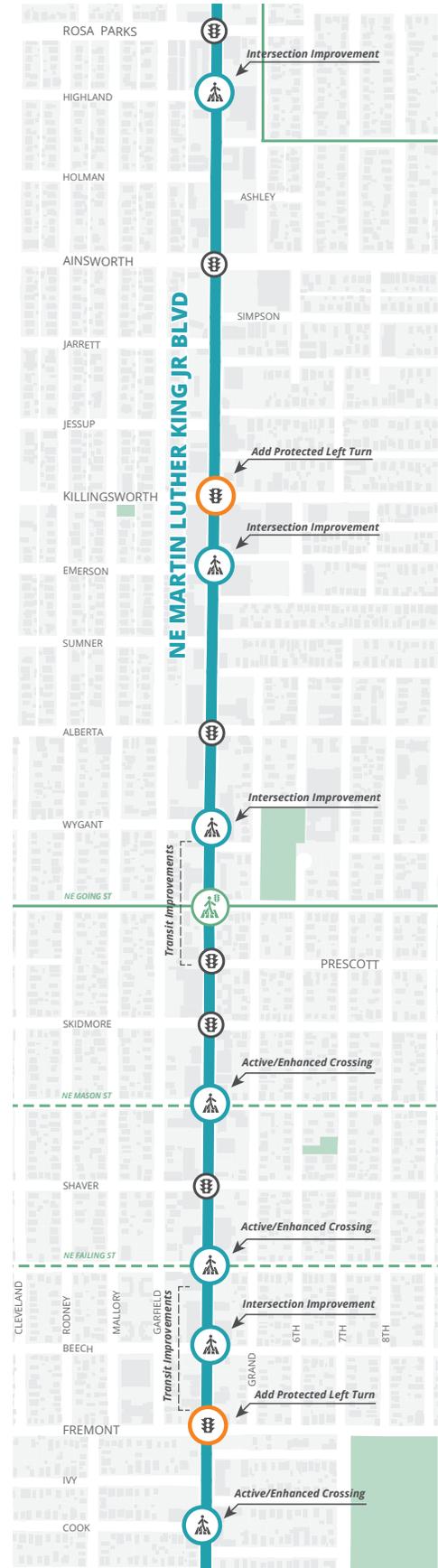
Project Cost Estimate: \$4,723,000

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

FOR MORE INFORMATION

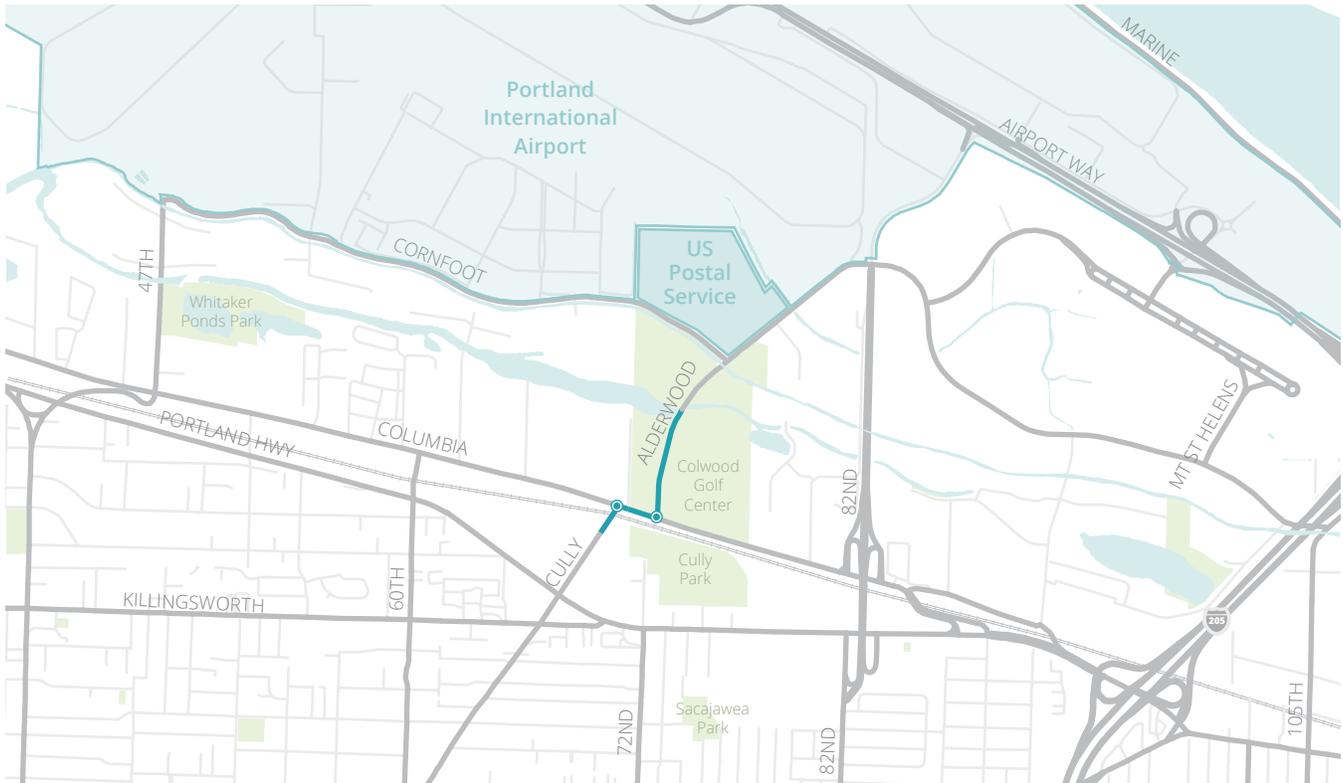
Shane Valle

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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

Winston Sandino

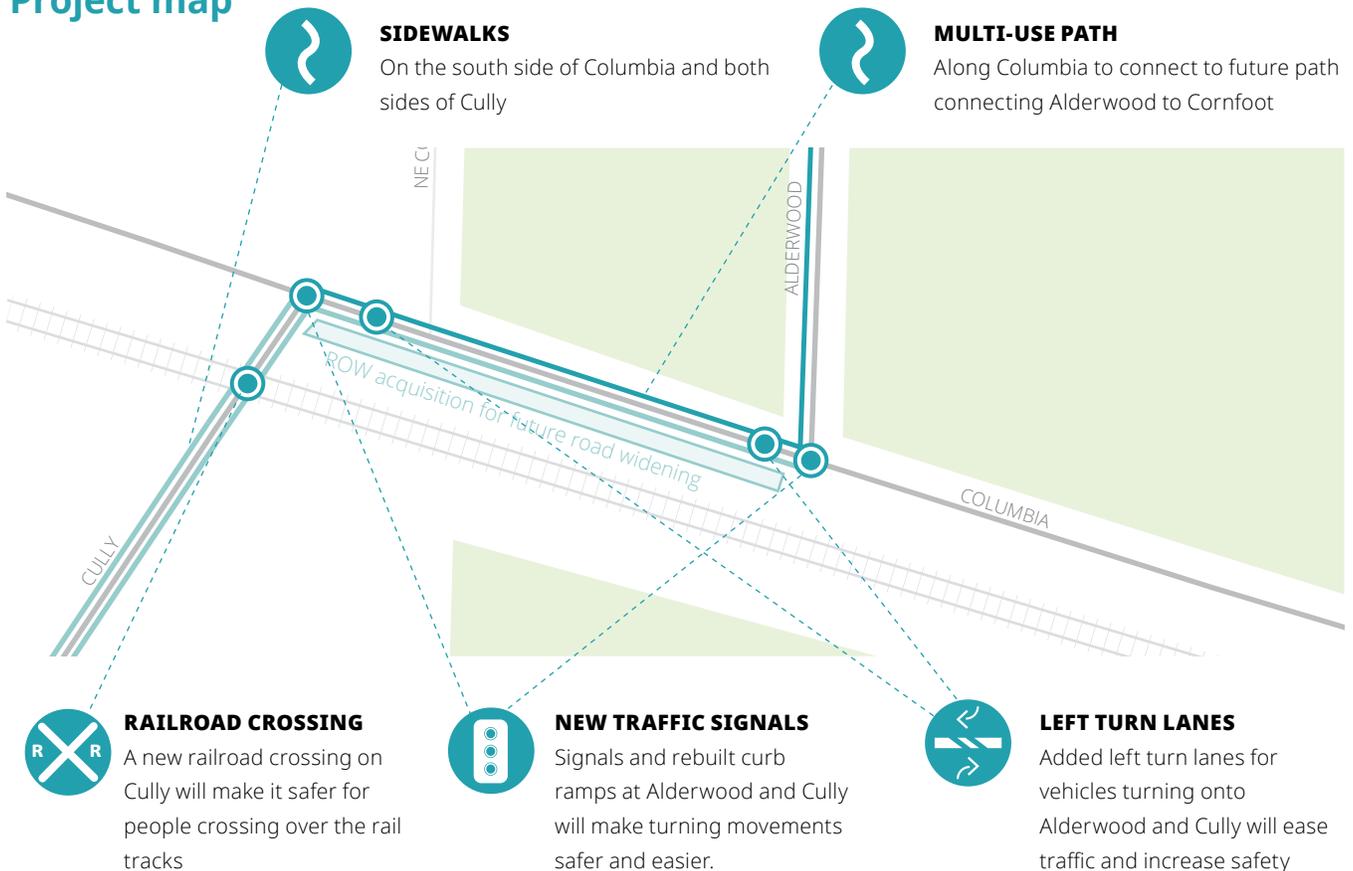
Portland Bureau of Transportation - Project Manager
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Project details

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



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

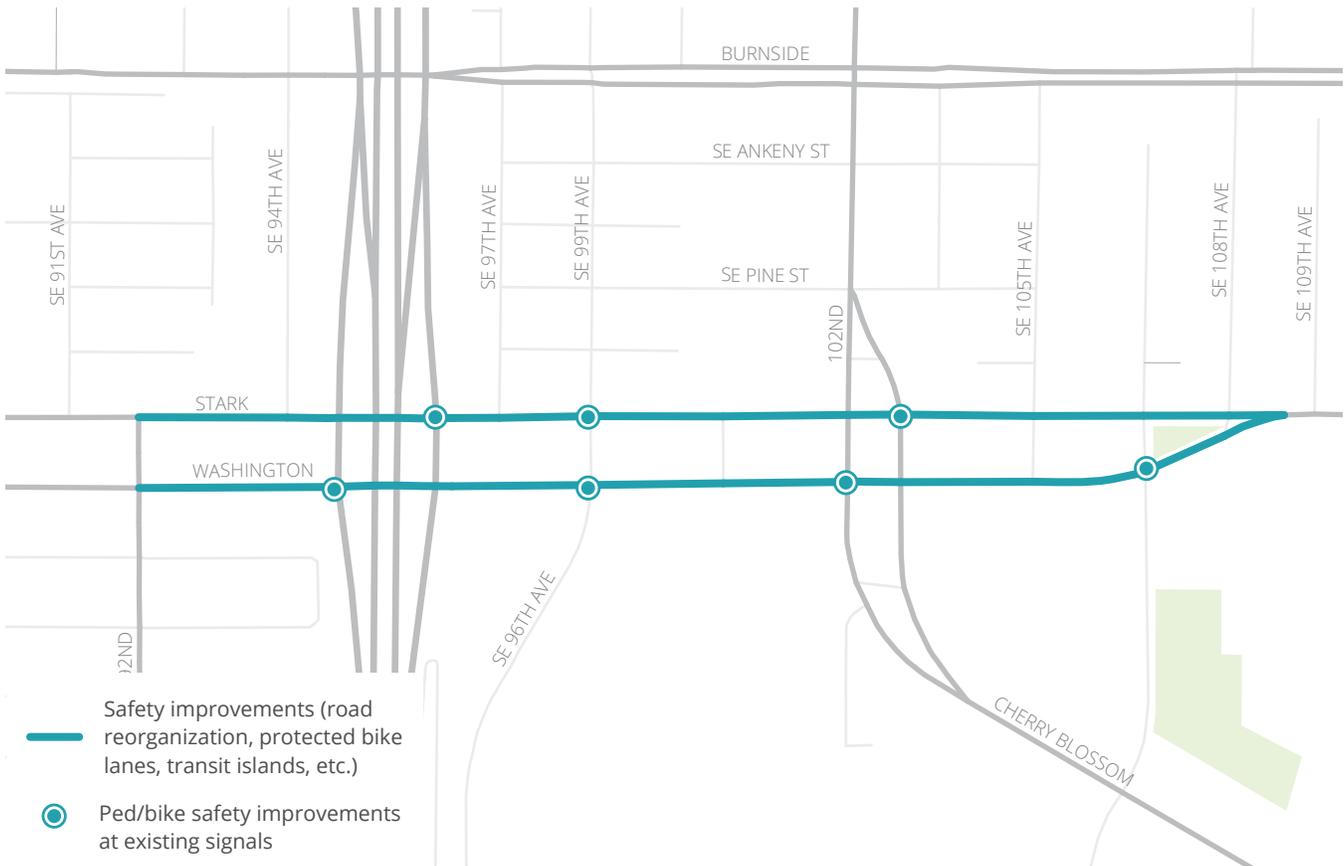
FOR MORE INFORMATION

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E: Stark/Washington

Corridor Improvements



Project background and details

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

Project Cost Estimate: \$6,532,000

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

FOR MORE INFORMATION

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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

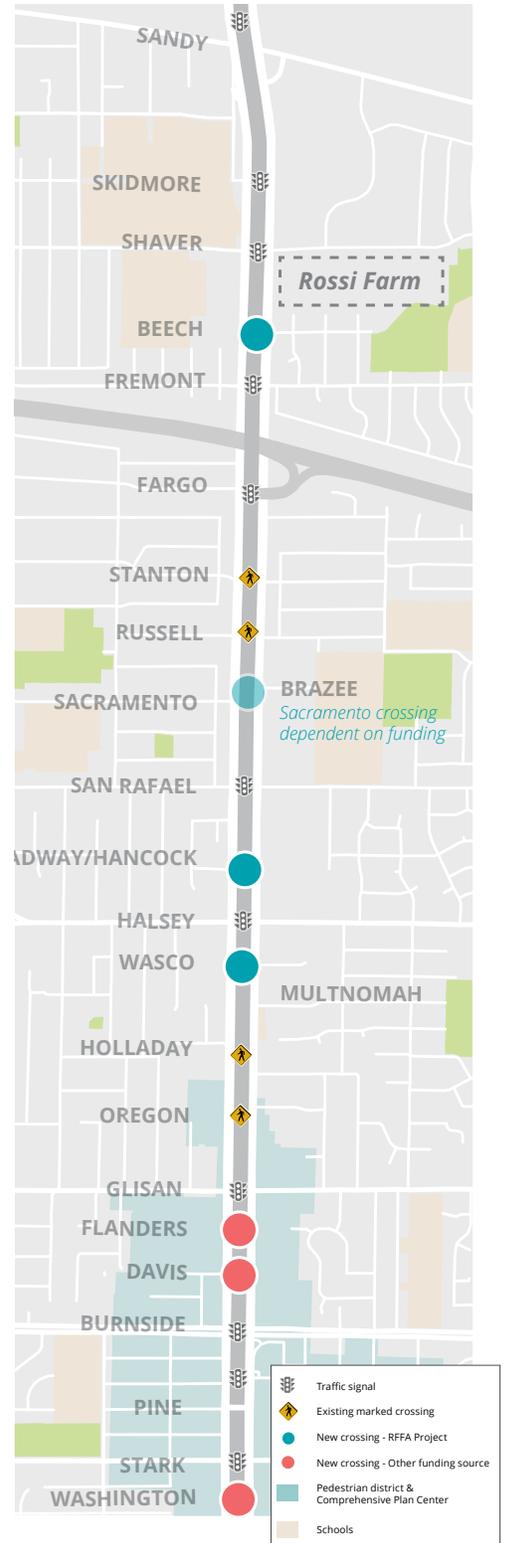
Local Match: \$1,947,300; RFFA Grant Request: \$4,543,700

FOR MORE INFORMATION

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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

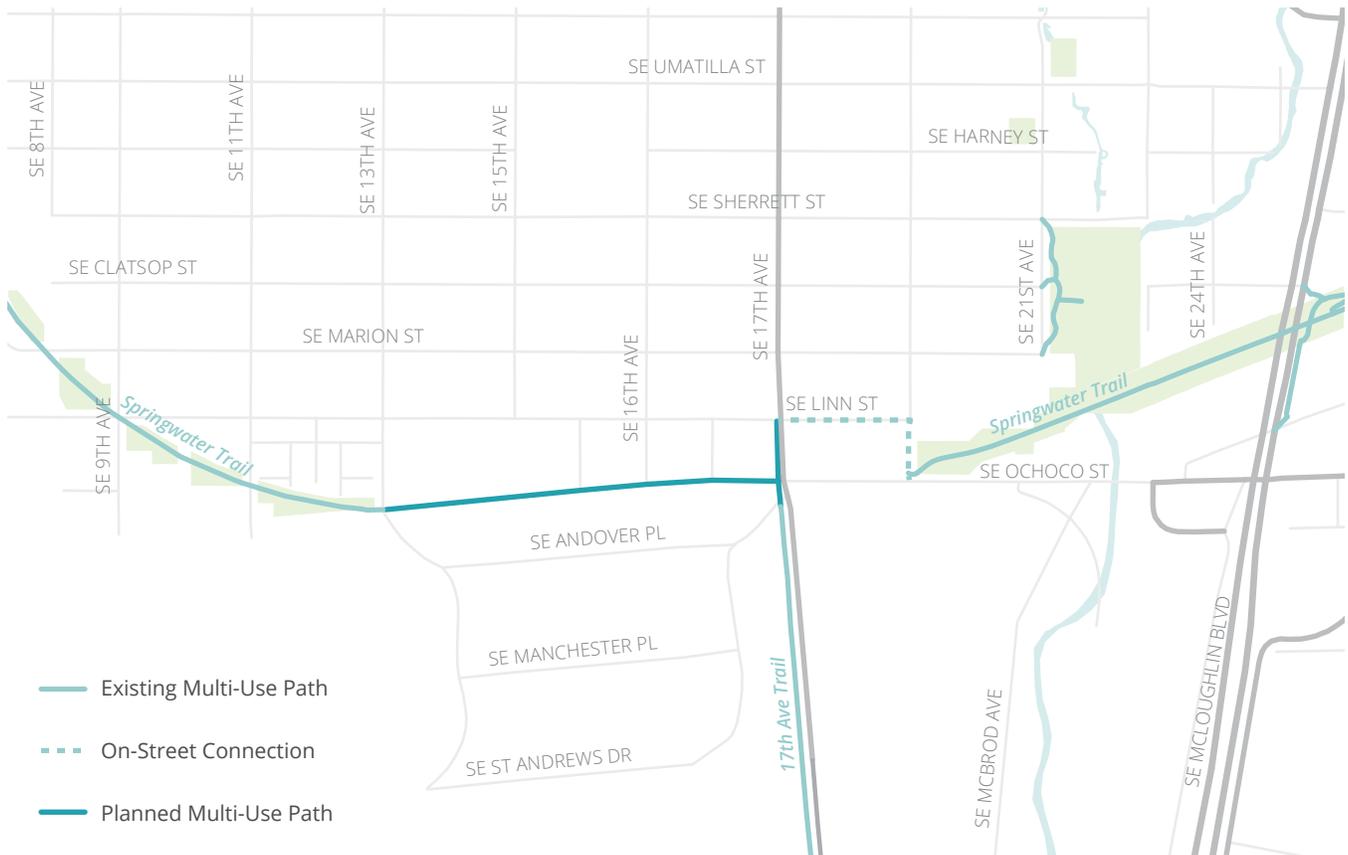
Local Match: \$600,000; RFFA Grant Request: \$3,676,000

FOR MORE INFORMATION

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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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ORDINANCE No. 189555

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

The City of Portland ordains:

Section 1. The Council finds:

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

NOW, THEREFORE, The Council directs:

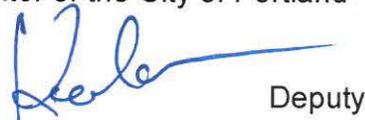
- a. The Commissioner-in-Charge is hereby authorized to make application to Metro for eight grants of up to a total amount of \$36,000,000.
- b. The Commissioner-in-Charge is authorized to provide such information and assurances as are required for the grant period.
- c. The OMF Grants Office is authorized to perform all administrative matters in relation to the grant application, grant agreement or amendments, requests for reimbursement from the grantor, and to submit required online grant documents on the Commissioner-in-Charge's behalf.

Section 2. The Council declares that an emergency exists because applications are due to Metro by June 21, 2019; therefore, this ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council, JUN 12 2019

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

MARY HULL CABALLERO
Auditor of the City of Portland
By



Deputy

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

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

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

AGENDA

TIME CERTAIN

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

CONSENT

REGULAR

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

Revised 8/2017

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